AGENDA
Hearing Examiner

6:00 PM - Tuesday, June 24, 2025
Pasco City Hall, Council Chambers & Microsoft Teams Webinar & GoToWebinar

Page

1. REMOTE MEETING INSTRUCTIONS - Individuals, who would like to provide public comment remotely, may continue to do so by filling out the online form via the City's website (www.pasco-wa.gov/publiccomment) to obtain access information to comment. Requests to comment in meetings must be received by 4:00 p.m. on the day of each meeting.

To attend the meeting online: https://events.gcc.teams.microsoft.com/event/a5d65acf-ff00-4779-b01c-e337c9453dd4@a0d3d4d1-7eac-4c46-a870-b4f2b34721ab

Hearing Examiner meetings are broadcast live on PSC-TV Channel 191 on Charter/Spectrum Cable in Pasco and Richland and streamed at www.pasco-wa.gov/psctvlive and on the City's Facebook page at www.facebook.com/cityofPasco.

2. CALL TO ORDER

3. PUBLIC HEARINGS

2 - 160 **(a) PP 2024-007 The Grove**
Subdivision of a parcel to create 103 lots plus one amenity lot within the R-4 High Density Residential zoning district.

4. ADJOURNMENT

REPORT TO THE HEARING EXAMINER
City Hall – 525 North Third Avenue – Council Chambers
TUESDAY JUNE 24, 2025
6:00 PM

MASTER FILE #: **PP 2024-007**

APPLICANT: Walsh Group
PO Box 1297
Eagle, ID. 83616

REQUEST: **Preliminary Plat**: Subdivision of a parcel to create 103 lots plus one amenity lot within the R-4 High Density Residential zoning district.

Timeline:

13 June 2024	Application Submitted
7 July 2024	Application Deemed Complete
26 November 2024	Notice of Application with Optional SEPA Determination of Non-significance
8 June 2025	Application Noticed for Public Hearing
17 June 2025	Public Hearing Staff Report Published

BACKGROUND

1) PROPERTY DESCRIPTION:

Legal: A parcel of land located in the Northeast Quarter of the Northwest Quarter of Section 7, Township 9 North, Range 29 East,
Willamette, Meridian, City of Pasco, Franklin County, Washington, particularly described as follows:
Beginning at the Northwest corner of Lot 7 of amended record of survey for exempt parcel segregation filed in Volume 4 of
Surveys at Pages 267-271 under Franklin County Auditor's File No. 1956316;
Thence South 00°00'19" East along the West boundary of said Lot 7, a distance of 466.80 feet;
Thence North 89°59'41" East, a distance of 549.33 feet;
Thence North 00°00'33" West, a distance of 471.81 feet to the Northerly boundary of said Lot 7;
Thence South 89°28'18" West along said Northerly boundary a distance of 549.32 feet to the Point of Beginning;
(ALSO Known as New Lot 31 of Record of Survey 1986333)
General Location: Parcel 115210052 & 115210057 in Pasco, Washington.
Property Size: 11.96 acres.

2) ACCESS: The property has access from Burns Road, Norfolk Dr. & Buckingham Dr.

3) UTILITIES: Municipal water is available and will be extended from the north and from the west, municipal sewer will be extended to the property from the west.

LAND USE AND ZONING: The property is zoned R-4 (High Density Residential) and is currently undeveloped. Zoning, and current use of surrounding properties:

North:	R-1	Low Density Residential/Farm Land
East:	R-T	Residential Transition/Vacant
	R-4	Residential High Density/Multi-Family Residential
South:	R-T	Residential Transition/Vacant
West:	R-3	Residential Medium Density/Single Family Residential

4) COMPREHENSIVE PLAN: The City of Pasco Comprehensive Plan designates this site as "Medium Density Residential." The Medium-Density Residential designation is described as a variety of residential housing at a density of 6 to 20 dwelling units per acre, and may be assigned R-2, R-3, R-4 & RP zoning district designations.

6) ENVIRONMENTAL DETERMINATION: The City of Pasco is the SEPA lead agency for this project. Based on the SEPA environmental checklist (SEPA2024-037), the adopted City Comprehensive Plan, City development regulations, and other information, a threshold determination resulting in a Mitigated Determination of Non-Significance (MDNS) was issued on November 26, 2024, for this project under WAC 197-11-355.

ANALYSIS

Request

Applicant proposes to subdivide a 11.96-acre parcel into 103 individual lots for single family dwellings plus one additional amenity lot within the R-4 High Density Residential zoning district.

History

The site was annexed into the City in 1998 via Ordinance 3305 and subsequently assigned the R-T (Residential Transition District) zoning designation via Ordinance 3506. In January 2025, The Pasco City Council revised the zoning designation of the property from R-T Residential Transition to R-4 High Density Residential District via Ordinance 4754. The site has remained undeveloped since annexation.

Lot & Right-of-Way Layout

The proposed plat would create 104 lots, which includes one amenity lot which will be developed for a neighborhood community center including a small pool and facility parking spaces.

The proposed lots vary in size from 1,900 sq. ft. to 5,531 sq. ft. with the average lot size being 3,213. The site has a City of Pasco Comprehensive Plan Land Use Designation of Medium Density Residential, requiring a density between 6 and 20 dwelling units per acre (du/ac). The plat provides a density of approximately 11.6 du/ac meeting the requirements of the Pasco Municipal Code (PMC) and the intent of the Comprehensive Plan.

A network of streets will be dedicated and improved to City code and standards to provide adequate access to all lots and to ensure access and continuity for future development. The Preliminary Plat includes multiple points of access including the primary access to Burns Road to the North and providing through street access along Norfolk Drive and Buckingham Drive as well as provided eventual access to a future development to the East at Nottingham Drive.

STAFF FINDINGS OF FACT

1) Notice of the public hearing was sent to property owners within 300 feet of the subject property on June 9, 2025, and published in the Tri-City Herald newspaper on June 8, 2025.
2) An application for the proposed plat was submitted on June 13, 2024 and determined to be complete on July 7, 2024.
3) A Notice of Application with SEPA Optional Determination of Non-significance was issued on November 26, 2024.
4) The proposed site is Parcel # 115210052 & 115210057 in Pasco, Washington.
5) The site's Comprehensive Plan designation is Medium Density Residential which allows for residential development at a density between 6 and 20 dwelling units per acre.
6) The proposed number of lots equates to approximately 11.6 dwelling units per acre.
7) The site has historically been undeveloped.
8) The project will involve the dedication to the public, and construction of a network of roads to provide access to the new lots and to ensure future development continuity.
9) Water and sewer services will be extended to and through the development to provide municipal services to the new lots.
10) Water rights shall be either deeded to the City or an in-lieu of fee paid prior to recording of any final plat.
11) Traffic, Park, and School impact fees will be collected for each lot, at the then current rate, prior to building permits being issued for new residences.

TENTATIVE CONCLUSIONS BASED ON FINDINGS OF FACT

As per PMC 21.25.060, Upon conclusion of the open record hearing, the Hearing Examiner shall make and enter findings from the record and conclusions thereof as to whether or not:

(1) Adequate provisions are made for the public health, safety and general welfare and for open spaces, drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds, transit stops, schools and school grounds, sidewalks for safe walking conditions for students, and other public needs;

The proposed subdivision will be serviced by City emergency services. The proposal is dedicating and constructing adequate right-of-way and will be required to construct the right-of-way to meet the requirements of PMC and the Pasco Design and Construction Standards. These requirements include the construction of new sidewalks adjacent to the right-of-way for safe pedestrian travel as well as multi-use paths (MUPs) along the north side of the Burns Road right-of-way. Utilities such as municipal water and sewer are required to be extended to and through the right-of-way to provide access to all lots within the proposed subdivision.

Traffic, park, and school impact fees will be collected with each building permit issued for a new dwelling to account for impacts to the transit system, school system, and park land improvements and maintenance. Credits and reductions to the traffic and park impact fees will be provided if applicable in accordance with PMC 3.40.090 and PMC 3.50.070.

(2) The proposed subdivision contributes to the orderly development and land use patterns in the area;

The proposed development may contain various types of attached and detached residential single family dwellings and will match the Comprehensive Plan, Zoning Code and the Goals and policies of the Broadmoor Master Plan.

The development will also be required to construct rights-of-way improvements such as curb, gutter, sidewalk, street lighting, etc. for safe pedestrian travel and for the welfare of the residents. Multi-use paths (MUP's) will also be provided on Burns Road, which will connect to the MUPs of nearby and adjacent developments.

(3) The proposed subdivision conforms to the policies, maps and narrative text of the Comprehensive Plan;

Pasco's Comprehensive Plan Future Land Use Map designates the land as "Medium Density Residential" which allows for the R-2, R-3, R-4 & RP zoning designations and allows for a variety of residential housing at a density of 6 to 20 dwelling units per acre. The sites zoning designation and proposed density of 11.6 dwelling units per acre conforms with the Comprehensive Plan. Further, the proposal aligns with the policies of the Comprehensive Plan such as:

- ***Housing Policy H-3-A: Encourage innovative techniques in the design of residential neighborhoods and mixed-use areas to provide character and variety in the community.*** *The proposed plat includes a variety of lot sizes ranging from lot sizes typical in the R-4 zoning designation as well as attached "5-plex" SFD's. Further the plat will provide a neighborhood clubhouse and recreational facilities and Multi-use paths for walkability.*
- ***Land Use Policy LU-4-B: Encourage infill and higher density uses within proximity to major travel corridors and public transportation service areas.***
  The proposed site is infill development at a higher density than surrounding areas. The proposed site is also adjacent to a Principal Arterial road, Burns Road.
- ***Land Use Policy LU-4-E: Encourage the orderly development of land by emphasizing connectivity and efficiency of the transportation network.*** *The proposal provides a network of roads in conformance with Pasco's code and requirements. The proposal also provides MUPs that will serve to connect the development to adjacent developments and major roadways.*
- ***Land Use Policy LU-5-B: Encourage higher residential densities within and adjacent to major travel corridors, Downtown (Central Business District), and Broadmoor.*** *The proposed Preliminary Plat is located within the Broadmoor Master Plan area and reflects its' intended densities.*
- ***Capital Facilities Policy CF-3-A: Assure land development proposals provide land and/or facilities or other mitigation measures to address impacts on traffic, parks, recreational facilities, schools, and pedestrian and bicycle trails.*** *The proposal will provide impact fees during the permitting process to address the impacts on traffic, parks, and schools. The development will also construct MUPs that may be used for pedestrian and bicycle travel to and around the area.*
- ***Transportation Policy TR-1-F: Develop an interconnected network of streets, trails, and other public ways during the development process while preserving neighborhood identity.*** *The proposal will develop a network of roads and MUPs that responsibly connect it to major travel corridors and adjacent developments.*

(4) The proposed subdivision conforms to the general purposes of any applicable policies or plans which have been adopted by the City Council;

The City Council has adopted the Pasco Comprehensive Plan which contains various goals and policies of which the proposal conforms to, see example policies under (3) of this section. Additionally, the proposed site is located within the Broadmoor Master Plan area. As such, it is an integral part of developing within a planned context.

(5) The proposed subdivision conforms to the general purposes of this title;

Title 21 "Pasco Urban Area Subdivision Regulations" contains requirements and procedures for various subdivision types. Title 25.97 "Broadmoor Overlay District" also contains special use and development specifications unique from other areas of the city. Requirements include those for streets, lots and blocks, and application materials for each type of subdivision action. The proposed subdivision meets the requirements of Title 21 and 25.97.

(6) The public use and interest will be served by approval of the proposed subdivision.

The proposed plat, if approved, will be developed in accordance with all City codes and standards designed to ensure the health, safety and general welfare of the community are met. The Comprehensive Plan will be implemented through developed of this plat. These factors will ensure the public use and interest are served.

APPROVAL CONDITIONS

1) *"The Grove at Broadmoor"* subdivision shall be developed in substantial conformance with the submitted Plat. The subdivision shall contain 103 residential lots and one amenity lot.
2) All improvements shall be in accordance with the Pasco Municipal Code. The Pasco Municipal Code adopts the most recent versions of the City of Pasco Standard Specifications, the Washington State Department of Transportation Standard Specifications for Road, Bridges, and Municipal Construction, the International Building Code, and International Fire Code. If there are any conflicting regulations in any of these documents, the more stringent regulation shall apply.
3) The face of the final plat shall include this statement: "As a condition of approval of this plat the owner has waived the right to protest the formation of a Local Improvement District for right-of-way and utility improvements to the full extent as permitted by RCW 35.43.182."
4) The face of the final plat shall include this statement: "The individual or company making improvements on a lot or lots of this plat is responsible for providing and installing all trench, conduit, primary vaults, secondary junction boxes, and backfill for the PUD's primary and secondary distribution system in accordance with PUD specifications; said individual or company will make full advance payment of line extension fees and will provide all necessary utility easements prior to PUD construction and/or connection of any electrical service to or within the plat."
5) Any existing water rights associated with the subject property shall be transferred to the City as a condition of approval. If no water rights are available then the property owner, in accordance with PMC 21.05.120, shall pay to the City, in lieu thereof, a water rights acquisition fee as established in the City Fee Summary Ordinance as identified in PMC 3.35.
6) Only City and other utilities with franchise agreements are allowed in the public right-of-way.
7) Any and all overhead power is required to be re-routed below ground, unless the applicant can demonstrate that such undergrounding is technically or financially unfeasible.
8) It shall be the responsibility of the property owner/developer to contact all utility owners to determine their system improvement requirements. Prior to subdivision construction plan submittal and/or review, the property owner/developer shall provide the City of Pasco written support/approval of the proposed development from all outside utilities, public and private.
9) All fee payments for bonding of Right-Of-Way improvements and Water Rights must be paid at or before the time of final plat being submitted for signatures.
10) Street lighting will be required per City standards.
11) All stormwater is required to be maintained and treated on site in accordance with Washington State Department of Ecology and City of Pasco Standards.
12) All utilities to be extended to-and-through the property being developed.
13) The final plat shall detail existing conditions, such as the names of neighboring subdivisions and property lines of all adjacent properties.
14) The final plat shall include a comment stating: "Existing regulations regarding sight distance, fence height, and setbacks may affect the placement of fences and driveways on any corner lots."

15) The face of the final plat shall include this statement: “The developer shall install a common “Estate” type fence/wall six feet in height along Burns Road as part of the infrastructure improvements associated with the plat. The fence/wall must be constructed of masonry block. Fence design and material must be approved by the Community and Economic Development Director. An approved vision triangle at the intersection of streets will be required. Following construction of the masonry fence/wall, the City may make repairs or replace the fencing as needed. Property owners adjoining said fence shall be responsible for payment of all costs associated with maintenance and upkeep of the fence/wall.”
16) The developer/builder shall pay the City a "common area fee" pursuant to PMC 25.180.060(6) and PMC 3.100, upon issuance of building permits for homes. These funds shall be placed in a fund per PMC 3.100, and used to finance the maintenance of arterial boulevard strips. The City shall not accept maintenance responsibility for the landscaping abutting said streets until such time as all fees are collected for each phase that abut said streets.
17) Traffic, Park, and School impact fees will be collected for each lot prior to building permits being issued for new residences. Credits and reductions to the Traffic and Park impact fees will be provided when and where appropriate in accordance with PMC 3.40.090 and PMC 3.50.070.
18) Per PMC 21.25.080 a preliminary plat shall be valid for a five-year period following Hearing Examiner approval of the preliminary plat unless a written request is filed and approved per PMC 21.25.080(4).

RECOMMENDATION

Staff recommends approval of *“The Grove at Broadmoor”* Preliminary Plat located on Parcels #115210052 & 115210057, Pasco, WA with conditions per above.

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City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

CITY OF PASCO
PRELIMINARY PLAT APPLICATION

PURPOSE: The purpose of a preliminary plat is to provide the owner(s) of property wishing to divide their property into two or more lots and the City an opportunity to review the overall concept prior to initial development. The intent of the preliminary plat process is to promote orderly and efficient community growth within the requirements of RCW 58.17.035.

1. Prior to the filing of an application for approval of a preliminary plat, it is suggested that the subdivider, or his/her agent, contact the Planning Department to discuss the requirement for the preliminary plat.

REQUIREMENTS:

1. Title report current within thirty (30) days
2. Application fee (see below)
3. Electronic copy of plat and adjacent properties, as defined below, in AutoCAD format for importation into the City's Geographic Information System (GIS)
4. A completed SEPA checklist
5. An accepted traffic impact analysis (TIA) may be required per the Pasco Design and Construction Standards.
6. Four (4) hard copies of a professionally drawn Preliminary Plat map in ANSi D size (22x34 inches) Clearly showing:
    a. General information. The following general information shall appear on each sheet of a preliminary plat:
        i. Proposed name of the subdivision along with the words "Preliminary Plat." Names shall not be deceptively similar to names of existing subdivisions;
        ii. Name and address of the applicant/ developer and owner;
        iii. Name and address of the professional engineer or surveyor who prepared the preliminary plat;
        iv. Numeric scale, graphic scale, true north point and date of preparation;
        v. Location of boundary lines in relation to section, quarter-section or quarter-quarter section lines and any adjacent corporate boundaries;
        vi. A vicinity map sufficient to define the location and boundaries of the proposed subdivision with respect to surrounding property, streets and other major man-made and natural features shall appear on the preliminary plat.

    b. Existing conditions. Information on existing conditions shall appear on preliminary plats as follows:

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i. Right-of Way and Parcel lines of completed and current preliminary adjacent subdivisions and/or properties within ½ mile;
ii. Existing Topographic features, including all utilities and contours at 5 foot intervals;
iii. Location, width and name of each existing or platted street or other right-of-way, parks and other public open spaces, and permanent buildings, within the proposed subdivision;
iv. The location, widths and purposes of any existing easements lying within or adjacent to the proposed subdivision as described in item 'I' above;
v. The location of any well within the proposed subdivision or within one hundred (100) feet of the boundaries of the proposed subdivision.

c. Proposed Development. Preliminary plats shall contain the following information about proposed developments:
i. Location and width of proposed streets, alleys, pedestrian ways and easements;
ii. Indication of any portion or portions of the preliminary plat for which separate or successive final plats will be filed;
iii. Layout, numbers and approximate dimensions of lots and numbers of blocks;
iv. Location and size of all proposed parks, playgrounds, church sites, or other special uses of land considered for dedication, or reservation by deed of covenant for special use or for use of all property owners in the subdivision and any conditions of such dedication or reservation;
v. Indication of proposed land use;
vi. Proposed contours, as necessary, to clearly depict future improvements;
vii. Two copies of proposed street grades may be required by the City Engineer where conditions warrant their being furnished.
viii. For proposed subdivisions involving residential land uses, a Table shall be provided on the preliminary plat containing the following information:
1. Total area of proposed plat in acres;
2. Number of lots and square footage of each lot;
3. Minimum lot size;
4. Maximum lot size;
5. Average lot size;
6. Number of lots per phase; and
7. Total area of proposed rights-of-way per phase.
ix. Preliminary layout of water, storm drainage and sanitary sewer systems.

PUBLIC HEARING: Upon receipt of a fully completed, and accepted, application for preliminary plat approval, a date shall be set for an open record hearing before the Hearing Examiner.

Upon conclusion of the public hearing, the Hearing Examiner shall approve the preliminary plat with or without conditions or deny the preliminary plat. The Hearing Examiner shall make and enter into findings from the record and conclusions thereof as to whether or not:

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1. Adequate provisions are made for the public health, safety and general welfare and for open spaces, drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds, transit stops, schools and school grounds, sidewalks for safe walking conditions for students and other public needs;
2. The proposed subdivision contributes to the orderly development and land use patterns in the area;
3. The proposed subdivision conforms to the policies, maps and narrative text of the Comprehensive Plan;
4. The proposed subdivision conforms to the general purposes of any applicable policies or plans which have been adopted by the City Council;
5. The proposed subdivision conforms to the general purposes of this Title;
6. The public use and interest will be served by approval of the proposed subdivision.

NOTICE OF DECISION: Following adoption of a resolution approving or denying a preliminary plat, the applicant shall be notified of the Hearing Examiner's action. The notice shall inform the applicant of applicable time limitations for final plat submittal if the preliminary plat was approved. The approved preliminary plat does not constitute an acceptance of the subdivision, but is deemed to be an authorization to proceed with preparation of the final plat.

ADJUSTMENTS:

1. *Minor Adjustments.* Minor adjustments may be made and approved by the City Planner. Minor adjustments are those which may affect the precise dimensions of the plat but which do not affect the basic character or arrangement of the lots and streets. The adjustments cannot be inconsistent with the requirements of the preliminary plat approval. The adjustments cannot cause the subdivision to be in violation of this title, the zoning ordinance, any other applicable City land use controls, Chapter 58.17 RCW, or any other applicable state law or regulation.
2. *Major Adjustments.* Major adjustments are those, when determined by the City Planner, that substantially change the basic design, layout, open space or other requirements of the plat. When the City Planner determines a change constitutes a major adjustment, a new application for a preliminary plat is required and shall be processed as a new and separate application.
3. *Time Limitations.* A preliminary plat shall be valid for a five-year period following Hearing Examiner approval of the preliminary plat.

LARGE DEVELOPMENTS:

In order to discourage premature subdivision and unfeasible improvements of streets, the following procedure is provided for:

1. When a developer or group of developers have in their control an area of land which they wish to plat, but of such a large size that the sale of a majority of the lots in the area would take more than a year, they may cause to be prepared a preliminary plat for the entire area of development;
2. On such preliminary plat, development divisions may be designated;
3. Upon approval of the preliminary plat, the developer may cause to be prepared a final plat for one or more development divisions, provided the order of development allows for the

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provision of utilities and streets with proper alignment with existing and future utilities and streets;

4. Each development division shall be considered as a final plat and provisions of these regulations shall be complied with for such development division.

Additional Considerations:

Due to the potential changes resulting from the Transportation Impact Analysis (TIA), plans depicting civil improvements within the plat shall not be submitted for review until the TIA, for the entire preliminary plat, is completed and accepted by the City Engineer.

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Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

CITY OF PASCO
PRELIMINARY PLAT APPLICATION

Master File # _____ Date Submitted: _____

Applicant Info	Owner Info (if different than applicant)
Name: Walsh Group	Name: Broadmoor Properties LLC.
Address: PO Box 1297 Eagle, ID 83616	Address: 6070 Lake Geneva Dr. Reno, NV 89511
Phone: 805-801-7974	Phone:
Email: nick@walshgrp.com	Email:

Project Address: Burns Road

Project Parcel Number: Lot 31, plat exemption segregation survey, AFN 1986333 and Lot 7, plat exemption segregation survey, AFN 1986333

Current Zoning: RT

Gross square footage of property: 521,003 sf

Number of lots proposed: 94

Source of domestic water: City of Pasco

Method of sewage disposal: City of Pasco

Development variations (density increase, planned density development, planned unit development, etc.):
Rezone application will be completed to increase lot density.

Description of proposal: This project will subdivide the existing parcel into 94 lots and one amenity lot with public roadway for access with associated City utilities.

Access to proposed plat (existing or proposed): The lot does not have existing access. Proposed access points include connecting to existing public roadways of The Dunes subdivision and a new public roadway access on Burns Road.

NOTE: Provide a variance report giving a list and mailing address of owners of all property within 300 feet of the applicant's property, as shown by a local title company OR payment of **$50.00** which shall be utilized by the City to obtain a current list of property owners of all properties within 300 feet of the applicant's property.

Application fee	-	$ 700.00
Per Lot Fee	-	$ 30.00 per lot ($950.00 max)
Environmental Checklist	-	$ 75.00
Radius Notification	-	$ 50.00
TOTAL		**$**

☐ Preliminary Plat (physical & electronic) ☐ SEPA checklist ☐ Fee ☐ Title Report

DocuSigned by:
John N. Walsh
7E87BA395EF1445...

Applicant Signature 6/6/2024 Date

DocuSigned by:
Dale Adams
18774FC15B324CD...

Owner Signature 6/10/2024 Date

ALTA COMMITMENT FOR TITLE INSURANCE

issued by agent:

CHICAGO TITLE
COMPANY OF WASHINGTON

Commitment Number:

62242400207
Revision 1

NOTICE

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, Chicago Title Insurance Company, a Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within one hundred eighty (180) days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Chicago Title Insurance Company

By:

Michael J. Nolan, President

Countersigned By:

Dylan Strait
Authorized Officer or Agent

Attest:

Marjorie Nemzura, Secretary

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Chicago Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Title Officer: Christopher Hull Chicago Title Company of Washington 9001 W. Tucannon Avenue, Suite 220 Kennewick, WA 99336 Phone: (509)735-1575 Fax: (509)735-0707 Main Phone: (509)735-1575 Email: Christopher.Hull@ctt.Com	Escrow Officer: Mike Costello *Chicago Title Company of Washington 701 5th Avenue, Ste 2700 Seattle, WA 98104 Phone: (206) 628-5619 Main Phone: (206)200-2994 Email: michael.costello@ctt.com Escrow No.: 240303-NCS

Order Number: 62242400207

SCHEDULE A

1. Commitment Date: May 30, 2024 at 08:00 AM

2. Policy to be issued:

   (a) ALTA Standard Owner's Policy 2021 w-WA Mod

Proposed Insured:	Boglan Development, LLC, a Washington limited liability company	
Proposed Amount of Insurance:	$2,344,399.20	
The estate or interest to be insured:	Fee Simple	
Premium:	$	4,761.00
Tax:	$	414.21
Total:	$	5,175.21

3. The estate or interest in the Land at the Commitment Date is:

   Fee Simple

4. The Title is, at the Commitment Date, vested in:

   BROADMOOR PROPERTIES, LLC, a Washington limited liability company

5. The Land is described as follows:

   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

END OF SCHEDULE A

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EXHIBIT "A"

Legal Description

For APN/Parcel ID(s): 115210037

A parcel of land located in the Northeast Quarter of the Northwest Quarter of Section 7, Township 9 North, Range 29 East, Willamette, Meridian, City of Pasco, Franklin County, Washington, particularly described as follows:

Beginning at the Northwest corner of Lot 7 of amended record of survey for exempt parcel segregation filed in Volume 4 of Surveys at Pages 267-271 under Franklin County Auditor's File No. 1956316;
Thence South 00°00'19" East along the West boundary of said Lot 7, a distance of 466.80 feet;
Thence North 89°59'41" East, a distance of 549.33 feet;
Thence North 00°00'33" West, a distance of 471.81 feet to the Northerly boundary of said Lot 7;
Thence South 89°28'18" West along said Northerly boundary a distance of 549.32 feet to the Point of Beginning;

(ALSO Known as New Lot 31 of Record of Survey 1986333)

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SCHEDULE B, PART I - Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

2. Pay the agreed amount for the estate or interest to be insured.

3. Pay the premiums, fees, and charges for the Policy to the Company.

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

5. Additional requirements and/or exceptions may be added as details of the transaction are disclosed to, or become known by the Company.

6. The application for title insurance was placed by reference to only a street address or tax identification number. The proposed Insured must confirm that the legal description in this report covers the parcel(s) of Land requested to be insured. If the legal description is incorrect, the proposed Insured must notify the Company and/or the settlement company in order to prevent errors and to be certain that the legal description for the intended parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.

7. If documents for this transaction are to be signed using Remote Online Notary, we require the use of company approved RON providers which can be found here: <https://nationalagency.fnf.com/digitalclosinghub/RON-Technology-Providers>.

   The Notarial Certificate must state “This notarial act involved the use of communication technology.”

   We require a copy of the notarization video for our file documentation prior to closing. Additional underwriting requirements may need to be satisfied.

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SCHEDULE B, PART I - Requirements
(continued)

8. Payment of the real estate excise tax, if required.

The Land is situated within the boundaries of local taxing authority of Pasco.

The rate of real estate excise tax for properties which are not formally classified and specially valued as timberland or agricultural land is:

State portion: 1.10% on any portion of the sales price of $525,000 or less;
1.28% on any portion of the sales price above $525,000, up to $1,525,000;
2.75% on any portion of the sales price above $1,525,000, up to $3,025,000;
3.00% on any portion of the sales price above $3,025,000;

The rate of excise for properties formally classified as timberland or agriculture land will be 1.28% for the State portion on the entire sales price.

Local portion: .50% on the entire sales price.

An additional $5.00 State Technology Fee must be included in all excise tax payments.

If the transaction is exempt, an additional $5.00 Affidavit Processing Fee is required.

Any conveyance document must be accompanied by the official Washington State Excise Tax Affidavit, which can be found online HERE <https://dor.wa.gov/get-form-or-publication/forms-subject/real-estate-excise-tax>. The applicable excise tax must be paid and the affidavit approved at the time of the recording of the conveyance documents. (NOTE: Real Estate Excise Tax Affidavits must be printed as legal size forms).

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SCHEDULE B, PART I - Requirements
(continued)

9. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below.

   Limited Liability Company: Boglan Development LLC

   a. A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member.

   b. If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendment thereto with the appropriate filing stamps.

   c. If the Limited Liability Company is member-managed a full and complete current list of members certified by the appropriate manager or member.

   d. A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created

   e. If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

   The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

10. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

11. NOTE: We have reviewed the authority documentation for Broadmoor Properties, LLC, a washing ton limited liability company. Based on our review:

    1. Dale C. Adams and Kathleen B. Adams, Co-Trustees of the D & K Adams Family Trust Dated October 13, 2010 and as amended thereto, must sign as a Managing Member of said entity.
    2. All signature(s) must be notarized in an appropriate representative capacity.

12. It is our understanding that the parties to the transaction intend to change or modify the legal description of the Land prior to or at closing. The appropriate documentation to alter the legal description of the Land must be furnished to the Company for review prior to recording. No insurance of the new legal description will be provided until the alteration [or change or modification or any combination of the three] has been approved by the appropriate municipal entity and/or County and the appropriate documentation has been recorded.

    The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

END OF REQUIREMENTS

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Chicago Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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SCHEDULE B, PART I - Requirements
(continued)

NOTES

The following matters will not be listed as Special Exceptions in Schedule B of the policy. There will be no coverage for loss arising by reason of the matters listed below because these matters are either excepted or excluded from coverage or are not matters covered under the insuring provisions of the policy.

Note A: Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

Note B: Note: FOR INFORMATIONAL PURPOSES ONLY:

The following may be used as an abbreviated legal description on the documents to be recorded, per Amended RCW 65.04.045. Said abbreviated legal description is not a substitute for a complete legal description within the body of the document:

Ptn 7-9-29

Note C: Note: Examination of the Public Records discloses no judgments or other matters pending against the name of the vested owner.

Note D: Note: Examination of the Public Records discloses no judgments or other matters pending against the name(s) of the proposed insured which would appear as exceptions in the policy.

Note E: Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

Note F: Please be advised we submit documents to the county for processing and recording via e-filing using a 3rd party vendor.

Please make checks for excise tax and recording fees payable to the Company.

Effective February 1, 2024 there is an additional $15.00 fee for electronic recording service(s).

NOTE: Not all recordings qualify for e-filing.

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SCHEDULE B, PART I - Requirements
(continued)

Note G: Recording charges (per document title) for closings on January 1, 2024, and after, for all Washington counties:

Deed of Trust - $304.50 and $1 for each additional page.
Most other Docs, except as noted below - $303.50 and $1 for each additional page.
Assignment of Deed of Trust, Substitution or Appointment of Successor Trustee - $18.00 and $1 for each additional page
Multiple titled documents are charged per applicable title.

Effective February 1, 2024 there is an additional $15.00 fee for electronic recording service(s).

RECORDING CHARGES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Note H: In the event the transaction fails to close and this commitment is cancelled, a fee will be charged to comply with the State Insurance Code and the filed schedule of this Company.

Note I: Any documents being executed in conjunction with this transaction must be signed in the presence of an authorized Company employee, an authorized employee of an agent, an authorized employee of the insured lender, or by using Bancserv or other approved third-party service. If the above requirement cannot be met, please call the Company at the number provided in this report.

Note J: As part of the Company's commitment to the environment, we encourage the paperless distribution of our products whenever possible. To help conserve natural resources, we will automatically issue the forthcoming original policy(ies) electronically.

Please provide us with a current e-mail address for the new owner and/or lender prior to closing or by emailing WRCPF.PolicyDesk@TitleGroup.FNTG.com. Hard copy versions may be issued upon request.

END OF NOTES

END OF SCHEDULE B, PART I

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SCHEDULE B, PART II - Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

GENERAL EXCEPTIONS

A. Rights or claims of parties in possession, or claiming possession, not shown by the Public Records.

B. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

C. Easements, prescriptive rights, rights-of-way, liens or encumbrances, or claims thereof, not shown by the Public Records.

D. Any lien, or right to a lien, for contributions to employee benefit funds, or for state workers' compensation, or for services, labor, or material heretofore or hereafter furnished, all as imposed by law, and not shown by the Public Records.

E. Taxes or special assessments which are not yet payable or which are not shown as existing liens by the Public Records.

F. Any lien for service, installation, connection, maintenance, tap, capacity, or construction or similar charges for sewer, water, electricity, natural gas or other utilities, or for garbage collection and disposal not shown by the Public Records.

G. Unpatented mining claims, and all rights relating thereto.

H. Reservations and exceptions in United States Patents or in Acts authorizing the issuance thereof.

I. Indian tribal codes or regulations, Indian treaty or aboriginal rights, including easements or equitable servitudes.

J. Water rights, claims or title to water.

K. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I—Requirements are met.

SPECIAL EXCEPTIONS

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SCHEDULE B, PART II - Exceptions
(continued)

1. General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year (amounts do not include interest and penalties):

Year:	2024
Tax Account No.:	115210037 PARENT PARCEL
Levy Code:	101
Assessed Value-Land:	$3,023,400.00
Assessed Value-Improvements:	$0.00

General and Special Taxes:	
Billed:	$25,184.14
Paid:	$25,184.14
Unpaid:	$0.00

2. LID # 151-000-007 levied by the City of Pasco in the Amount of $289,983.02. Please Contact the City of Pasco for Details. Phone Number 509-545-3441.

3. Notice of Additional Water and Sewer Facility Tap or Connection Charge by the City of Pasco recorded December 4, 2015 under Auditor's File No. 1838411.

4. Terms and Conditions of City of Pasco Developer Reimbursement Agreement recorded November 17, 2016 under Auditor's File No. 1854068

5. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Pasco
Purpose:	Perpetual Utility Easement
Recording Date:	December 21, 2020
Recording No.:	1927866

6. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Pasco
Purpose:	Perpetual Utility Easement
Recording Date:	December 21, 2020
Recording No.:	1927867

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SCHEDULE B, PART II - Exceptions
(continued)

7. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Record of Survey for Exempt Parcel Sergregation:

   Recording No: 1932625 and amended 1956316

8. Terms and Conditions of Ordinance No. 4584A from the City of Pasco recorded April 7, 2022 under Auditor's File No. 1958930.

9. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Pasco
Purpose:	Perpetual Utility Easement
Recording Date:	July 19, 2022
Recording No.:	1963741

10. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Big Bend Electric Cooperative Inc
Purpose:	Right of Way Easement
Recording Date:	December 5, 2023
Recording No.:	1980998

11. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Record Survey:

    Recording No: 1986333

END OF SCHEDULE B, PART II

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COMMITMENT CONDITIONS

1. DEFINITIONS

a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.

b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.

c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.

d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.

e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.

f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.

g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.

h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.

i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.

j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I-Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

a. the Notice;

b. the Commitment to Issue Policy;

c. the Commitment Conditions;

d. Schedule A;

e. Schedule B, Part I-Requirements; and

f. Schedule B, Part II-Exceptions; and

g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:

i. comply with the Schedule B, Part I-Requirements;

ii. eliminate, with the Company's written consent, any Schedule B, Part II-Exceptions; or

iii. acquire the Title or create the Mortgage covered by this Commitment.

b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.

c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.

d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.

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(continued)

e. The Company is not liable for the content of the Transaction Identification Data, if any.

f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I-Requirements have been met to the satisfaction of the Company.

g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM

a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.

b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.

c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.

d. The deletion or modification of any Schedule B, Part II-Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.

f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES

This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

10. CLASS ACTION

ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION - INTENTIONALLY DELETED

END OF CONDITIONS

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RECORDING REQUIREMENTS

Effective January 1, 1997, document format and content requirements have been imposed by Washington Law. Failure to comply with the following requirements may result in rejection of the document by the county recorder or imposition of a $50.00 surcharge.

First page or cover sheet:

3" top margin containing nothing except the return address.

1" side and bottom margins containing no markings or seals.

Title(s) of documents.

Recording no. of any assigned, released or referenced document(s).

Grantors names (and page no. where additional names can be found).

Grantees names (and page no. where additional names can be found).

Abbreviated legal description (Lot, Block, Plat Name or Section, Township, Range and Quarter, Quarter Section for unplatted). Said abbreviated legal description is not a substitute for a complete legal description which must also appear in the body of the document.

Assessor's tax parcel number(s).

Return address (in top 3" margin).

**A cover sheet can be attached containing the above format and data if the first page does not contain all required data.

Additional Pages:

1" top, side and bottom margins containing no markings or seals.

All Pages:

No stapled or taped attachments. Each attachment must be a separate page. All notary and other pressure seals must be smudged for visibility. Font size of 8 points or larger.

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
http://www.fbi.gov

Internet Crime Complaint Center:
http://www.ic3.gov

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FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE

Effective December 1, 2023

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (*e.g.*, name, address, phone number, email address);
- demographic information (*e.g.*, date of birth, gender, marital status);
- identity information (*e.g.* Social Security Number, driver's license, passport, or other government ID number);
- financial account information (*e.g.* loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

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Other Online Specifics

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Broadmoor Lot 31
Traffic Impact Analysis

Tax Lot 115210037
Pasco, Washington



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Executive Summary

Purpose and Scope

The Broadmoor Lot 31 Project (Project) proposes to develop 11.96 acres of undeveloped land located southwest of Burns Road and Road 108 in Pasco, Washington, into a residential subdivision of 94 total dwelling units (DU) consisting of 32 DU of duplexes, 30 DU of townhomes, and 32 DU of single-level fourplexes. The project will be constructed in 2026. The property is currently identified as a portion of Lot 7 of Record of Survey 1956316.

This report analyzes the traffic impacts generated by the completed project as required by the City of Pasco (City) for a Tier 2 Traffic Impact Analysis (TIA).

The following intersections were identified for analysis in this TIA:

1. Site Access (Proposed) / Burns Road
2. Broadmoor Boulevard / Burns Road
3. Broadmoor Boulevard / Sandifur Parkway

Findings

The findings of this traffic impact analysis are listed below.

Trips from eight in-process projects are included in this TIA.

All trips entering and exiting the site will use the proposed site access along the west of the site on Burns Road.

The Project is anticipated to generate 677 vehicle trips during a typical weekday, including 52 during the PM peak hour.

Lane configurations of the Broadmoor Boulevard / Burns Road and Broadmoor Boulevard / Sandifur Parkway change significantly as a result of improvements. These changes will affect the level of service (LOS) analysis for the future year conditions, addressed in detail later in this report.

In the 2024 existing conditions, the Burns Road / Broadmoor Boulevard intersection operates at a LOS F during the PM Peak Hour. All other intersections operate at an acceptable LOS.

In the 2026 Without Project condition, both study intersections operate at an acceptable LOS. The volume-to-capacity (v/c) ratio for the northbound left (NBL) movement at Broadmoor Boulevard / Burns Road is above the City's recommended mobility target of 0.90 for a signalized intersection. However, given the future extensions of Buckingham Road and Sandifur Parkway, it is safe to assume that enough traffic currently making NBL movements on Burns Road will instead take those extended roads to reduce the v/c ratio to acceptable levels.

In the 2026 With Project condition, all study intersections operate at an acceptable LOS. The v/c ratio for the NBL movement at Broadmoor Boulevard / Burns Road is above the City's recommended mobility target of 0.90 for a signalized intersection. However, given the future extensions of Buckingham Road and Sandifur Parkway, it is safe to assume that enough traffic currently making NBL movements on Burns Road will instead take those extended roads to reduce the v/c ratio to acceptable levels.

The proportionate share cost sum for Transportation Improvement Plan (TIP) Projects is $705,600.

The 2018 to 2023 collision history at the study intersections was reviewed. All studied intersections have a collision rate below 1, and no fatal or serious injury collisions occurred.

Multimodal transportation options are readily available for pedestrians and are in the process of implementation along Burns Road.

Following Table 9-6 from the American Association of State Highway and Transportation Officials (AASHTO; see References), the maximum design intersection sight distance for the access intersection with Burns Road is 390 feet. The proposed access intersection with Burns Road will meet sight distance standards based on current assumed conditions. No site distance issues were identified at the site access.

The Project meets the minimum required number of two parking spaces per dwelling unit per Pasco Municipal Code (PMC) 25.185.170.6.

Recommendations
This traffic impact analysis supports the following recommendations.

Assure all driveways, sidewalks, and curb ramps constructed with the subdivision project comply with the current Americans with Disabilities Act (ADA) guidelines.

Design the proposed access intersection with Burns Road such that no objects or obstructions would block the driver's eye view for intersection sight distance (ISD).

1 INTRODUCTION

The purpose of this study is to determine the impacts of the traffic generated by the Broadmoor Lot 31 Project (Project) on the surrounding roadway infrastructure. The project site is shown on the vicinity map (Figure 1). This study will determine if mitigation is required to keep the roadways operating safely and at capacity levels acceptable under the current City of Pasco (City) level of service (LOS) standards. This report documents the findings and conclusions of a traffic impact analysis (TIA) conducted for the proposed site plan (Figure 2) application for property located in Pasco, Washington.

1.1 Scope of Study

This study documents the existing and proposed conditions, traffic data, safety analysis, and intersection operations in accordance with the requirements of the City TIA guidelines.

The following intersections were identified for analysis:

1. Site Access (Proposed) / Burns Road
2. Broadmoor Boulevard / Burns Road
3. Broadmoor Boulevard / Sandifur Parkway

This TIA includes analysis of future background conditions growth based on an assumed 2% annual growth rate and the addition of traffic from 10 in-process projects identified by the City.

This TIA is prepared for submission to the City. The traffic-related issues addressed in this report include:

- Existing traffic conditions
- Proposed site-generated traffic volumes and their distribution
- Build-out year (2026) conditions without and with the project
- Capacity analysis of the existing and future conditions for the weekday PM peak hour
- Safety analysis of the existing and future conditions
- Findings and recommendations

1.2 Existing Site Conditions

The site is located on the northwestern corner of tax lot 115210037 and is currently zoned R-T (Residential Transition District) by the City. It is currently undeveloped land and is labelled as Lot 31 as part of the City's *Broadmoor Master Plan and Development Regulations* (see References). The site is bounded by Burns Road to the north, Lot 28 to the east, Lot 27 to the south, and Lot 8 to the west.

1.3 Existing Infrastructure

The existing infrastructure and operational traffic conditions in the study area were documented. Roadway conditions were studied to confirm that the roadway is currently operating in a safe and efficient manner.

1.3.1 Land Uses

The land uses surrounding the site are documented to help identify the site location and provide reference for any discussion of conditions that might impact the adjacent properties. The land uses surrounding the site are shown in Table 1.

Table 1. Land Uses Around the Site

North of Site	
Zoning	R-1
Description	Low-Density Residential
Existing Use	Undeveloped

West of Site	
Zoning	R-3
Description	Medium-Density Residential
Existing Use	Being Developed into Residential

SITE

East of Site	
Zoning	R-T
Description	Residential Transition
Existing Use	Undeveloped

South of Site	
Zoning	R-T
Description	Residential Transition
Existing Use	Undeveloped

1.3.2 Existing Roadways

The existing roadway providing access to the site is Burns Road. Data was gathered on this and other roadways in the study area to inform operations analysis of the existing roadway system. The pertinent information regarding the study area roadways is tabulated in Table 2. Existing lane configuration and traffic control information can be found in Figure 3.

Table 2. Existing Roadway Information (Links Leading to Project)

Roadway Name	Classification	Speed Limit (mph)	Lane Configuration			
			Lanes	Sidewalks	Bike Lanes	TWLTL
Burns Road	Urban Major Collector	35	2	No	No	No
Sandifur Parkway	Urban Major Collector	35	2–3	Partial	No	Partial
Broadmoor Boulevard	Urban Minor Arterial[1]/Minor Collector[2]	35	2	Partial	No	Partial

[1]Minor Collector north of the Burns Road
[2]Minor Collector south of the Burns Road
mph = miles per hour
TWLTL = Two-Way Left-Turn Lane

1.4 Traffic Volumes

1.4.1 Baseline Traffic Volumes

Turning movement counts were gathered for the PM (4:00 to 6:00 pm) peak hour by All Traffic Data (ATD) on May 13, 2024, at the following studied intersections:

1. Broadmoor Boulevard / Burns Road
2. Broadmoor Boulevard / Sandifur Parkway

A count was also conducted at the existing Road 108 / Burns Road intersection to collect through volumes for Burns Road.

Figure 4 shows current existing volumes at study intersections based on these counts.

Copies of the count data used are provided in Appendix A.

1.4.2 Background Growth

Background growth is a generic increase in traffic volumes over time that either is not attributable to specific developments or is attributable to influences outside the study area. A 2% per year linear background growth was applied to all 2024 existing intersection movement volumes between existing public roadways.

1.4.3 In-Process Projects

In-process trips from approved projects were requested from City staff, and eight in-process projects were identified for inclusion in this TIA. The in-process projects are understood to add trips to the study area intersections and are assumed to be complete or partially complete by the 2026 build-out year.

- Barker Ranch Development Project
    - Residential use, 481 single-family units (86 units complete, 395 units in-process)
- The Dunes Development Project
    - Residential use, 222 single-family units (all units in-process)
- Solstice Development Project
    - Residential use, 315 single-family units (45 units complete, 270 units in-process)
- Seven Sister Subdivision Development Project
    - Residential use, 233 single-family units (45 units complete, 188 units in-process)
- Affinity and Hydro at Broadmoor Apartments Project
    - 240 residential apartment units and 170 attached senior apartment units (all units in-process)
- Columbia Shores Project
    - Residential use, 498 townhouses and 3 single-family detached homes (all units in-process)
- Burns Road Apartments Project
    - 354 dwelling units of multi-family residential housing: 226 dwelling units of low-rise multi-family housing and 128 dwelling units of mid-rise multi-family housing (all units in-process)
- Magnolia Heights Project
    - Residential use, 329 single-family attached housing units and 80 single-family detached housing units (all units in-process)

The in-process volumes for the studied intersections are summarized in Figure 5. In-process project trip source documents are provided in Appendix B.

Findings: Trips from eight in-process projects are included in this TIA.

1.4.4 Future Volumes

The baseline volumes for 2026 intersection operations analysis, termed the 2026 Without Project, represent the sum of 2024 existing traffic, the in-process trips, and background growth. Figure 6 presents the 2026 Without Project volumes for the weekday PM peak hour. These volumes were input into the intersection operations analyses, addressed later in this TIA.

2 PROPOSED CONDITIONS

The proposed development will add traffic to the roadway system. Where the project is located, the size of the project, and when it will be completed are all important elements that need to be considered to determine the impact of this development on safety and capacity. It is also important to examine how the project will operate with the existing transportation system, estimate how much new traffic it will generate, and predict where traffic generated by the site will be distributed. Furthermore, this section will address any funded infrastructure changes planned by other agencies or developers. All these elements are important in assessing the traffic impacts of this project.

2.1 Project Description

The Project proposes to develop 11.96 acres of undeveloped land into a residential subdivision of 94 total dwelling units (DU) consisting of 32 DU of duplexes, 30 DU of townhomes, and 32 DU of single-level fourplexes. The project will be built and completed by 2026.

The Project proposes site access along the north of the site on Burns Road. See Figure 2 for the site plan.

2.2 Access and Circulation

All trips entering and exiting the site will use the proposed site access along the north of the site on Burns Road. For the purposes of this TIA, the access is assumed to provide one entrance and two exit lanes. See Figure 2 for site plan.

Findings: All trips entering and exiting the site will use the proposed site access along the west of the site on Burns Road.

2.3 Trip Generation and Distribution

The following sections rely on data provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (see References section). Detailed trip generation calculations are provided in Appendix C.

2.3.1 Proposed Trip Generation

Trip generation estimates for the Project are based on ITE average rates and fitted curves for 96 DU of "Single-Family Attached Housing" on ITE *Manual* data for land use code 215. Table 3 presents the trip generation estimates.

Table 3. Proposed ITE Trip Generation for Broadmoor Lot 31

Land Use	Single-Family Attached Housing
ITE Code	215
Independent Variable	Dwelling Units (DU)
Size	96
Average Weekday Trips (ADT)	677[1]
Peak Hour Trips	**PM[2]**
In	31
Out	21
Total Trips	52

[1]Based on ITE average rate, following the ITE *Trip Generation Handbook* 3rd Edition, Section 4.4.
[2]Based on ITE fitted curve, following the ITE *Trip Generation Handbook* 3rd Edition, Section 4.4.

Findings: The Project is anticipated to generate 677 vehicle trips during a typical weekday, including 52 during the PM peak hour.

2.3.2 Proposed Trip Distribution

The trip distribution is based on the population surrounding the proposed Broadmoor Lot 31, which services the greater Tri-Cities area. The trip distribution pattern was submitted to the City traffic engineering representatives for review and comments. The City provided comments and clarification on an expected trip distribution pattern for the Project.

Trip distribution and trip generation were used together to assign trips to access points and the studied intersections. Site-generated trips were estimated to distribute as follows:

- 10% to and from Burns Road, west of the site access
- 25% to and from Sandifur Parkway, east of Broadmoor Boulevard
- 35% to and from Broadmoor Boulevard, south of Sandifur Parkway
- 30% to and from Burns Road, east of Broadmoor Boulevard

The site generated trips distributed to the studied intersections are assigned to specific turning movements both approaching and departing from the site. This is referred to as trip assignment.

Figure 7 provides a graphic representation of the proposed trip distribution and assignment.

2.3.3 Future Volumes with Project

Figure 8 presents the 2024 With Project volumes, or the sum of Without Project volumes and the site-generated trips, for the weekday PM peak hour.

2.4 Transportation Improvement Projects

The City's *2024–2029 Transportation Improvement Plan* (TIP, see References) outlines plans for upcoming City roadway and intersection improvement projects. The select projects shown below were identified due to their potential impact on studied intersections or access intersections of the Project. While trips derived from the project may affect other TIP projects not listed below, those projects were far enough away that they were not deemed required for inclusion. All projects listed below will have proportionate share contributions unless otherwise noted.

1. Buckingham Drive Extension and Signal (TIP project 6.04): This project will install a traffic signal at the intersection of Buckingham Drive and Broadmoor Boulevard and extend Buckingham Drive, as a three-lane neighborhood collector, west of Broadmoor Boulevard to the extension of Dent Road. The project is slated to be completed by 2025 at a cost of $7,104,000.
    i. This project will allow more vehicles to enter the Project site from a future proposed access point with the extended Buckingham Drive. This project is not featured in the LOS results in later sections and was not indicated by the City as needing proportionate share contributions.
2. Burns Road/Broadmoor Boulevard Intersection Improvements (TIP Project 6.05): This project will install a traffic signal at the intersection of Burns Road and Broadmoor Boulevard. Sidewalks and any necessary ADA improvements will be included. The project is slated to be completed by 2025 at a cost of $2,560,000.
    i. This project was included due to the number of Project trips projected to use this intersection. LOS results in later sections indicate needs for this improvement.
3. Burns Road Widening (TIP Project 6.06): This project will widen Burns Road to be a principal arterial and include sidewalk and multi-use pathway as described in the adopted Broadmoor Master Plan. This will be completed in phases as development occurs. The project is slated to be completed by 2024 at a cost of $6,552,000.
    i. This project was included due to the number of Project trips projected to use this road. This project will add multi-use path facilities and a likely TWLTL.
4. Sandifur Parkway Improvements and Extension (TIP Project 6.13): This project will improve and expand Sandifur Parkway from Bedford Street to Broadmoor Boulevard, extend Sandifur Parkway from Broadmoor Boulevard to Shoreline Road as a minor arterial, and include a separated two-way bike track as described in the adopted Broadmoor Master Plan. This project will be completed in phases as development occurs. This project will not be calculated for proportionate share.
    i. This project was included due to the number of Project trips projected to use this intersection. This project adds some bike improvements and another potential route for vehicles to get to the Project.
5. Sandifur Parkway and Broadmoor Boulevard Intersection Improvements (TIP Project 6.14): This project will improve the intersection of Sandifur Parkway and Broadmoor Boulevard to meet the capacity and multimodal needs for future development in the Broadmoor area. The project is slated to be completed by 2024 at a cost of $3,600,000.
    i. This project was included due to the number of Project trips projected to use this intersection. To a slightly lesser degree than TIP project 6.05, TIP project 6.14 will also allow for vehicles to take alternative routes to the west other than Burns Road, allowing for some alleviation from turning movement LOS.
6. Interstate 182 (I-182) and Broadmoor Boulevard Interchange Improvements—Westbound (TIP Project 6.18): This project will add a new roundabout at Broadmoor Boulevard and the I-182 westbound ramps. The project is slated to have $440,000 committed toward design by 2029.
    i. This project was included due to the number of Project trips projected to use this intersection. This project improves the overall LOS of the intersection.

The relevant TIP excerpts are provided in Appendix D.

Per provided City comments, the City is expected to collect proportionate share funding for TIP improvements from land developments that will add trips to the improvement locations. The Project is likely to be assessed for proportionate share funds for the TIP projects listed above. The proportionate share funding amounts will be based on the Project's trip contribution, the anticipated growth within 6 years consisting of 2% background growth and in-process project trips, and the estimated cost of the improvements from the TIP. Proportionate share calculations are included in section 3.5 of this report.

Lane configurations of the Broadmoor Boulevard / Burns Road and Broadmoor Boulevard / Sandifur Parkway intersections change significantly as a result of improvements. See Figure 9 for the updated lane configurations. These changes will affect the LOS analysis for the future year conditions later in this report.

Findings: Lane configurations of the Broadmoor Boulevard / Burns Road and Broadmoor Boulevard / Sandifur Parkway intersections change significantly as a result of improvements. These changes will affect the LOS analysis for the future year conditions later in this report.

3 INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

3.1 Operations Description

Traffic operations are assessed in terms of LOS, a concept developed by transportation engineers to qualify the level of operation of intersections and roadways (*Highway Capacity Manual* [HCM], see References). LOS measures are classified in grades "A" through "F," indicating a range of operation, with LOS "A" signifying the best level of operation and LOS "F" representing the worst level.

LOS at unsignalized intersections is quantified in terms of average delay per vehicle. LOS "A" reflects full freedom of operation for a driver, while LOS "F" represents operational failure.

The volume-to-capacity (v/c) ratio quantifies the portion of the theoretical capacity consumed by traffic demand volume. A v/c ratio of zero (0.00) reflects none of the capacity is consumed and all the capacity is fully available. A v/c ratio of one (1.00) reflects all the capacity is consumed and represents operational failure. The v/c ratio can be calculated for an intersection approach lane or for a signalized intersection as a whole, with the latter calculation aggregating the v/c ratios of the critical movements.

3.2 Operation Standards

Per the City's *Comprehensive Plan* (see References), Table T-9, the minimum LOS standard for local streets is LOS C and for arterials and collectors it is LOS D. This standard applies to all studied intersections.

3.3 Analysis Methodology

Traffic impacts were estimated to determine the changes in traffic conditions caused by the Project's development. To make these determinations, the following were employed:

- The PM peak hour volumes were analyzed for existing 2024 volumes.
- The peak hour factor (PHF) for the overall intersections, as calculated from the count data, was applied for the 2024 baseline analysis scenario and the 2026 future conditions scenarios.
    - At the site access, a PHF of 0.89 was used based on the Road 108 / Burns Road intersection because of the proximity of the intersection to the site access.
- A minimum heavy vehicle percentage (HV%) of 2% was assumed for each movement for all analysis scenarios (2022 and 2024). The HV% calculated from the count data was applied if it was greater than 2%.
- Baseline traffic volumes on the surrounding street system were determined prior to adding the traffic impacts of the proposed project. This was done to establish a baseline for measuring the project impacts at the time of its development. Baseline traffic volume estimates were prepared for the 2026 Without Project condition.
- As noted previously, trip generation estimates for the project were prepared for the weekday PM peak hour on the surrounding street system.
- Cumulative traffic impacts of the proposed project were determined by adding the project-generated traffic to the background weekday PM peak traffic at all studied intersections. This is termed the 2026 With Project condition.
- The LOS for all signalized and stop-controlled intersections was calculated with Trafficware's Synchro software, Version 11, based on HCM 6th Edition (see References) methodologies.
- Intersection results are reported differently depending on the control type.

- Two-way stop controlled (TWSC) intersection results report the critical movement LOS, delay, and critical direction v/c ratio.
- All-way stop-controlled (AWSC), roundabout, and signalized intersection results report the overall intersection LOS and delay as well as the critical lane v/c ratio.

3.4 Level of Service Analyses

LOS calculation reports for the study area intersections are provided in Appendix E. The key analysis findings are listed in the following tables.

3.4.1 2024 Existing Conditions

Table 4 describes the LOS for each intersection within the study area for the 2024 baseline volumes during the PM peak hours.

Table 4. Estimated 2024 Level of Service for Existing Conditions at the PM Peak Hour

Intersection	Intersection Control	Operation Standard	PM Peak Hour		
			LOS	***Delay (sec/veh)***	***v/c (lane/approach)***
1. Site Access (Proposed) / Burns Road	TWSC	LOS D	NA	NA	NA
2. Broadmoor Boulevard / Burns Road	TWSC	LOS D	**F**	530	1.885 (WBTL)
3. Broadmoor Boulevard / Sandifur Parkway	Signalized	LOS D	B	13	0.68 (WBL)

BOLD = Does not meet operation standard
NA = not applicable; sec/veh = seconds per vehicle; WBL = Westbound Left; WBTL = Westbound Through-Left

Findings: In the 2024 existing conditions, the Burns Road / Broadmoor Boulevard intersection operates at a LOS F during the PM Peak Hour. All other intersections operate at an acceptable LOS.

3.4.2 2026 Future Conditions Without Project

Table 5 describes the LOS for each intersection within the study area for the 2026 growth volumes without the project trips during the PM peak hours.

Table 5. Estimated 2026 Level of Service for Without Project Conditions at the PM Peak Hour

Intersection	Intersection Control	Operation Standard	PM Peak Hour		
			LOS	***Delay (sec/veh)***	***v/c (lane/approach)***
1. Site Access (Proposed) / Burns Road	TWSC	LOS D	NA	NA	NA
2. Broadmoor Boulevard / Burns Road	Signalized	LOS D	D	33	1.03 (NBL)
3. Broadmoor Boulevard / Sandifur Parkway	Signalized	LOS D	C	26	0.89 (WBL)

BOLD = Does not meet operation standard
NA = not applicable; NBL= Northbound Left; sec/veh = seconds per vehicle; WBL = Westbound Left

Findings: In the 2026 Without Project condition, both study intersections operate at an acceptable LOS. The v/c ratio for the northbound left (NBL) movement at Broadmoor Boulevard / Burns Road is above the City's recommended mobility target of 0.90 for a signalized intersection. However, given the future extensions of Buckingham Road and Sandifur Parkway, it is safe to assume that enough traffic currently making NBL movements on Burns Road will instead take those extended roads to reduce the v/c ratio to acceptable levels.

3.4.3 2026 Future Conditions With Project

Table 6 describes the LOS for each intersection within the study area for the 2026 growth volumes with Project trips during the PM peak hour.

Table 6. Estimated 2026 Level of Service for With Project Conditions at the PM Peak Hour

Intersection	Intersection Control	Operation Standard	PM Peak Hour		
			LOS	***Delay (sec/veh)***	***v/c (lane/approach)***
1. Site Access (Proposed) / Burns Road	TWSC	LOS D	C	16	0.006 (NBL)
2. Broadmoor Boulevard / Burns Road	Signalized	LOS D	D	35	1.06 (NBL)
3. Broadmoor Boulevard / Sandifur Parkway	Signalized	LOS D	C	26	0.89 (WBL)

BOLD = Does not meet operation standard
NA = not applicable; NBL= Northbound Left; sec/veh = seconds per vehicle; WBL = Westbound Left

Findings: In the 2026 With Project condition, all study intersections operate at an acceptable LOS. The v/c ratio for the NBL movement at Broadmoor Boulevard / Burns Road is above the City's recommended mobility target of 0.90 for a signalized intersection. However, given the future extensions of Buckingham Road and Sandifur Parkway, it is safe to assume that enough traffic currently making NBL movements on Burns Road will instead take those extended roads to reduce the v/c ratio to acceptable levels.

3.5 Proportionate Share Percentage and Cost

As detailed in section 2.4, the City has required that various TIP projects have proportionate share costs calculated as they relate to the trip contribution from the Project.

Table 7 below shows the calculation of the proportionate share contribution percentage based on the PM peak hour trip contributions from the Project. Assumptions such as 2% background will be used for future year projections. Traffic volumes and trip distribution for TIP project 6.18 at the I-182 westbound (WB) ramps and Broadmoor Boulevard are taken from the Magnolia Heights TIA, as that intersection was not studied for this TIA.

Table 7. Proportionate Share Percentage

TIP Project Project Location	PM Trips	PM 6-Year Trip Increase	Proportionate Share %
1. TIP Project 6.05 Burns Roads and Broadmoor Boulevard Signal	47	1,678	**2.8%**
2. TIP Project 6.06 Burns Roads Widening	52	601	**8.7%**

TIP Project Project Location	PM Trips	PM 6-Year Trip Increase	Proportionate Share %
3. TIP Project 6.14 Sandifur Parkway and Broadmoor Boulevard Signal	31	1,796	**1.7%**
4. TIP Project 6.18 I-182 WB Ramps and Broadmoor Boulevard Roundabout	31	1,874	**1.0%**

[1] Based on existing configuration of intersection.

Proportionate share costs for the associated TIP projects will be calculated by the equation below:

$$Proportionate\ Share = \frac{Project's\ Trip\ Contribution}{Increase\ in\ Trips\ over\ 6\ yr\ Period} \times (Est.\ Project\ Cost)$$

The proportionate share calculations are shown in Appendix F.

Findings: The proportionate share cost sum for TIP Projects is $705,600.

4 SAFETY ANALYSIS

4.1 Left- and Right-Turn Lane Warrants

Based on Washington State Department of Transportation (WSDOT) *Design Manual* (see References), the left-turn lane warrant for the westbound lane on Site Access / Burns Road does meet the criteria for "further analysis recommended." However, due to Burns Road having a proposed TWLTL as part of TIP project 6.06 where the access intersection will be, it is assumed that a left-turn lane will be included as part of the intersection's construction. The right-turn lane warrant for eastbound on Site Access / Burns Road does not meet the criteria for "consider right-turn pocket or taper" in the PM peak hour. Given that it doesn't meet recommendation criteria in the PM peak hour, a right-turn pocket will not be recommended at this time.

Right-turn calculations can be found in Appendix G.

Finding: No turning lanes or pockets are necessary for the project access intersections.

4.2 Collision Analysis

Collision data from the study area was obtained from WSDOT for the five-year period spanning from January 2018 through December 2023. This analysis assumes that a collision rate less than 1 per million entering vehicles (MEV) for the intersection is within acceptable parameters. A collision rate above 1 per MEV is worthy of further examination. The detailed collision data can be found in Appendix H. There were no fatal or severe injury collisions. Table 8 presents the results of the collision analysis.

Table 8. Collision Analysis for Study Area Intersections (January 2018 through December 2023)

Intersection	Collision Type				Total Collisions	Collison Rate (per MEV)
	Rear End	Angle	Opposite Direction	All Others		
Broadmoor Boulevard / Burns Road	1	6	2	0	9	0.77
Broadmoor Boulevard / Sandifur Parkway	2	2	12	2	18	0.29

To calculate the collision rate, the PM peak hour total entering volumes from the existing turning movement counts were multiplied by 10 to provide an approximation of the ADT.

As shown in Table 8, the collision rate is below 1 at all studied intersections, with no serious injuries or fatalities reported.

Finding: The 2018 to 2023 collision history at the study intersections was reviewed. All studied intersections have a collision rate below 1, and no fatal or serious injury collisions occurred.

4.3 Transit, Pedestrian, and Bicycle Facilities

Burns Road includes sidewalks on the southern side of the road for approximately 1,100 feet east of the Site Access / Burns Road intersection and sidewalks on the northern side of the road, which starts from the Road 108 / Burns Road intersection and extends to the Road 104 / Burns Road intersection. There are no sidewalks to the western side of the site access. However, there are segments of an offset multi-use path along Burns Road.

Non-adjacent roads such as Wrigley Drive, Road 76, Road 60, and Convention Drive will not be inventoried. Dent Road and Nocking Point Road do not currently have sidewalks near the project site.

Burns Road includes either sidewalks or a multi-use path east of the Broadmoor Boulevard / Burns Road intersection, an offset sidewalk on the northern side of Burns Road between Road 108 and Road 104, and a multi-use path on the southern side of Burns Road for 1,000 feet near Nocking Point Road. Because of TIP project 6.06 (Burns Road Widening), a multi-use path is intended to be constructed on the southern part of Burns Road "as development occurs." As such, frontage improvements for the Project will also be required to include a multi-use path on the southern part of Burns Road.

No bicycle facilities exist in the study area other than the aforementioned multi-use path(s) along Burns Road.

Nearby transit service is provided by Ben Franklin Transit Routes 67 and 225. Routes 67 and 225 have nearby bus stops on Sandifur Parkway 950 feet west of the Road 68 / Sandifur Parkway intersection. Route 67 also has nearby bus stops 200 feet south of the Road 68 / Sandifur Parkway intersection, at the southwestern corner of the Road 68 / Wrigley Drive intersection, and 500 feet south of the Road 68 / Wrigley Drive intersection.

Finding: Multimodal transportation options are readily available for pedestrians and are in the process of implementation along Burns Road.

Recommendations: Assure all driveways, sidewalks, and curb ramps constructed with the subdivision project comply with the current Americans with Disabilities Act (ADA) guidelines.

4.4 Intersection Sight Distance

The proposed access driveway on Burns Road was checked to verify they meet intersection sight distance (ISD) requirements and that no objects within the ISD triangles that would block approaching drivers' views of approaching traffic.

Following Table 9-6 from the American Association of State Highway and Transportation Officials (AASHTO; see References), the maximum design intersection sight distance for the access intersection with Burns Road is 390 feet. The proposed access intersection with Burns Road will meet sight distance standards based on current assumed conditions.

Finding: Following Table 9-6 from AASHTO (see References), the maximum design intersection sight distance for the access intersection with Burns Road is 390 feet. The proposed access intersection with Burns Road will meet sight distance standards based on current assumed conditions. No site distance issues were identified at the site access.

Recommendations: Design the proposed access intersection with Burns Road such that no objects or obstructions would block the driver's eye view for ISD.

4.5 On-Site Parking

In accordance with the Pasco Municipal Code (PMC, see References) 25.185.170.6, parking space requirements for a "Residential" such as the proposed development is two spaces per unit. The Project provides two spaces per garage. This calculates a minimum parking requirement of 188 spaces, which the Project meets.

Findings: The Project meets the minimum required number of two parking spaces per dwelling unit per PMC 25.185.170.6.

5 STUDY FINDINGS

The findings of this TIA are listed below.

5.1 In-Process Projects

Trips from eight in-process projects are included in this TIA.

5.2 Access and Circulation

All trips entering and exiting the site will use the proposed site access along the west of the site on Burns Road.

5.3 Trip Generation

The Project is anticipated to generate 677 vehicle trips during a typical weekday, including 52 during the PM peak hour.

5.4 Transportation Improvement Projects

Lane configurations of the Broadmoor Boulevard / Burns Road and Broadmoor Boulevard / Sandifur Parkway intersections change significantly as a result of improvements. These changes will affect the LOS analysis for the future year conditions later in this report.

5.5 Level of Service

In the 2024 existing conditions, the Burns Road / Broadmoor Boulevard intersection operates at a LOS F during the PM Peak Hour. All other intersections operate at an acceptable LOS.

In the 2026 Without Project condition, both study intersections operate at an acceptable LOS. The v/c ratio for the NBL movement at Broadmoor Boulevard / Burns Road is above the City's recommended mobility target of 0.90 for a signalized intersection. However, given the future extensions of Buckingham Road and Sandifur Parkway, it is safe to assume that enough traffic currently making NBL movements on Burns Road will instead take those extended roads to reduce the v/c ratio to acceptable levels.

In the 2026 With Project condition, all study intersections operate at an acceptable LOS. The v/c ratio for the NBL movement at Broadmoor Boulevard / Burns Road is above the City's recommended mobility target of 0.90 for a signalized intersection. However, given the future extensions of Buckingham Road and Sandifur Parkway, it is safe to assume that enough traffic currently making NBL movements on Burns Road will instead take those extended roads to reduce the v/c ratio to acceptable levels.

5.6 Proportionate Share Percentage and Cost

The proportionate share cost sum for TIP Projects is $705,600.

5.7 Collision Analysis

The 2018 to 2023 collision history at the study intersections was reviewed. All studied intersections have a collision rate below 1, and no fatal or serious injury collisions occurred.

5.8 Transit, Pedestrian, and Bicycle Facilities

Multimodal transportation options are readily available for pedestrians and are in the process of implementation along Burns Road.

5.9 Intersection Sight Distance

Following Table 9-6 from AASHTO (see References), the maximum design intersection sight distance for the access intersection with Burns Road is 390 feet. The proposed access intersection with Burns Road will meet sight distance standards based on current assumed conditions. No site distance issues were identified at the site access.

5.10 On-Site Parking

The Project meets the minimum required number of two parking spaces per dwelling unit per PMC 25.185.170.6.

6 RECOMMENDATIONS

The traffic impact analysis supports the following recommendations.

6.1 Transit, Pedestrian, and Bicycle Facilities

Assure all driveways, sidewalks, and curb ramps constructed with the subdivision project comply with the current ADA guidelines.

6.2 Intersection Sight Distance

Design the proposed access intersection with Burns Road such that no objects or obstructions would block the driver's eye view for ISD.

7 REFERENCES

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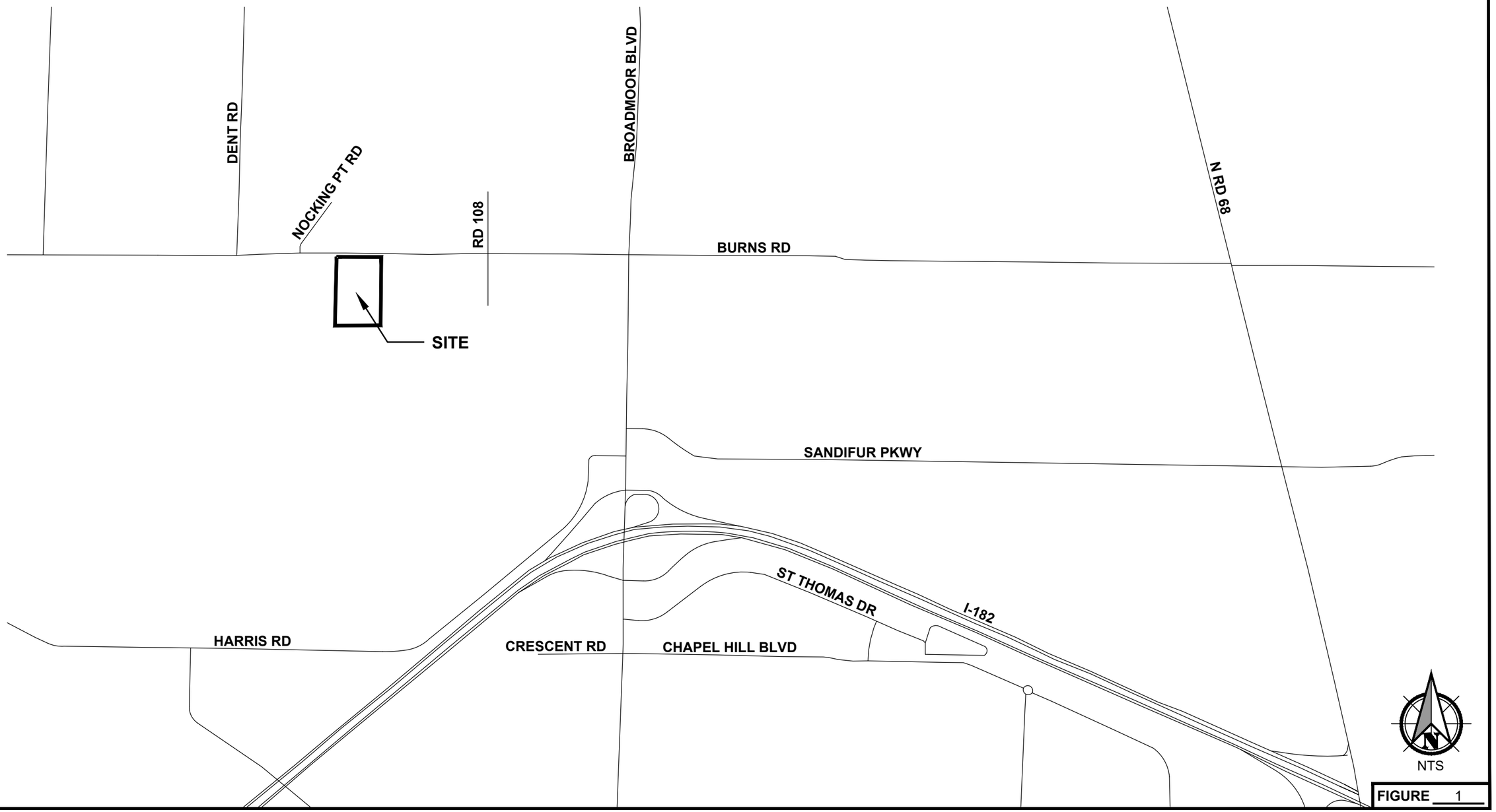
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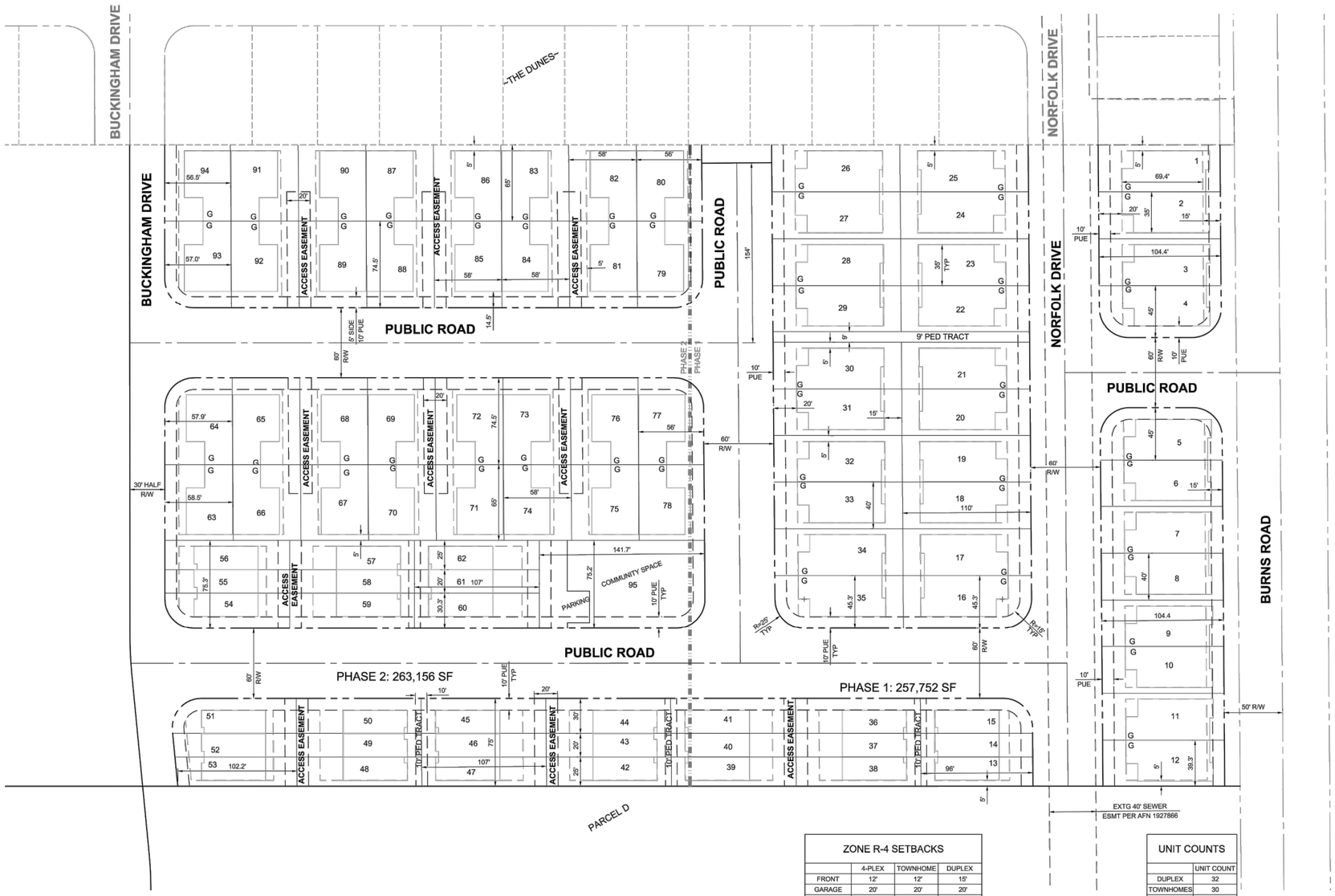
Figures

Figure 1. Vicinity Map
Figure 2. Site Plan
Figure 3. Existing Lane Configuration and Traffic Control
Figure 4. 2024 Existing Volumes
Figure 5. In-Process Trips
Figure 6. 2025 Without Project Volumes
Figure 7. Primary Trip Distribution and Assignment
Figure 8. 2025 With Project Volumes



Vicinity Map
Broadmoor Lot 31

PBS



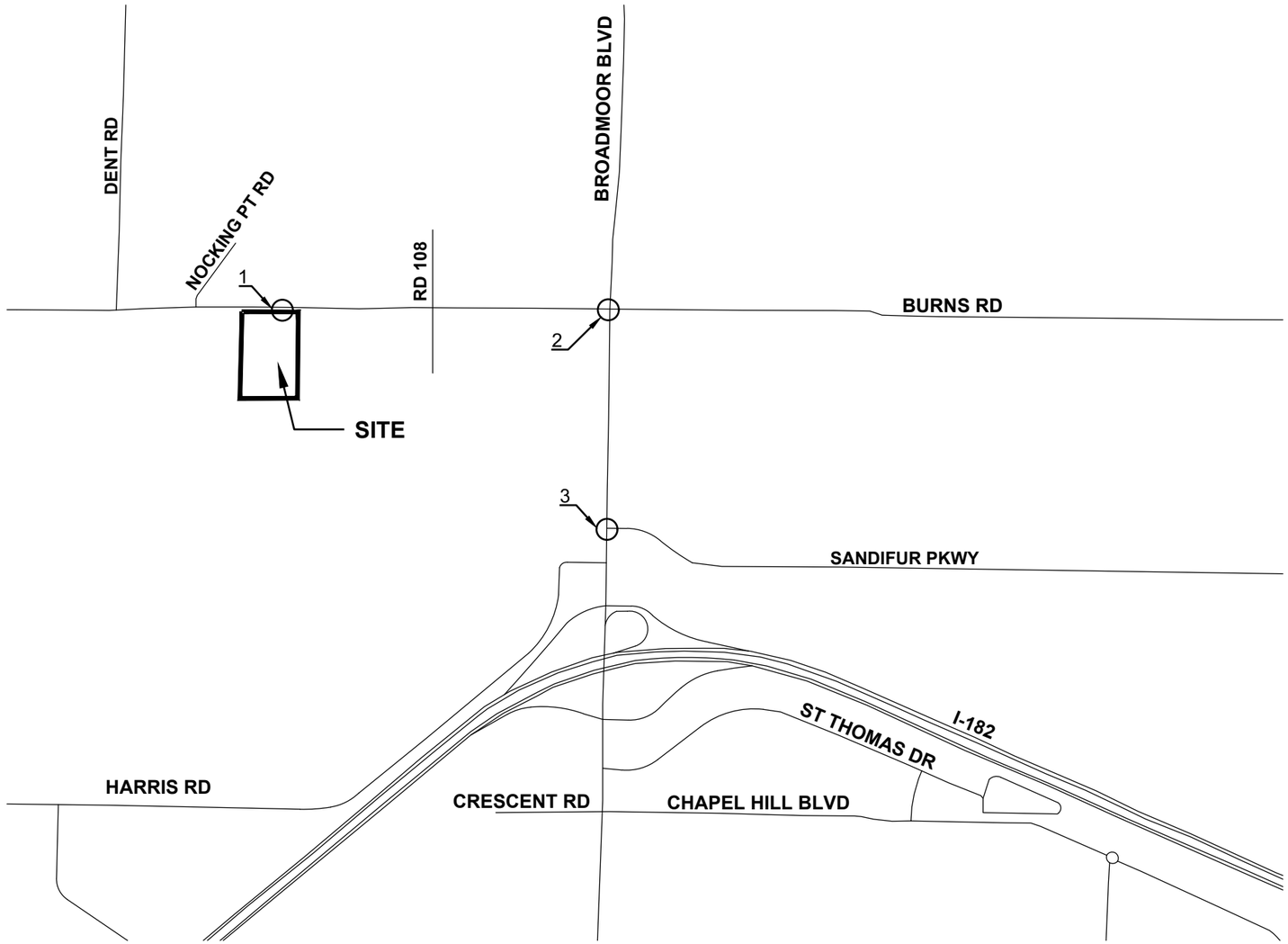
ZONE R-4 SETBACKS			
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GARAGE	20'	20'	20'
SIDE	5	5	5
REAR	15	15	15

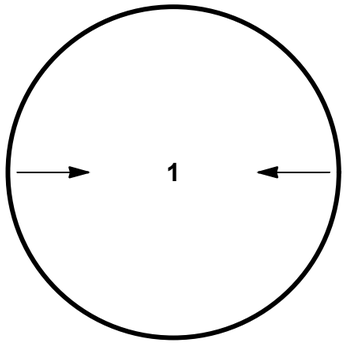
UNIT COUNTS	
	UNIT COUNT
DUPLEX	32
TOWNHOMES	30
4-PLEX	32
TOTAL	94

FIGURE 2

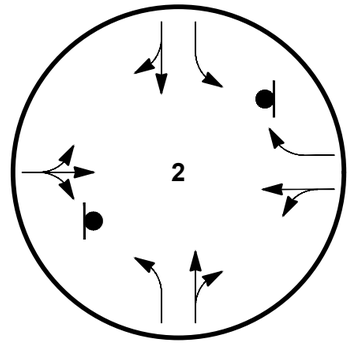
Site Plan

Broadmoor Lot 31

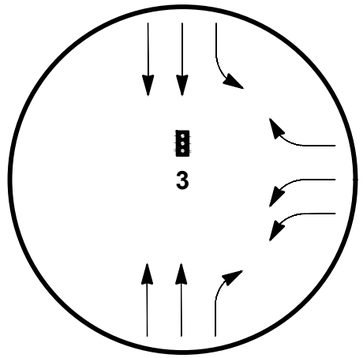




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



Broadmoor Blvd / Sandifur Pkwy

LEGEND

- INTERSECTION
- STOP SIGN
- TRAFFIC SIGNAL

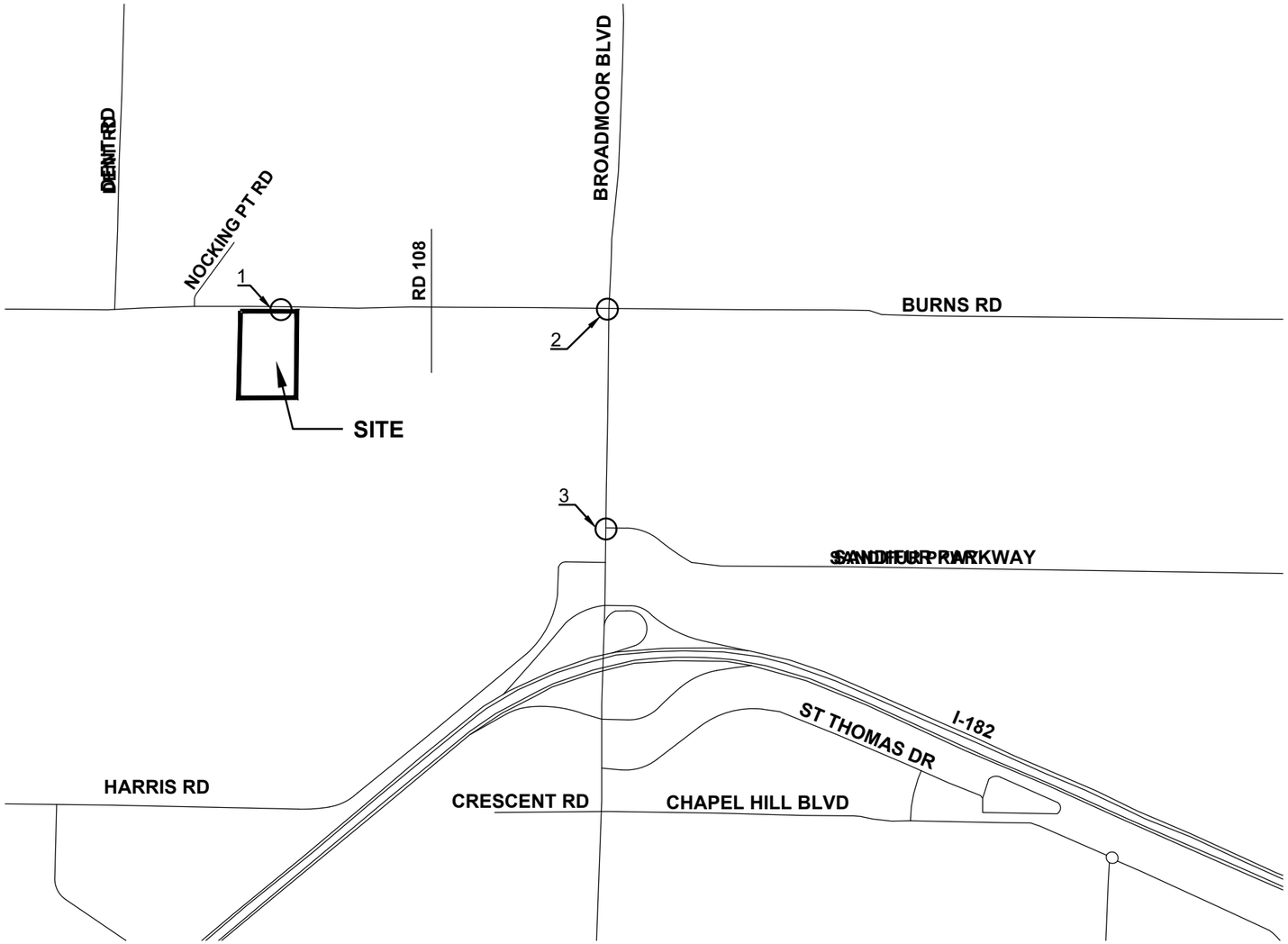
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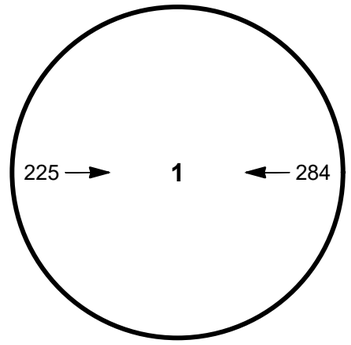
FIGURE 3

Existing Lane Configuration and Traffic Control

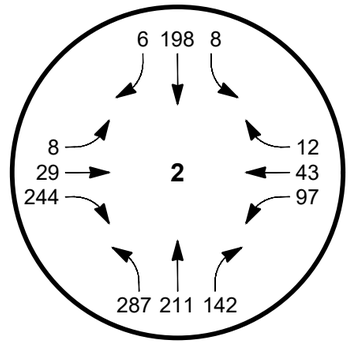
Broadmoor Lot 31

PBS

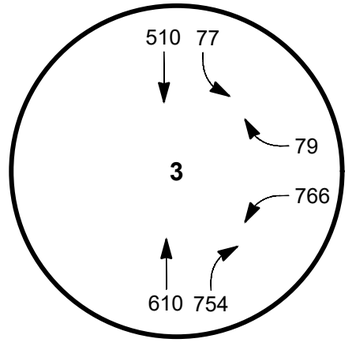




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



Broadmoor Blvd / Sandifur Pkwy

LEGEND

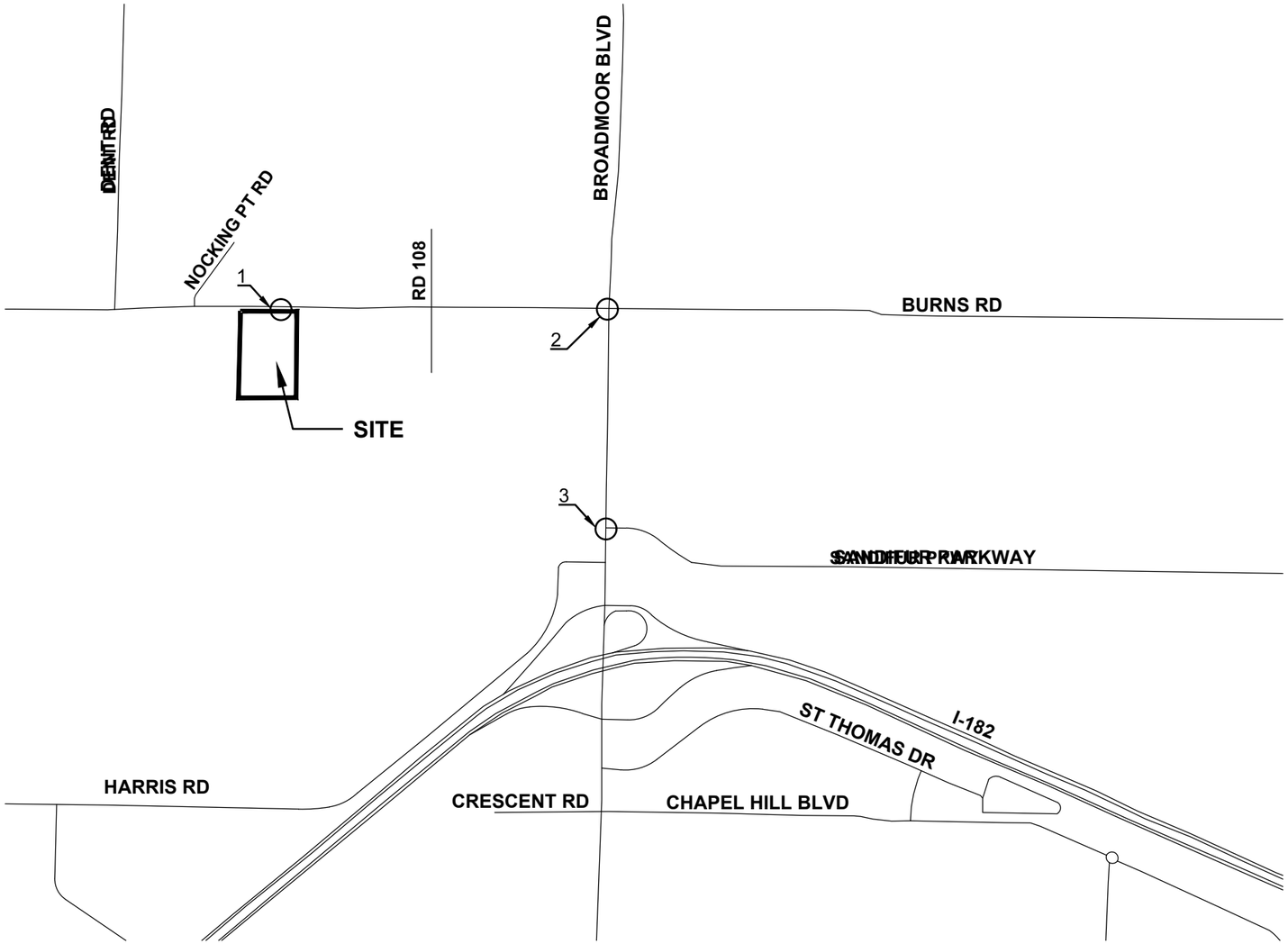
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XXX	PM PEAK HOUR

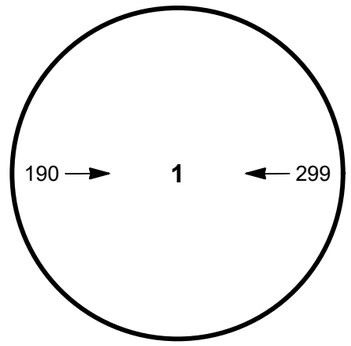
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FIGURE 4

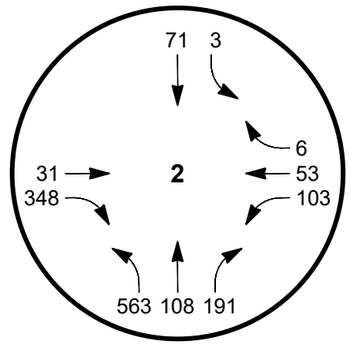
2024 Existing Volumes

Broadmoor Lot 31

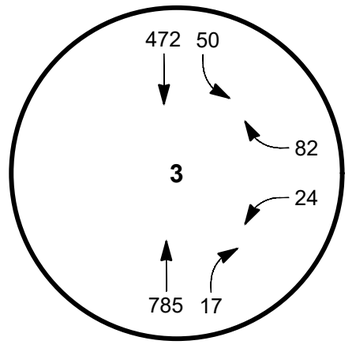




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



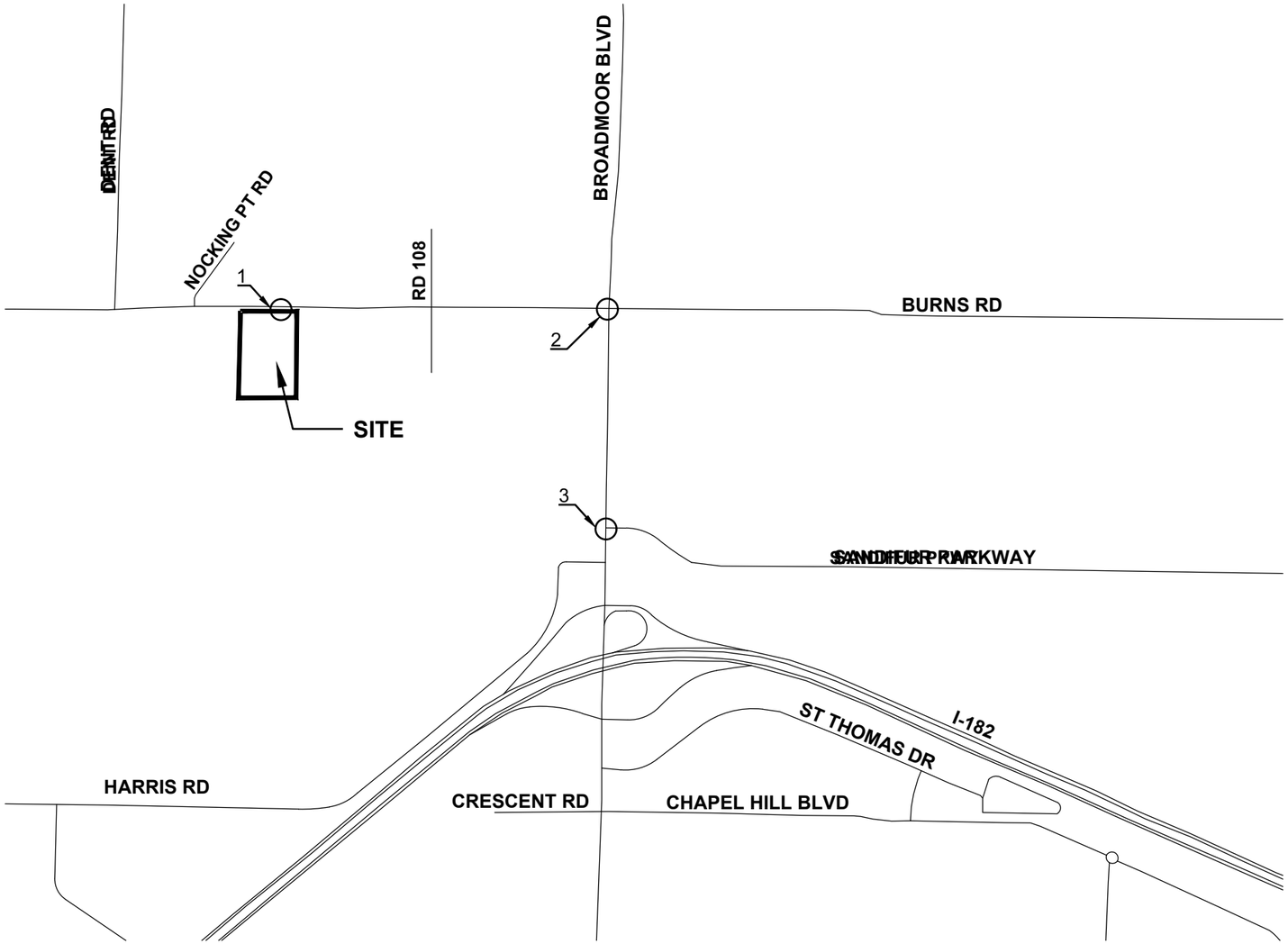
Broadmoor Blvd / Sandifur Pkwy

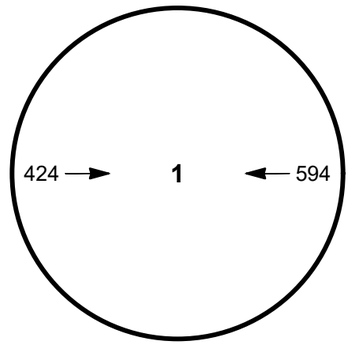
LEGEND	
○	INTERSECTION
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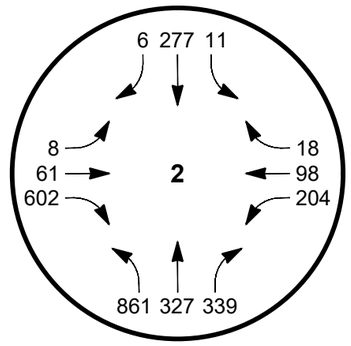
FIGURE 5

In-Process Project Trips
Broadmoor Lot 31

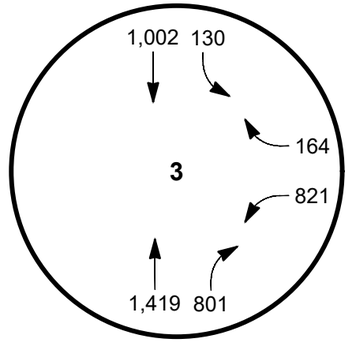




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



Broadmoor Blvd / Sandifur Pkwy

LEGEND

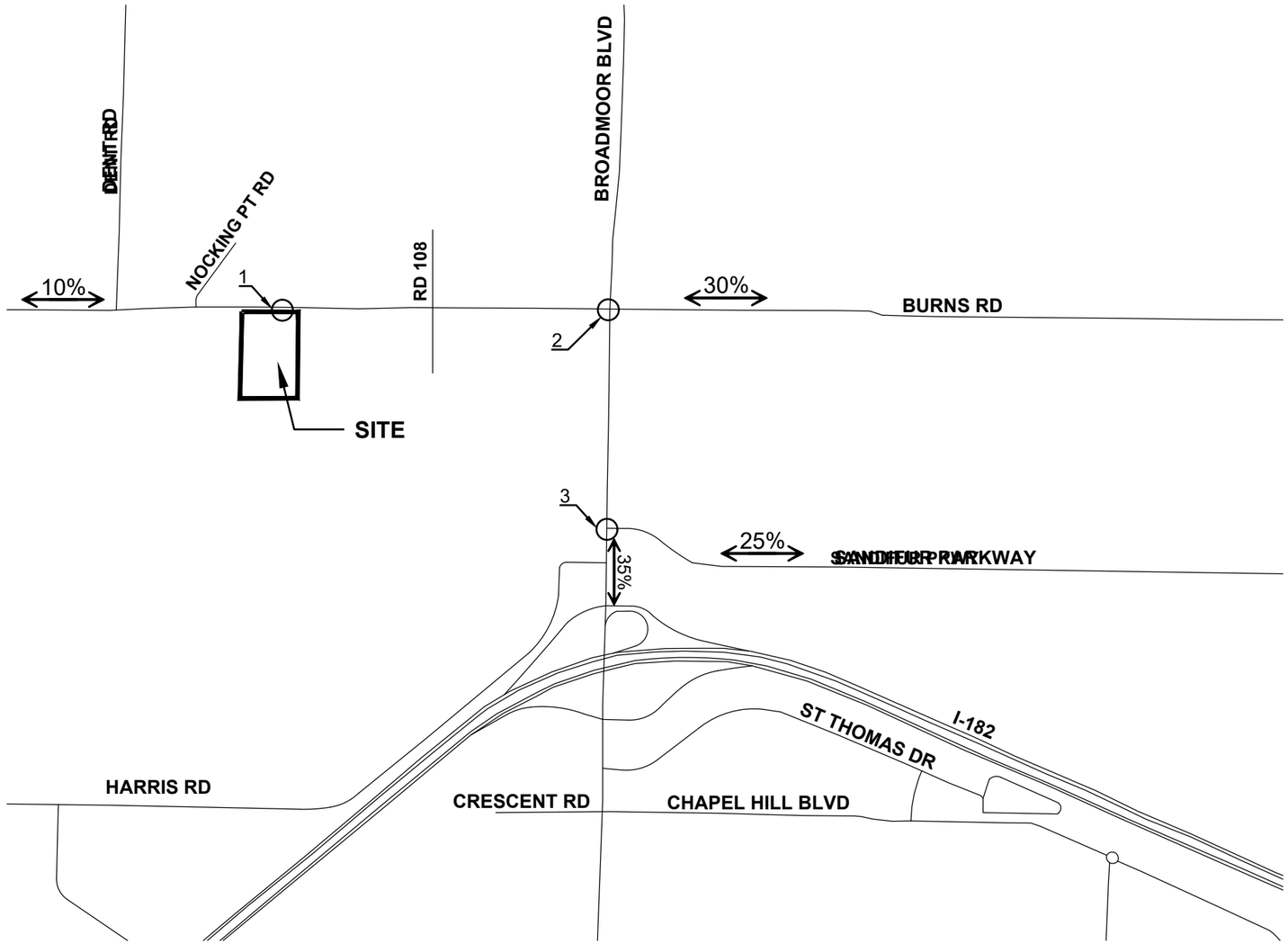
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XXX	PM PEAK HOUR

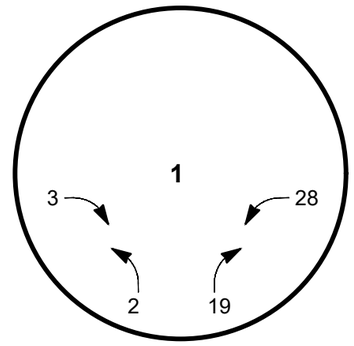
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FIGURE 6

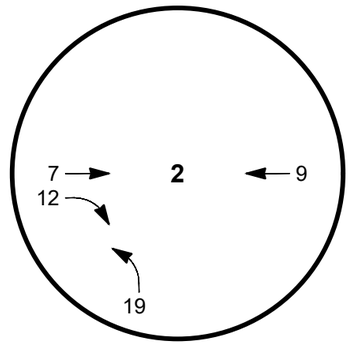
2026 Without Project Volumes

Broadmoor Lot 31

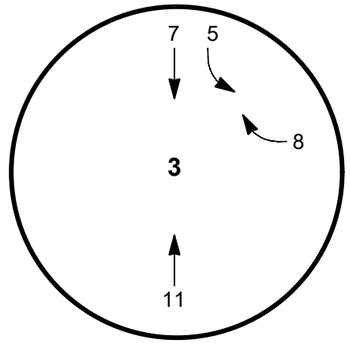




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



Broadmoor Blvd / Sandifur Pkwy

LEGEND

○	INTERSECTION
XXX	PM PEAK HOUR

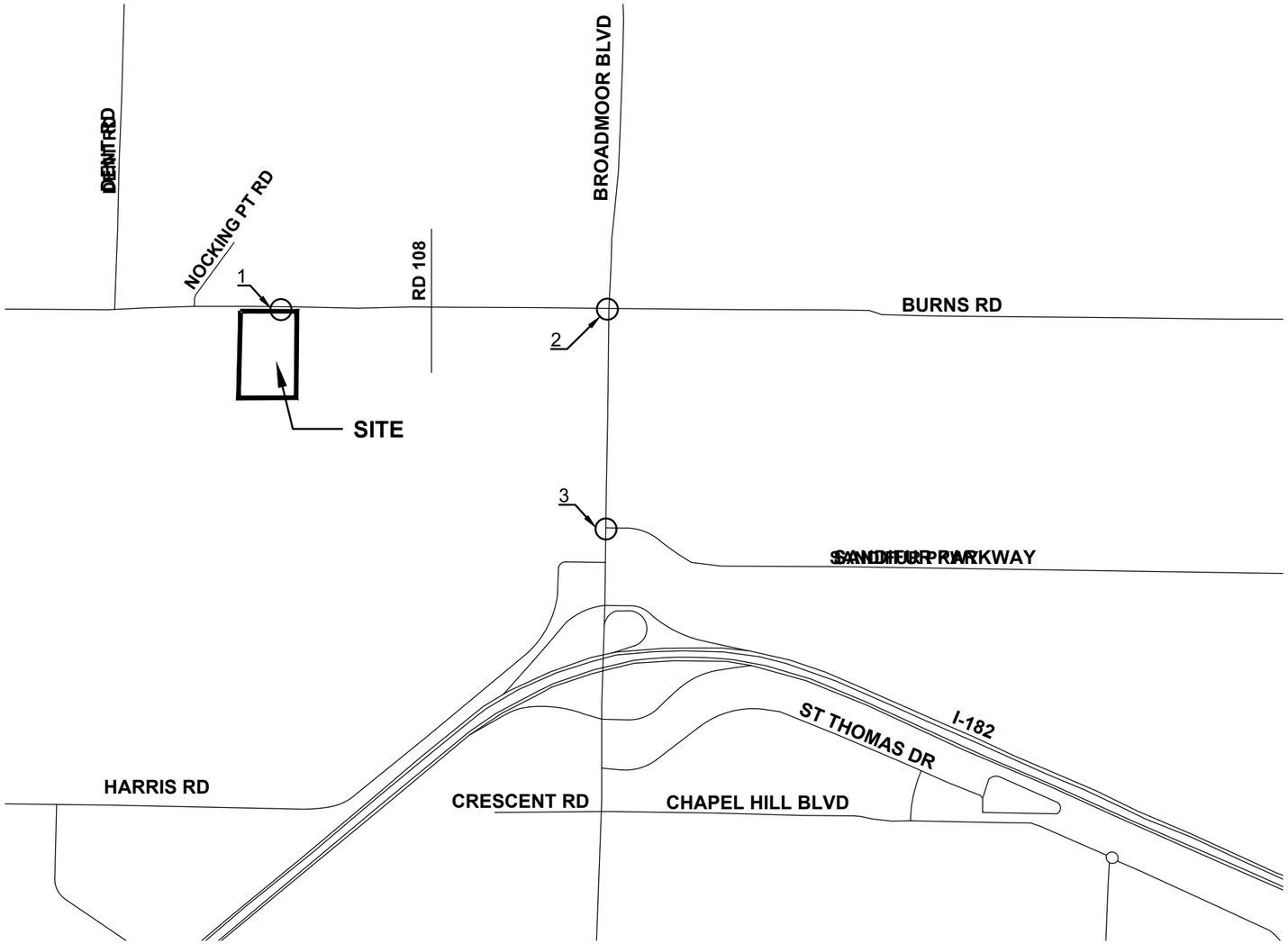
WEEKDAY PM PEAK HOUR
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EXIT = 21
TOTAL = 52

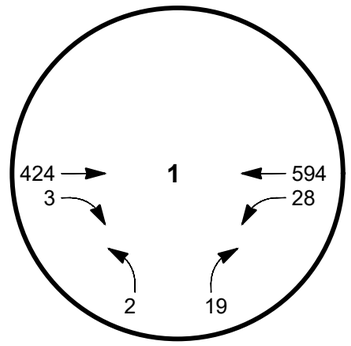
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FIGURE 7

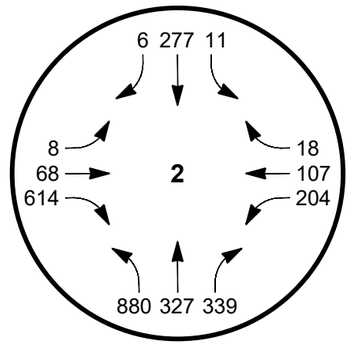
Trip Distribution and Assignment

Broadmoor Lot 31

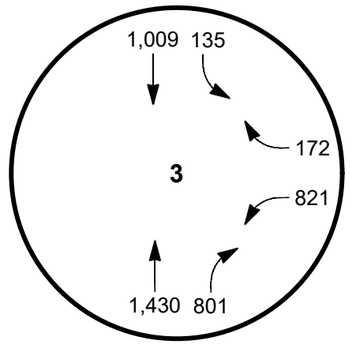




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



Broadmoor Blvd / Sandifur Pkwy

LEGEND

○ INTERSECTION
XXX PM PEAK HOUR

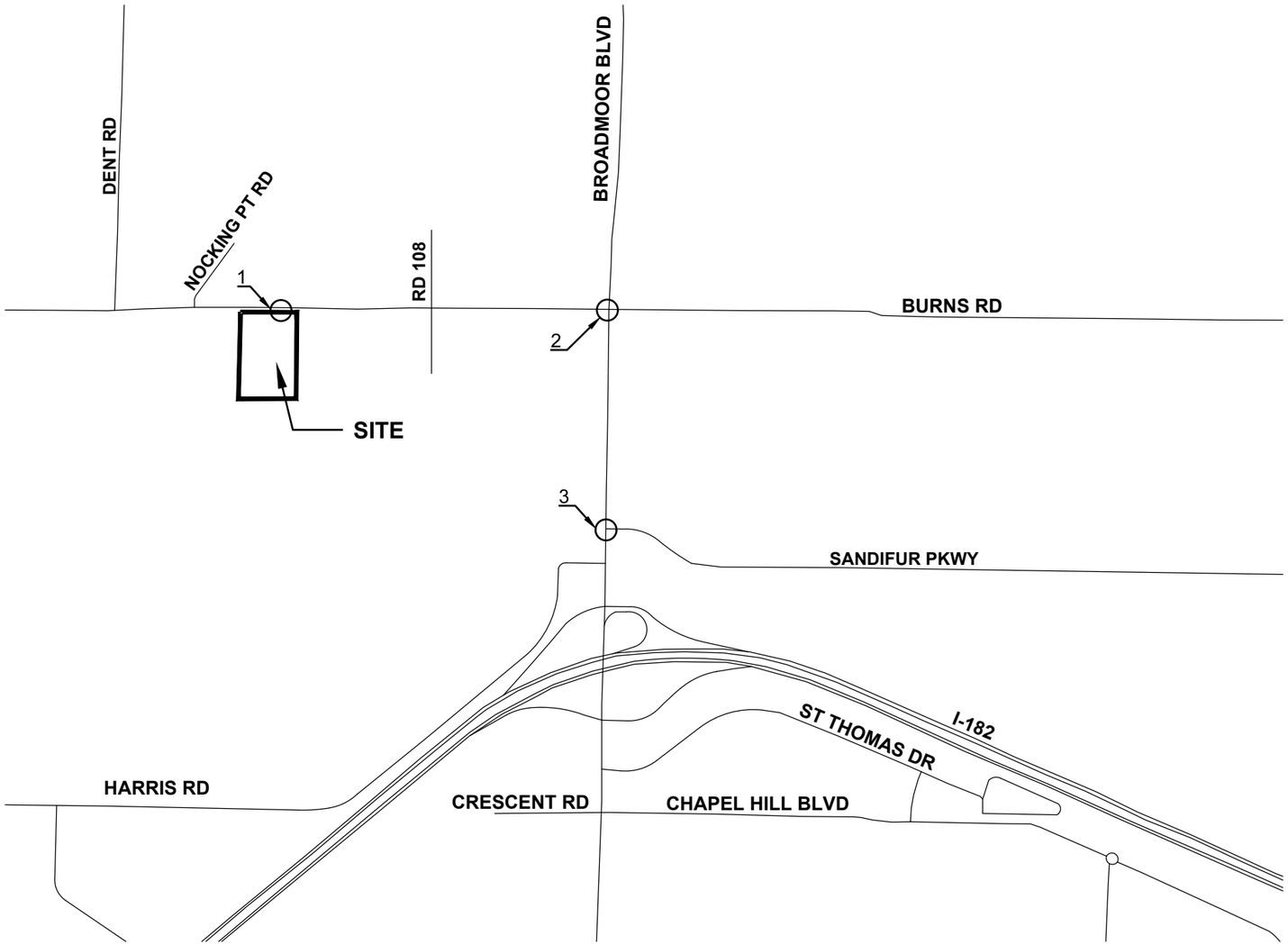
NTS

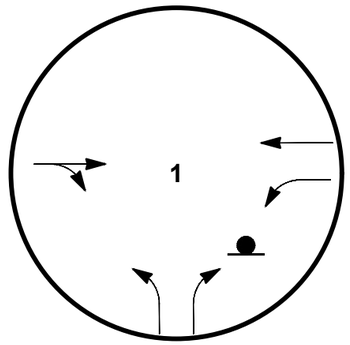
FIGURE 8

2026 With Project Volumes

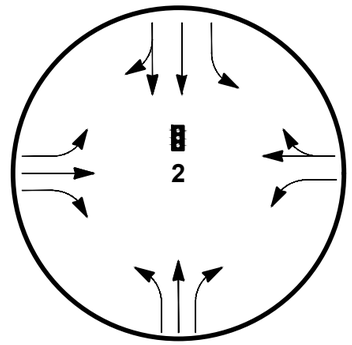
Broadmoor Lot 31

PBS

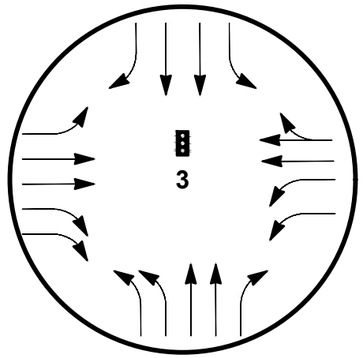




Site Access (Proposed) / Burns Rd



Broadmoor Blvd / Burns Rd



Broadmoor Blvd / Sandifur Pkwy

LEGEND

- INTERSECTION
- STOP SIGN
- TRAFFIC SIGNAL

NTS

FIGURE 9

Future Lane Configuration and Traffic Control

Broadmoor Lot 31

PBS

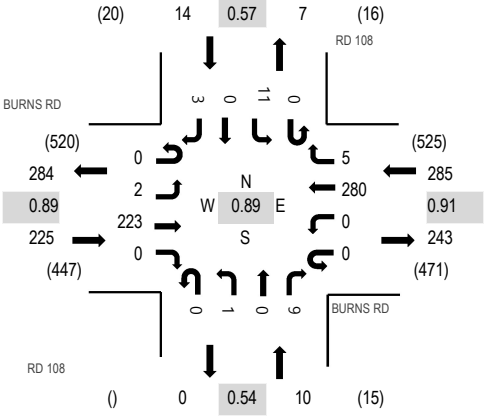
Appendix A
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

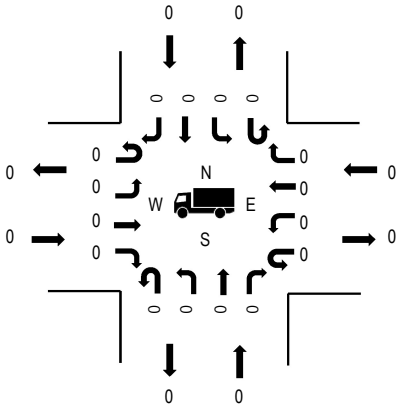
Location: 1 RD 108 & BURNS RD PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:25 PM - 04:40 PM

Peak Hour

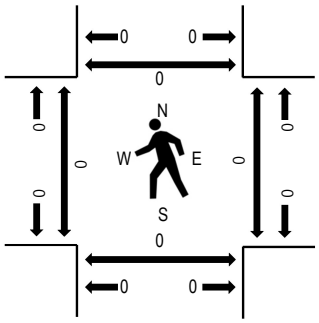
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.91
NB	0.0%	0.54
SB	0.0%	0.57
All	0.0%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	BURNS RD Eastbound				BURNS RD Westbound				RD 108 Northbound				RD 108 Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	2	11	0	0	0	16	0	0	0	0	1	0	0	0	0	30	488
4:05 PM	0	1	17	0	0	0	20	0	0	0	0	2	0	1	0	0	41	498
4:10 PM	0	0	16	0	0	0	19	0	0	0	0	0	0	1	0	1	37	504
4:15 PM	0	0	15	0	0	0	14	0	0	0	0	0	0	0	0	0	29	516
4:20 PM	0	1	17	0	0	0	13	3	0	0	0	2	0	1	0	0	37	527
4:25 PM	0	0	19	0	0	0	29	2	0	0	0	4	0	0	0	2	56	534
4:30 PM	0	0	22	0	0	0	30	0	0	0	0	1	0	3	0	0	56	520
4:35 PM	0	0	19	0	0	0	16	1	0	0	0	1	0	0	0	1	38	510
4:40 PM	0	0	19	0	0	0	25	0	0	1	0	3	0	3	0	0	51	512
4:45 PM	0	0	14	0	0	0	22	1	0	0	0	0	0	0	0	0	37	505
4:50 PM	0	0	14	0	0	0	21	0	0	0	0	0	0	1	0	0	36	507
4:55 PM	0	0	13	0	0	0	25	0	0	0	0	0	0	2	0	0	40	517
5:00 PM	0	0	17	0	0	0	22	1	0	0	0	0	0	0	0	0	40	519
5:05 PM	0	0	22	0	0	0	25	0	0	0	0	0	0	0	0	0	47	
5:10 PM	0	0	27	0	0	0	22	0	0	0	0	0	0	0	0	0	49	
5:15 PM	0	1	19	0	0	0	18	0	0	0	0	0	0	2	0	0	40	
5:20 PM	0	1	18	0	0	0	25	0	0	0	0	0	0	0	0	0	44	
5:25 PM	0	0	15	0	0	0	27	0	0	0	0	0	0	0	0	0	42	
5:30 PM	0	0	25	0	0	0	21	0	0	0	0	0	0	0	0	0	46	
5:35 PM	0	0	19	0	0	0	21	0	0	0	0	0	0	0	0	0	40	
5:40 PM	0	0	25	0	0	0	19	0	0	0	0	0	0	0	0	0	44	
5:45 PM	0	0	16	0	0	0	23	0	0	0	0	0	0	0	0	0	39	
5:50 PM	0	0	20	0	0	0	24	1	0	0	0	0	0	1	0	0	46	
5:55 PM	0	0	22	0	0	0	18	1	0	0	0	0	0	1	0	0	42	
Count Total	0	6	441	0	0	0	515	10	0	1	0	14	0	16	0	4	1,007	
Peak Hour	0	2	223	0	0	0	280	5	0	1	0	9	0	11	0	3	534	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

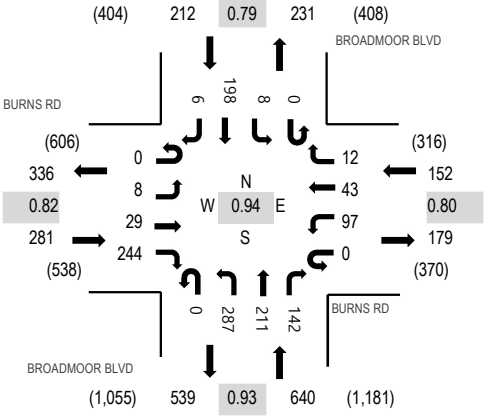
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	1	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	0	0	0	Count Total	0	0	0	1	1
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
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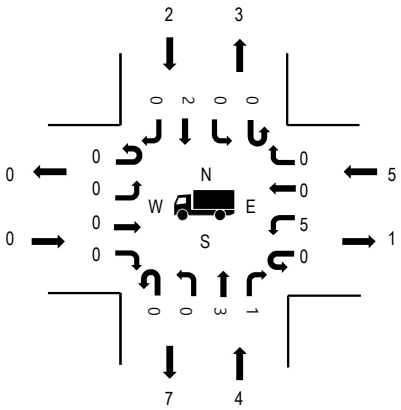
Location: 2 BROADMOOR BLVD & BURNS RD PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour

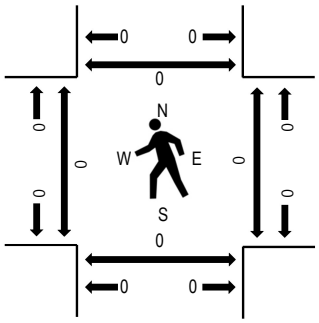
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.82
WB	3.3%	0.80
NB	0.6%	0.93
SB	0.9%	0.79
All	0.9%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	BURNS RD Eastbound				BURNS RD Westbound				BROADMOOR BLVD Northbound				BROADMOOR BLVD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	1	3	7	0	4	4	0	0	15	12	17	0	3	16	0	82	1,195
4:05 PM	0	0	2	17	0	5	2	0	0	20	15	16	0	0	12	0	89	1,212
4:10 PM	0	1	2	21	0	10	4	0	0	19	16	23	0	1	19	0	116	1,238
4:15 PM	0	1	1	8	0	5	1	2	0	15	11	16	0	0	22	0	82	1,229
4:20 PM	0	1	4	23	0	9	4	1	0	16	10	12	0	1	12	0	93	1,265
4:25 PM	0	0	2	17	0	5	3	1	0	35	14	14	0	0	20	1	112	1,285
4:30 PM	0	1	2	30	0	3	3	0	0	25	21	10	0	0	16	0	111	1,267
4:35 PM	0	2	2	15	0	6	3	0	0	21	19	13	0	1	22	0	104	1,249
4:40 PM	0	1	3	26	0	8	4	1	0	23	9	11	0	0	11	0	97	1,246
4:45 PM	0	1	1	15	0	12	1	1	0	27	23	14	0	0	21	1	117	1,256
4:50 PM	0	0	2	16	0	13	4	1	0	18	19	10	0	1	15	1	100	1,250
4:55 PM	0	1	4	13	0	8	6	0	0	20	16	10	0	0	14	0	92	1,244
5:00 PM	0	0	2	18	0	9	3	0	0	27	18	9	0	0	13	0	99	1,244
5:05 PM	0	0	3	25	0	9	4	4	0	21	20	15	0	1	13	0	115	
5:10 PM	0	1	4	28	0	7	4	0	0	25	10	12	0	2	12	2	107	
5:15 PM	0	0	2	26	0	7	3	4	0	19	25	12	0	0	20	0	118	
5:20 PM	0	1	2	15	0	10	5	0	0	26	17	12	0	3	21	1	113	
5:25 PM	0	0	3	16	0	7	1	0	0	22	10	13	0	0	21	1	94	
5:30 PM	0	0	3	23	0	11	5	1	0	18	18	6	0	0	8	0	93	
5:35 PM	0	0	2	24	0	10	4	0	0	21	13	10	0	0	17	0	101	
5:40 PM	0	0	4	26	0	9	8	0	0	17	15	12	0	0	15	1	107	
5:45 PM	0	0	2	18	0	15	2	3	0	23	18	7	0	0	23	0	111	
5:50 PM	0	0	4	13	0	12	4	1	0	23	14	8	0	0	14	1	94	
5:55 PM	0	0	5	22	0	17	2	1	0	17	12	11	0	0	5	0	92	
Count Total	0	12	64	462	0	211	84	21	0	513	375	293	0	13	382	9	2,439	
Peak Hour	0	8	29	244	0	97	43	12	0	287	211	142	0	8	198	6	1,285	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

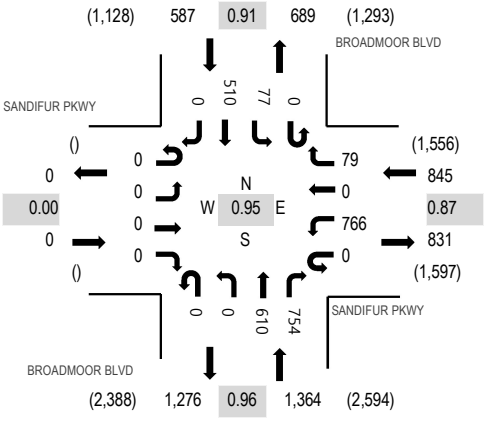
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	2	1	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	2	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	1	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	11	7	3	21	Count Total	0	0	0	0	0	Count Total	0	0	1	1	2
Peak Hour	0	4	5	2	11	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
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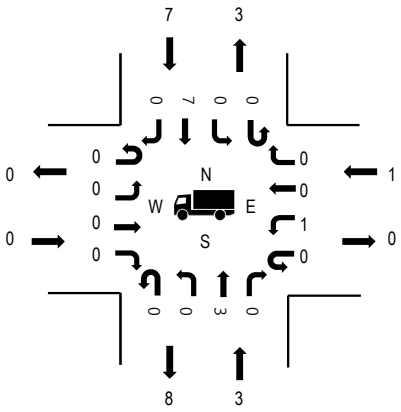
Location: 3 BROADMOOR BLVD & SANDIFUR PKWY PM
Date: Wednesday, May 8, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour

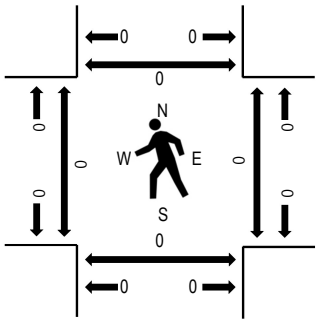
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.1%	0.87
NB	0.2%	0.96
SB	1.2%	0.91
All	0.4%	0.95

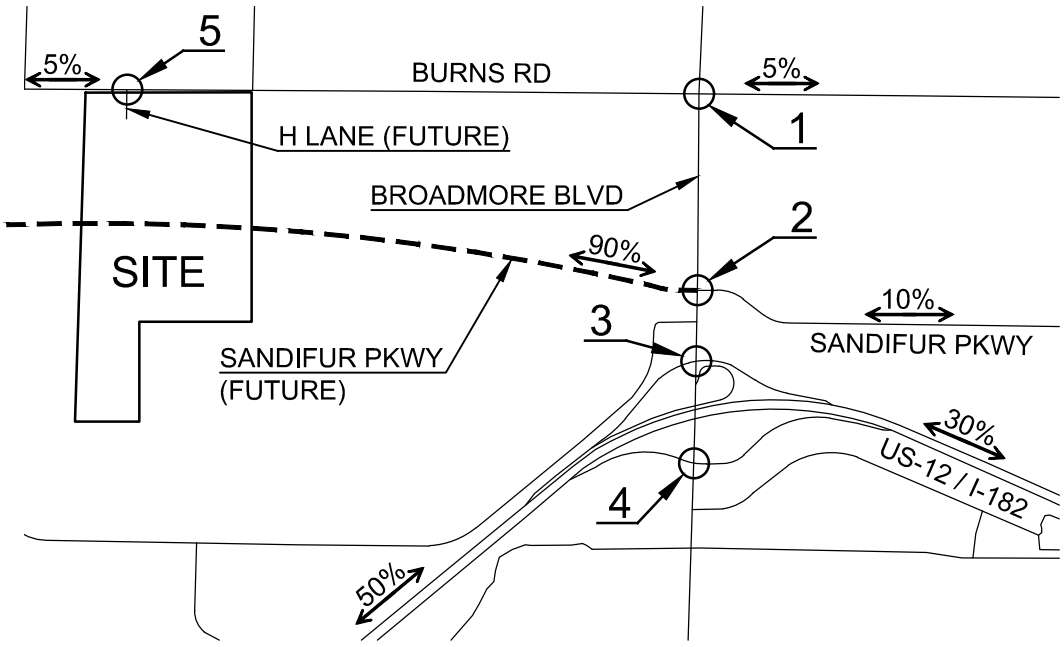
Traffic Counts - Motorized Vehicles

Interval Start Time	SANDIFUR PKWY Eastbound				SANDIFUR PKWY Westbound				BROADMOOR BLVD Northbound				BROADMOOR BLVD Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	60	0	12	0	0	41	60	0	3	23	0	199	2,587
4:05 PM	0	0	0	0	0	51	0	7	0	0	48	58	0	6	29	0	199	2,625
4:10 PM	0	0	0	0	0	48	0	6	0	0	51	57	0	4	50	0	216	2,667
4:15 PM	0	0	0	0	0	51	0	7	0	0	44	57	0	4	39	0	202	2,681
4:20 PM	0	0	0	0	0	53	0	4	0	0	39	57	0	8	37	0	198	2,738
4:25 PM	0	0	0	0	0	65	0	8	0	0	53	47	0	4	31	0	208	2,784
4:30 PM	0	0	0	0	0	57	0	6	0	0	56	54	0	9	54	0	236	2,796
4:35 PM	0	0	0	0	0	58	0	7	0	0	53	59	0	5	45	0	227	2,781
4:40 PM	0	0	0	0	0	62	0	7	0	0	50	60	0	7	32	0	218	2,753
4:45 PM	0	0	0	0	0	52	0	10	0	0	54	56	0	7	52	0	231	2,758
4:50 PM	0	0	0	0	0	57	0	3	0	0	43	77	0	7	40	0	227	2,746
4:55 PM	0	0	0	0	0	52	0	6	0	0	52	74	0	4	38	0	226	2,723
5:00 PM	0	0	0	0	0	73	0	12	0	0	44	61	0	5	42	0	237	2,691
5:05 PM	0	0	0	0	0	61	0	8	0	0	60	62	0	5	45	0	241	
5:10 PM	0	0	0	0	0	72	0	1	0	0	47	55	0	9	46	0	230	
5:15 PM	0	0	0	0	0	86	0	8	0	0	49	69	0	8	39	0	259	
5:20 PM	0	0	0	0	0	67	0	8	0	0	50	67	0	5	47	0	244	
5:25 PM	0	0	0	0	0	69	0	3	0	0	52	60	0	6	30	0	220	
5:30 PM	0	0	0	0	0	54	0	5	0	0	42	64	0	8	48	0	221	
5:35 PM	0	0	0	0	0	44	0	5	0	0	42	55	0	8	45	0	199	
5:40 PM	0	0	0	0	0	65	0	4	0	0	39	65	0	4	46	0	223	
5:45 PM	0	0	0	0	0	48	0	5	0	0	46	59	0	8	53	0	219	
5:50 PM	0	0	0	0	0	51	0	8	0	0	45	62	0	3	35	0	204	
5:55 PM	0	0	0	0	0	47	0	3	0	0	40	59	0	6	39	0	194	
Count Total	0	0	0	0	0	1,403	0	153	0	0	1,140	1,454	0	143	985	0	5,278	
Peak Hour	0	0	0	0	0	766	0	79	0	0	610	754	0	77	510	0	2,796	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	1	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	2	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	11	1	10	22	Count Total	0	0	0	1	1	Count Total	0	2	0	0	2
Peak Hour	0	3	1	7	11	Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	0	2

Appendix B
In-Process Projects

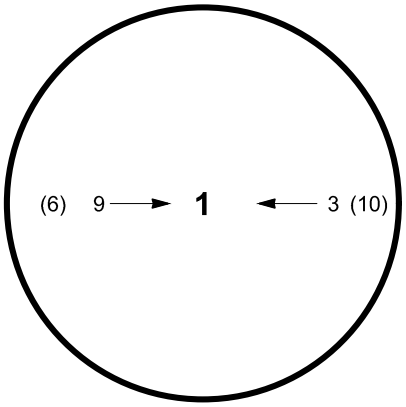


LEGEND

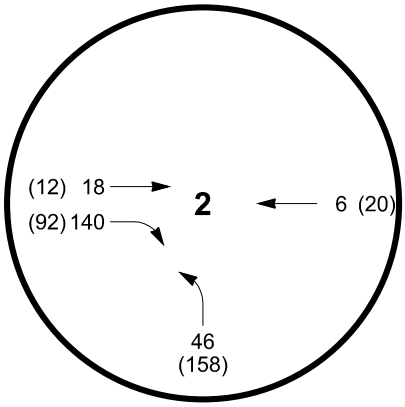
○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

N

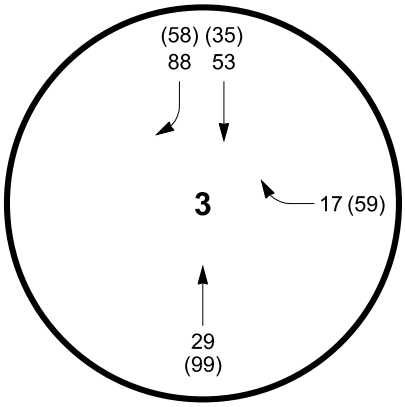
NTS



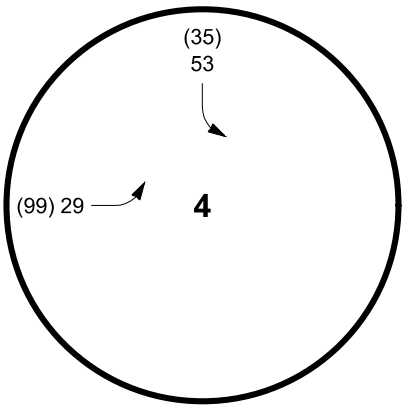
Broadmoor Boulevard /
Burns Road



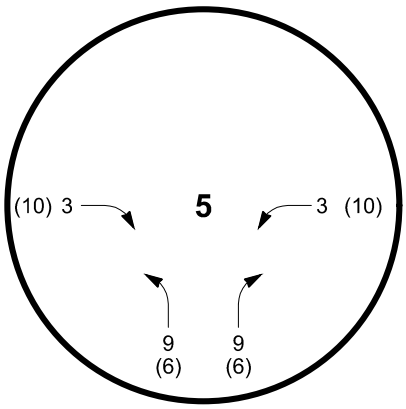
Broadmoor Boulevard /
Sandifur Parkway



Broadmoor Boulevard /
US-12 WB Ramp

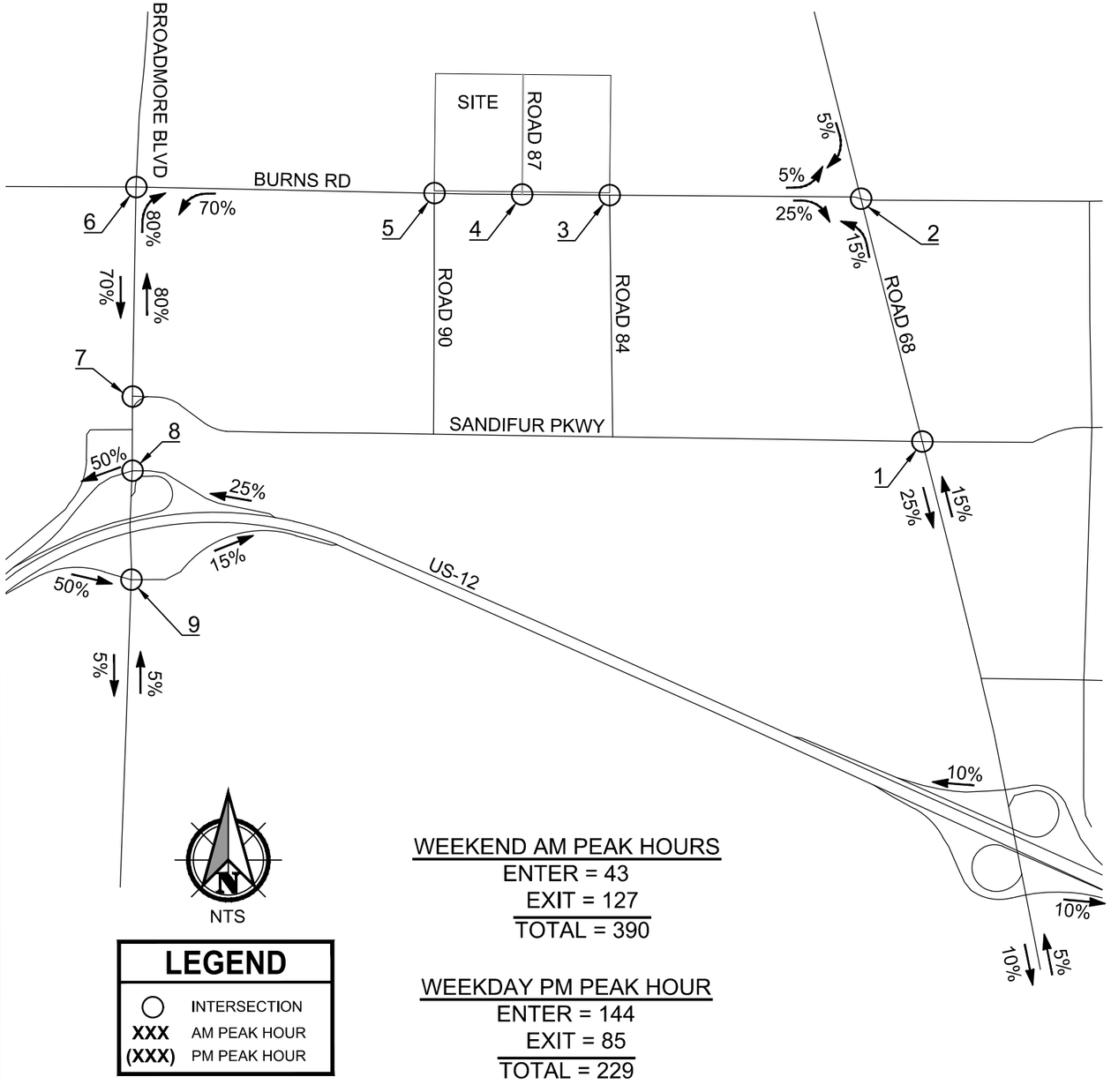


Broadmoor Boulevard /
US-12 EB Ramp



H Lane /
Burns Road

PBS	**2039 Primary Trip Assignment & Distribution - All Phases** **Solstice**	April 2021 FIGURE **16**

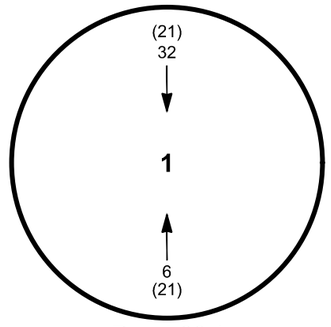


NTS

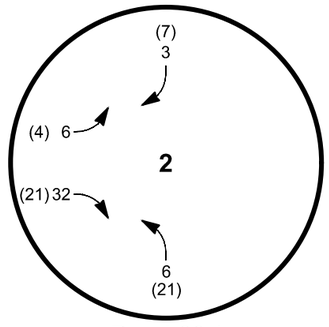
LEGEND	
○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

WEEKEND AM PEAK HOURS
ENTER = 43
EXIT = 127
TOTAL = 390

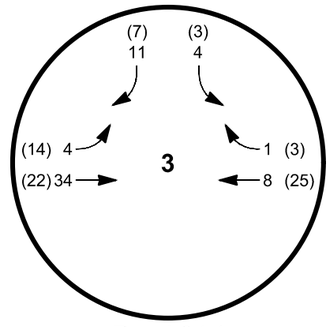
WEEKDAY PM PEAK HOUR
ENTER = 144
EXIT = 85
TOTAL = 229



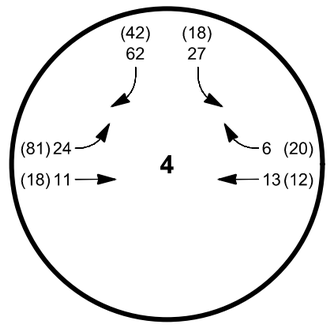
Road 68 /
Sandifur Parkway



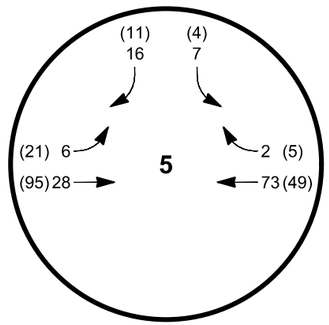
Road 68 /
Burns Road



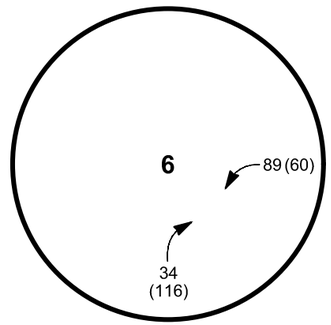
Road 84 /
Burns Road



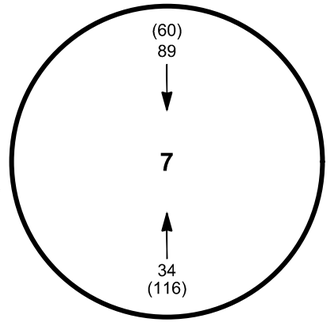
Road 87 /
Burns Road



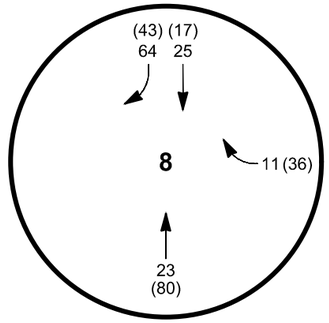
Road 90 /
Burns Road



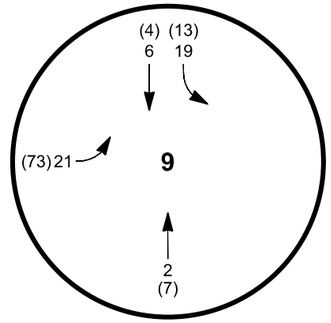
Broadmoor Boulevard /
Burns Road



Broadmoor Boulevard /
Sandifur Pkwy



Broadmoor Boulevard /
US-12 WB Ramps

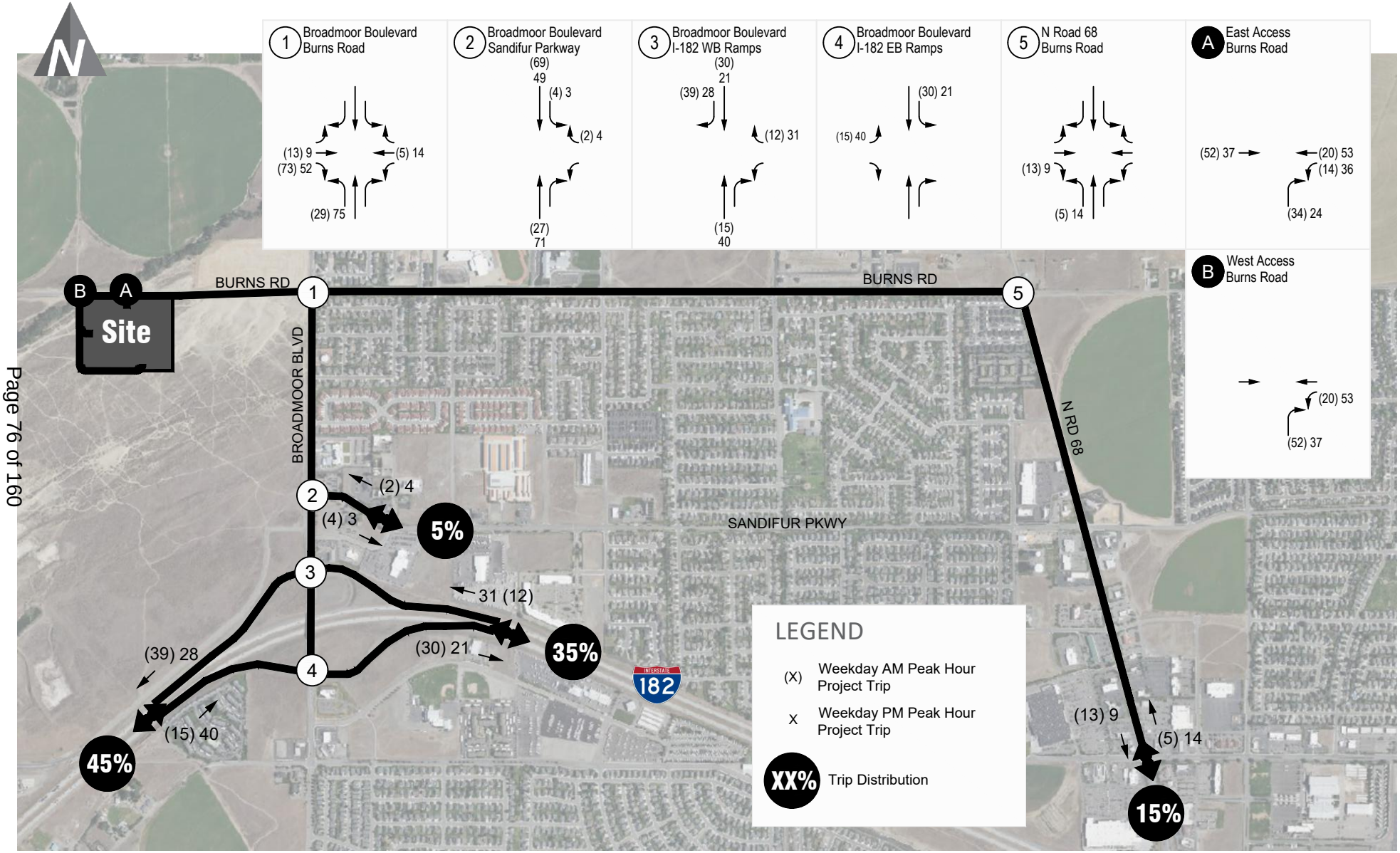


Broadmoor Boulevard /
US-12 EB Ramps

FIGURE 7

Trip Distribution and Assignment

7HA Family Seven Sisters Subdivision



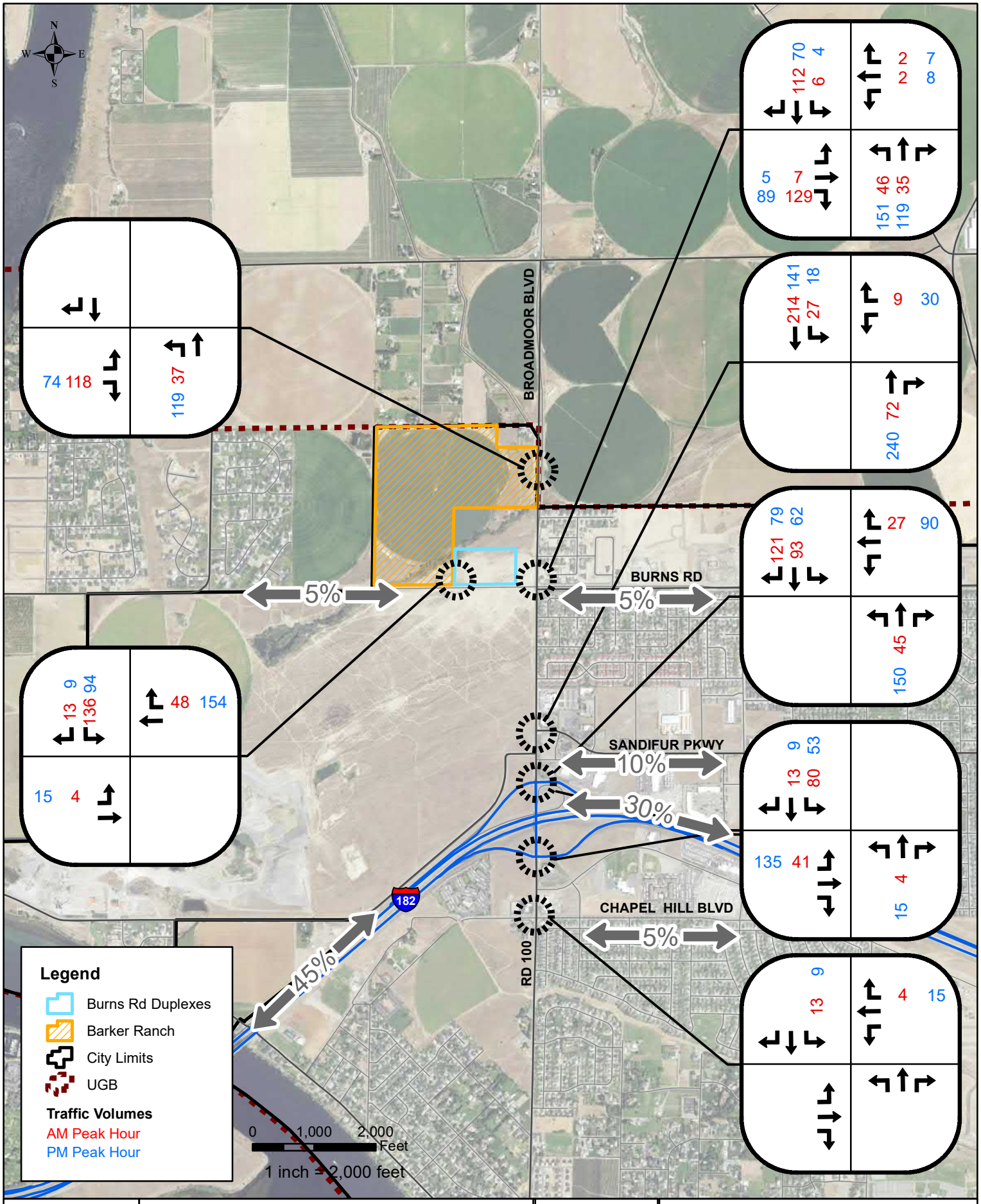
Project Trip Distribution and Assignment

Affinity at Broadmoor & Hydro at Broadmoor Apartments

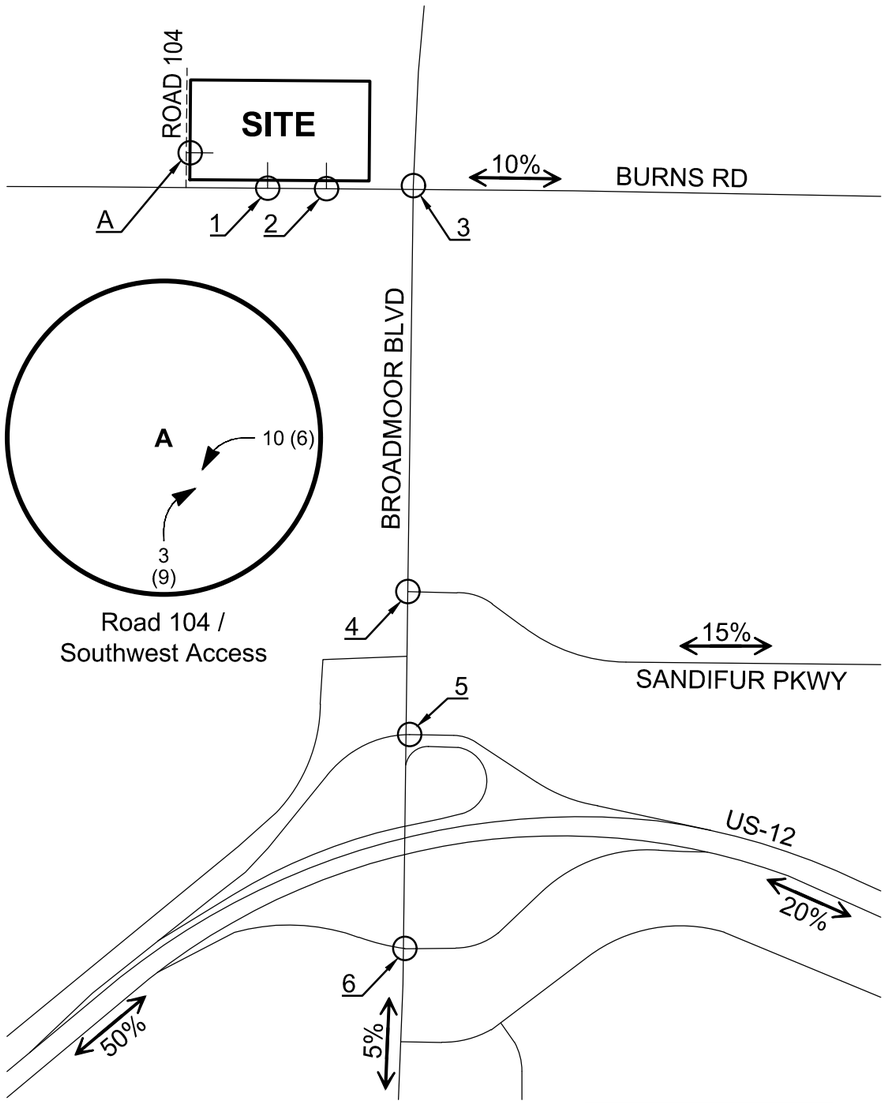
FIGURE 6

transpogroup

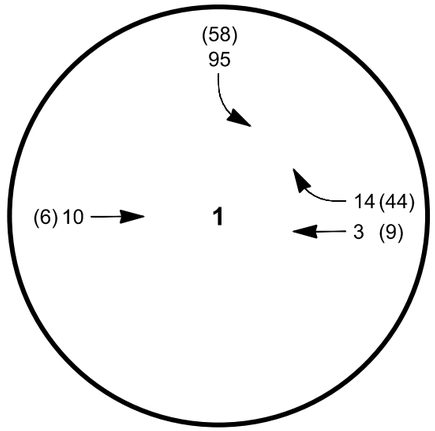
Dec 10, 2021 - 2:03pm Jessical M:\21\1.21220.00 - Inalnd - Pasco Copper Apartments\Graphics\DWG\1.21220_Pasco Copper Apts.dwg Layout: Trip Dist



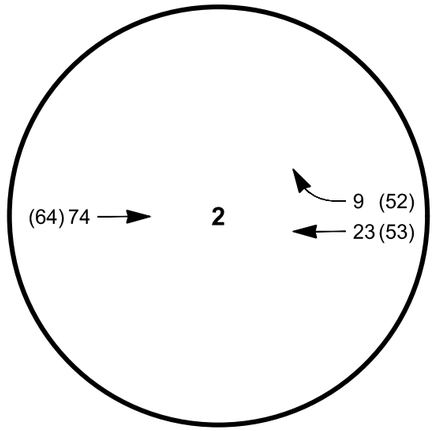
J-U-B ENGINEERS, INC.	TRIP DISTRIBUTION AND ASSIGNMENT	FIGURE 5	BARKER RANCH PASCO, WA



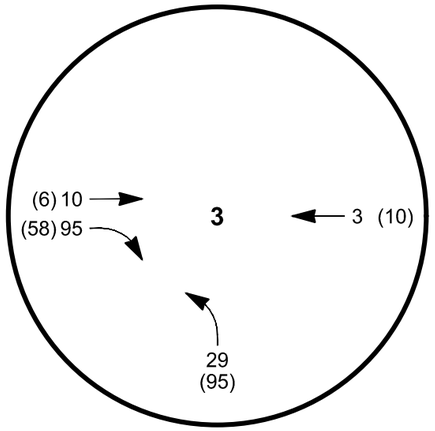
Road 104 /
Southwest Access



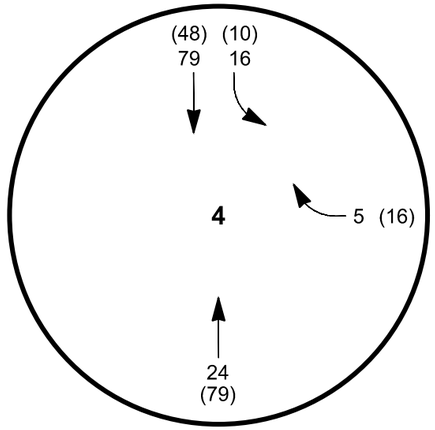
West Access /
Burns Road



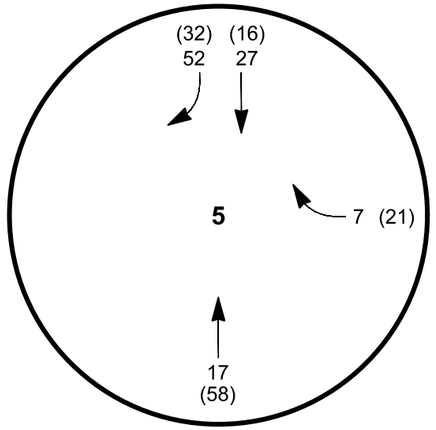
East Access /
Burns Road



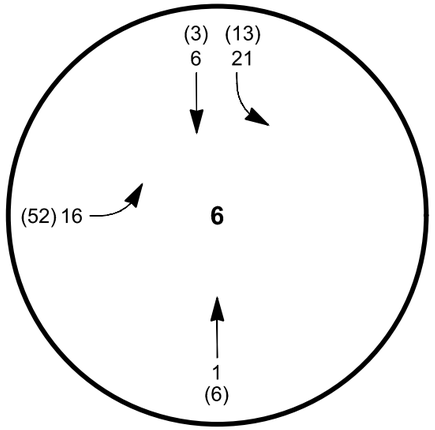
Broadmoor Bouelvard /
Burns Road



Broadmoor Bouelvard /
Sandifur Parkway



Broadmoor Bouelvard /
US-12 WB Ramps



Broadmoor Bouelvard /
US-12 EB Ramps

LEGEND

○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

NTS

PRIMARY TRIPS, WEEKDAY AM PEAK HOUR
ENTER = 32
EXIT = 106
TOTAL = 137

PRIMARY TRIPS, WEEKDAY PM PEAK HOUR
ENTER = 105
EXIT = 64
TOTAL = 169

FIGURE 7

Trip Distribution and Assignment

Burns Road Apartments

PBS

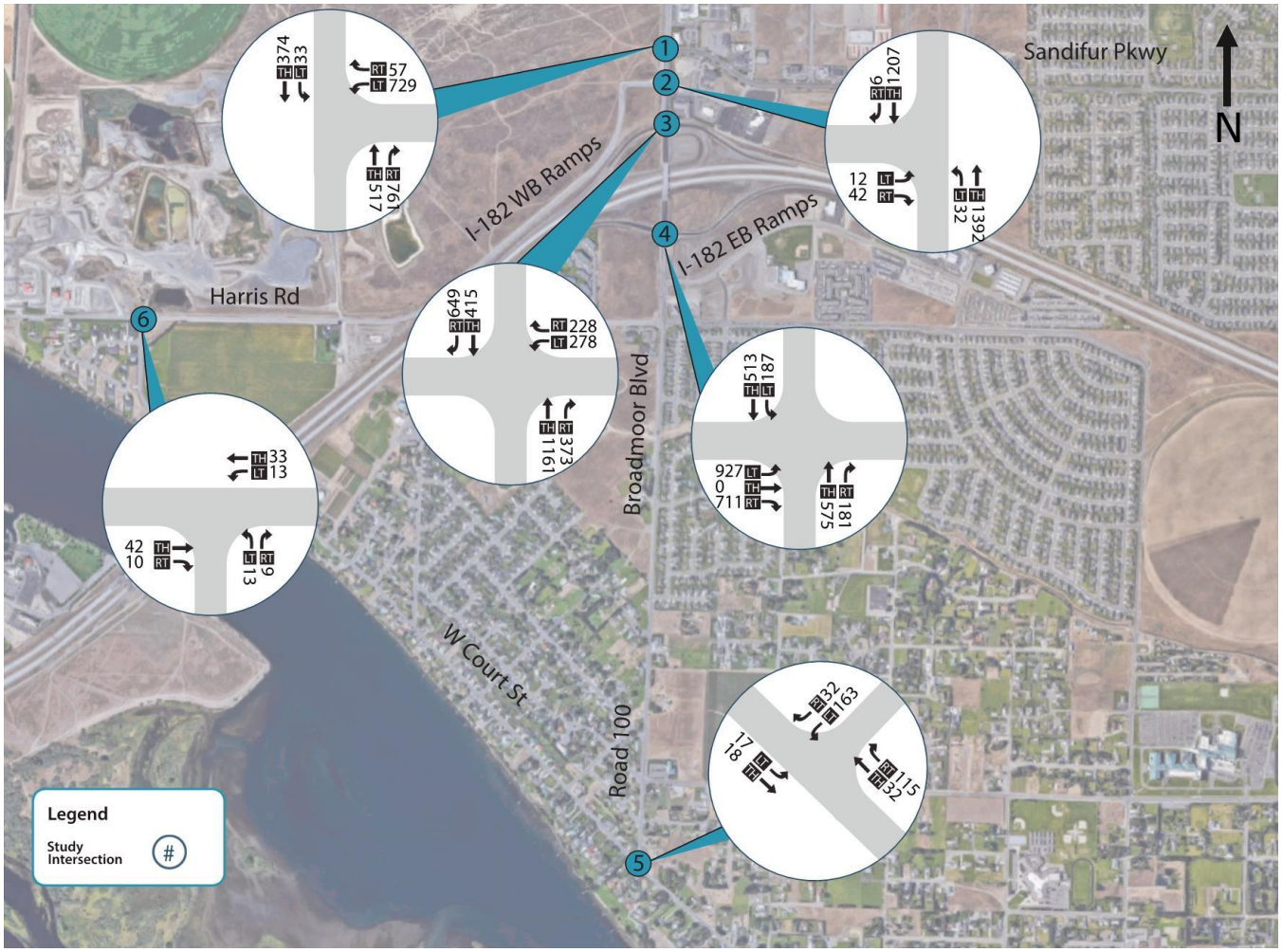


FIGURE 3: 2021 PM PEAK HOUR EXISTING VOLUMES

ANALYSIS METHODOLOGY

The traffic modeling program *Synchro 10* was used to determine the intersection's operations for the existing conditions and future conditions with the project built. Results were reported based on HCM 6 methodology.

LEVEL OF SERVICE

The level of service (LOS) is an intersection performance measure commonly used to provide an overview of how each movement and the overall intersection is operating. The LOS provides a "report card" rating of letters A through F based on average vehicle delay through the intersection. LOS A indicates free flow conditions with minimal delay traveling through an intersection while LOS F indicates excessive vehicle delay and demand is greater than capacity. The intersection average delay and LOS is based on the movement with the highest delay for a two-way stop-controlled intersection. The Highway Capacity Manual has LOS criteria for unsignalized and signalized intersections and can be found below in **Table 5** and **Table 6**.

not differ significantly enough in the future to cause changes to the assumed trip generation. If changes do occur, the result would likely be shorter trips to nearer generators and so this analysis assumes a more conservative static distribution across all future scenarios.

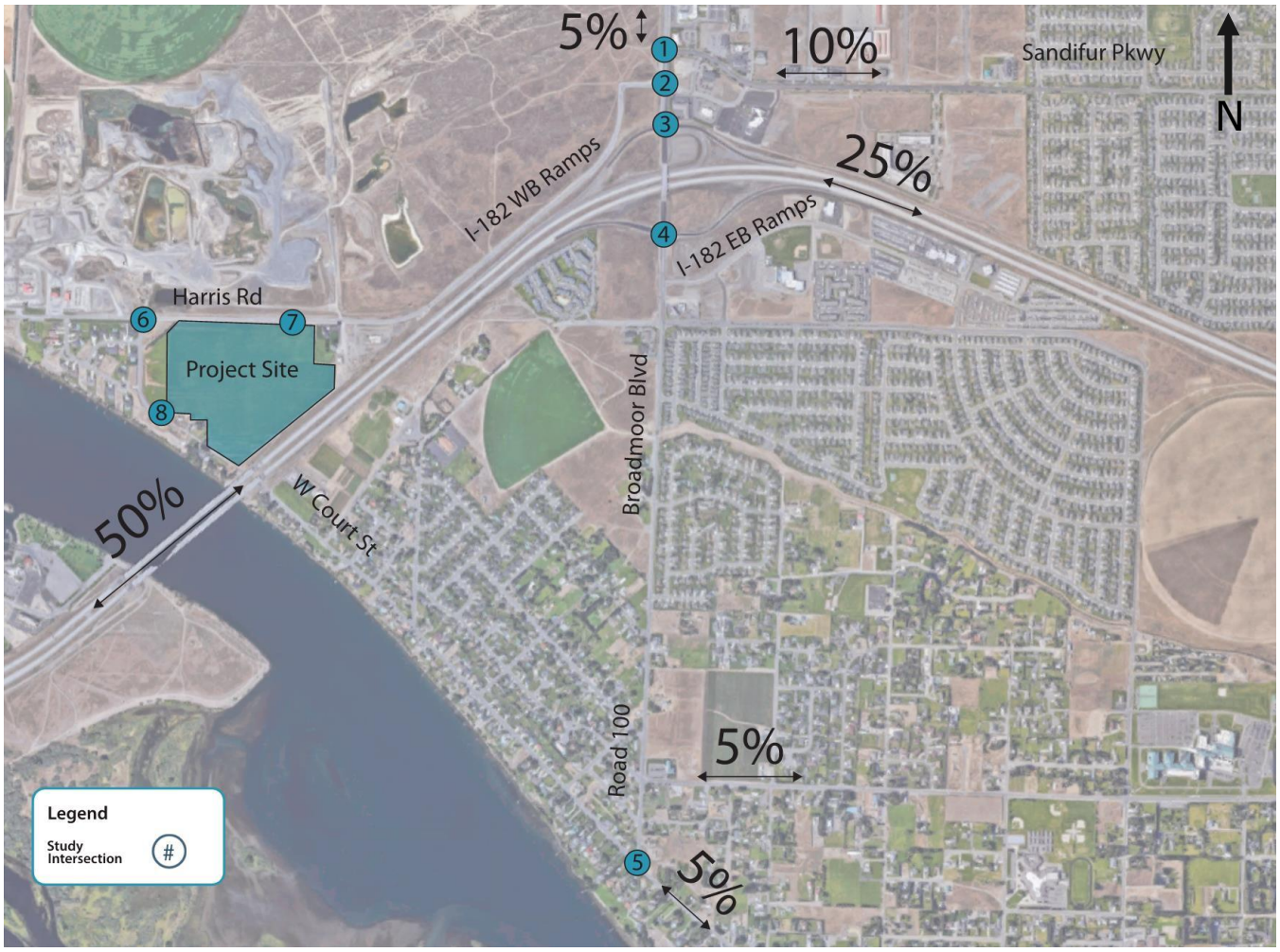


FIGURE 13: PROJECT SITE TRIP DISTRIBUTION

Figure 14 and **Figure 15** show the 2024 volumes at the study intersections with background growth, pipeline trips, and project trips in the AM and PM peak hours.

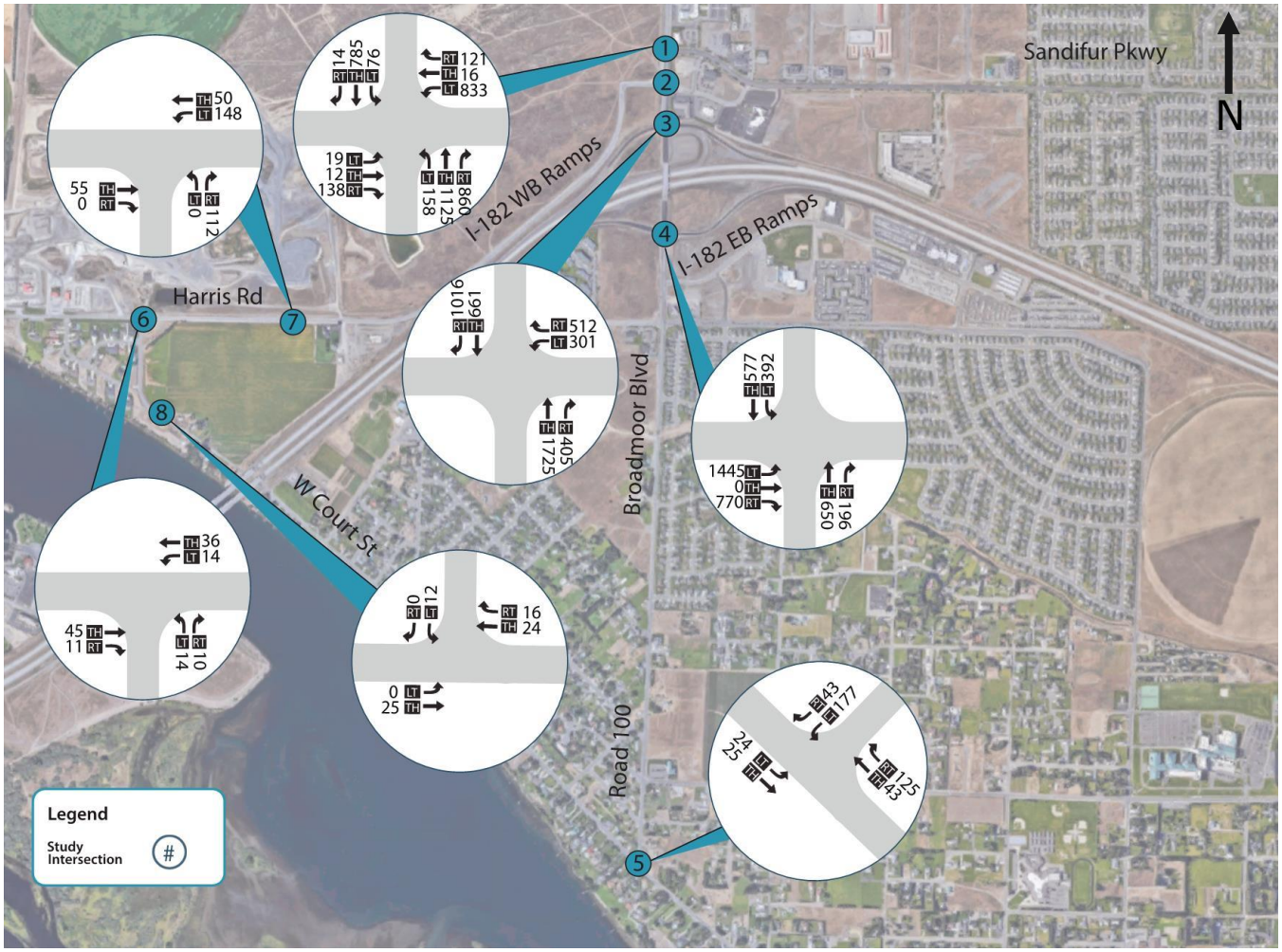


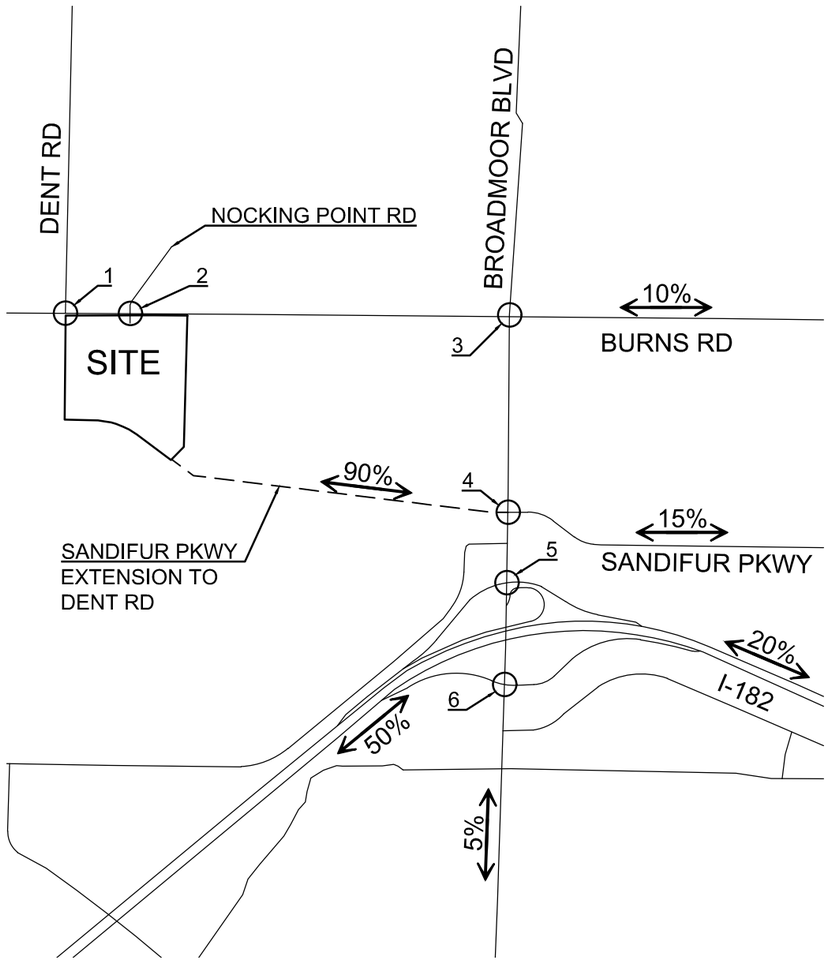
FIGURE 21: 2029 PM BUILD VOLUMES

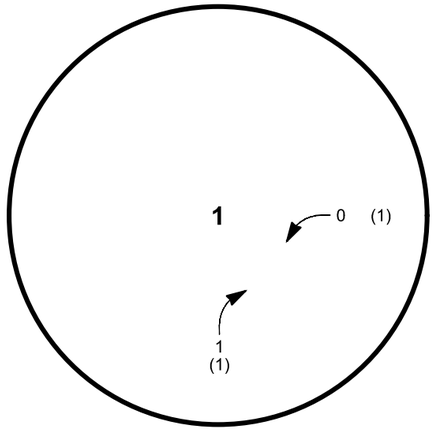
FUTURE BUILD OPERATIONS

Future build peak hour intersection operations are shown in **Table 13, Table 14, Table 15,** and **Table 16**. The tables provide the intersection average delay, LOS, and v/c ratio at each study location. 2029 results are shown with minor signal timing adjustments to Sandifur Pkwy & Broadmoor Blvd.

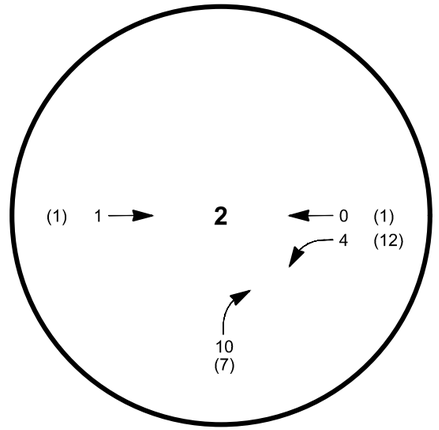
TABLE 13: FUTURE BUILD AM AND PM PEAK INTERSECTION OPERATIONS – PHASE 1: 2024

INTERSECTION	OPERATING STANDARD	2024 BUILD AM PEAK			2024 BUILD PM PEAK		
		DELAY (SEC)	LOS	V/C	DELAY (SEC)	LOS	V/C
1-Sandifur Pkwy & Broadmoor Blvd	LOS D	27.4	C	-	26.1	C	-
3-Broadmoor Blvd & I-182 WB Ramps	LOS D	10.7	B	-	8.7	A	-
4-Broadmoor Blvd & I-182 EB Ramps	LOS D	15.2	B	-	19.8	B	-

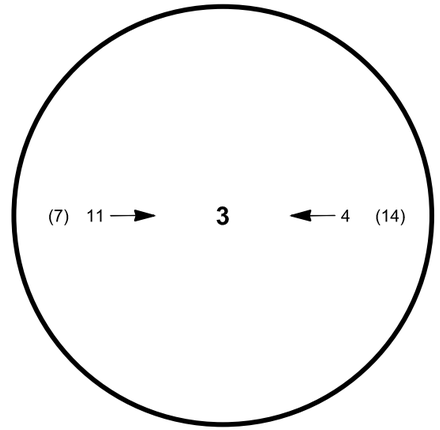




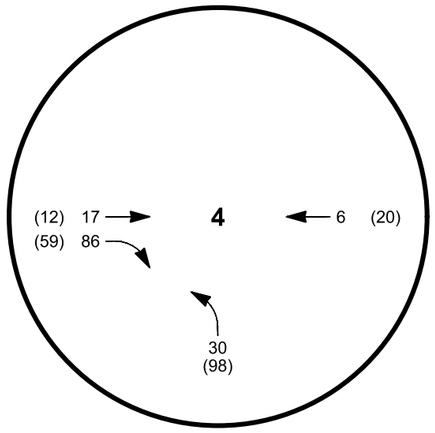
Dent Road /
Burns Road



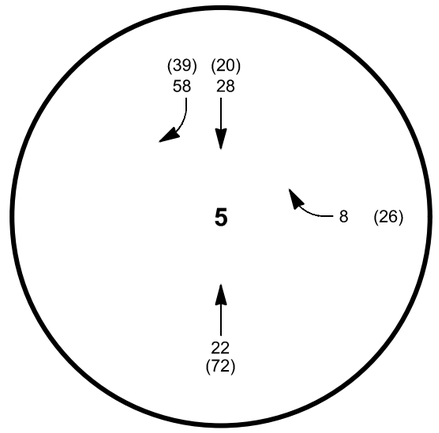
Site Access /
Burns Road



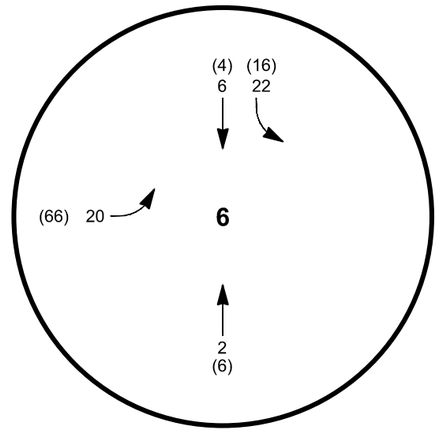
Broadmoor Bouelvard /
Burns Road



Broadmoor Bouelvard /
Sandifur Parkway



Broadmoor Bouelvard /
I-182 WB ramps



Broadmoor Bouelvard /
I-182 EB ramps

LEGEND

○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

NTS

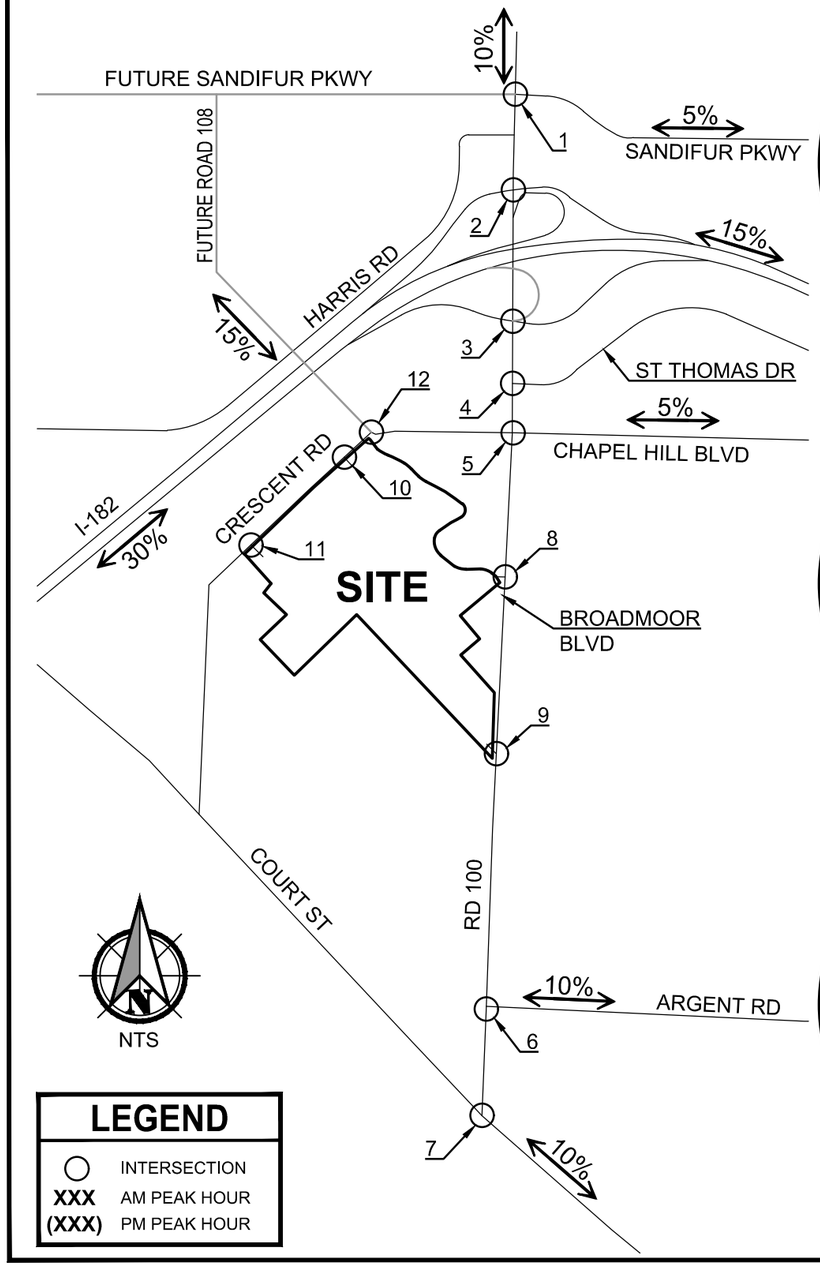
PRIMARY TRIPS, WEEKDAY AM PEAK HOUR
ENTER = 40
EXIT = 114
TOTAL = 154

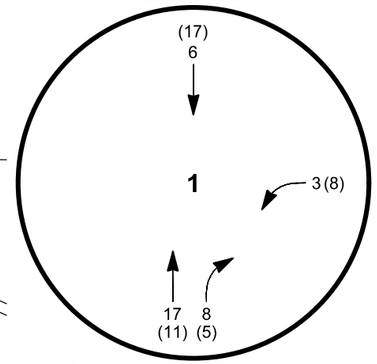
PRIMARY TRIPS, WEEKDAY PM PEAK HOUR
ENTER = 132
EXIT = 78
TOTAL = 210

FIGURE 15

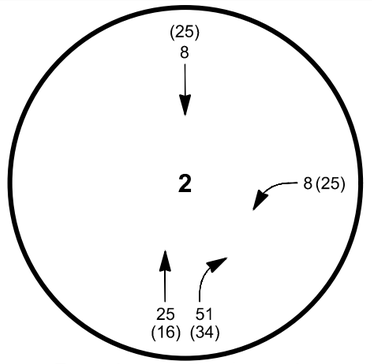
2034 Trip Assignment and Distribution

The Dunes Development

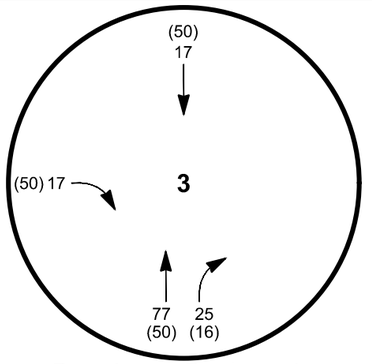




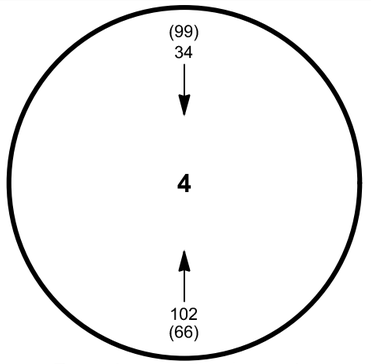
Broadmoor Boulevard / Sandifur Parkway



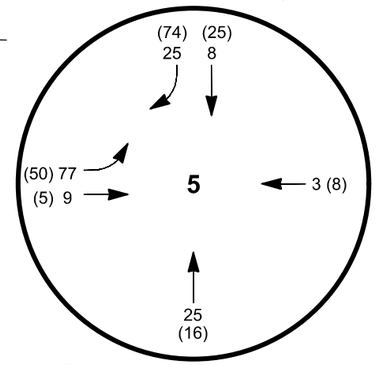
Broadmoor Boulevard / I-182 Westbound Ramps



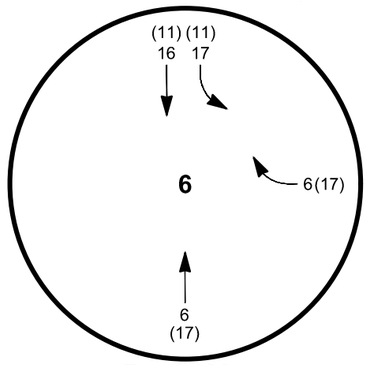
Broadmoor Boulevard / I-182 Eastbound Ramps



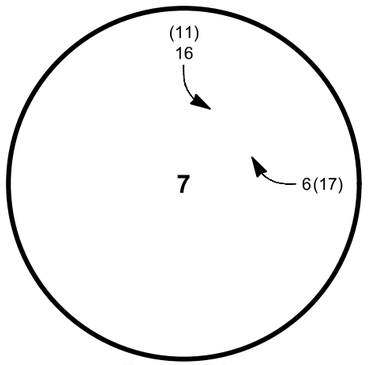
Broadmoor Boulevard / Saint Thomas Drive



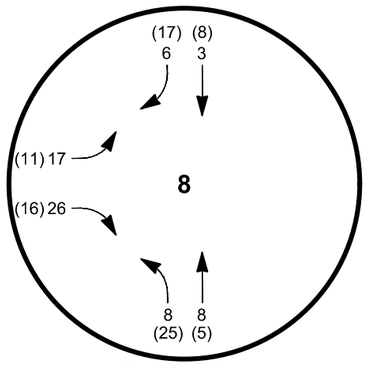
Broadmoor Boulevard / Crescent Road



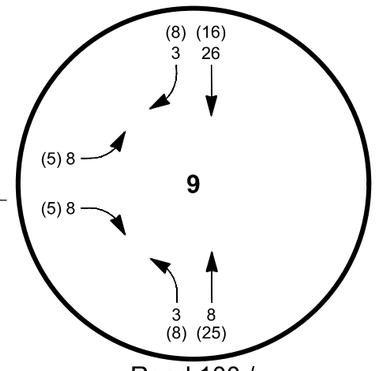
Road 100 / Argent Road



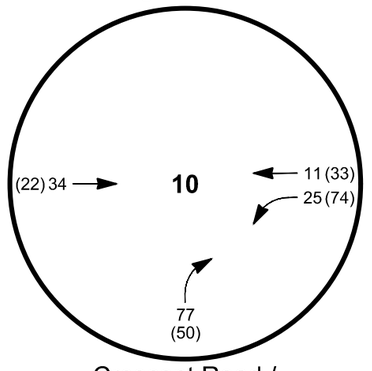
Road 100 / Court Street



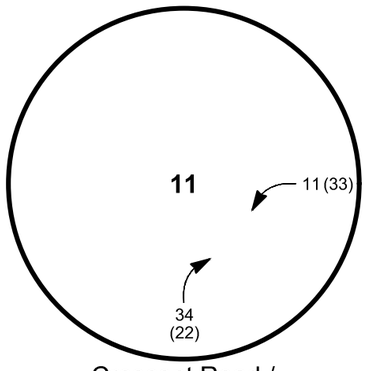
Road 100 / North Access



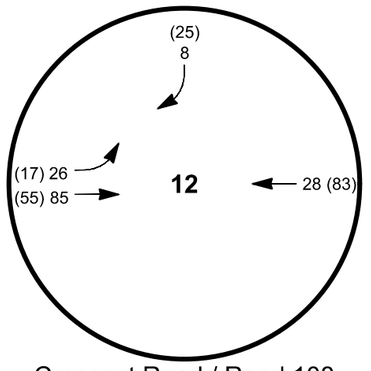
Road 100 / South Access



Crescent Road / East Access



Crescent Road / West Access



Crescent Road / Road 108

LEGEND

○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

FIGURE 8

Trip Assignment & Distribution

Magnolia Heights Development

PBS

Appendix C
Trip Generation Calculations

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

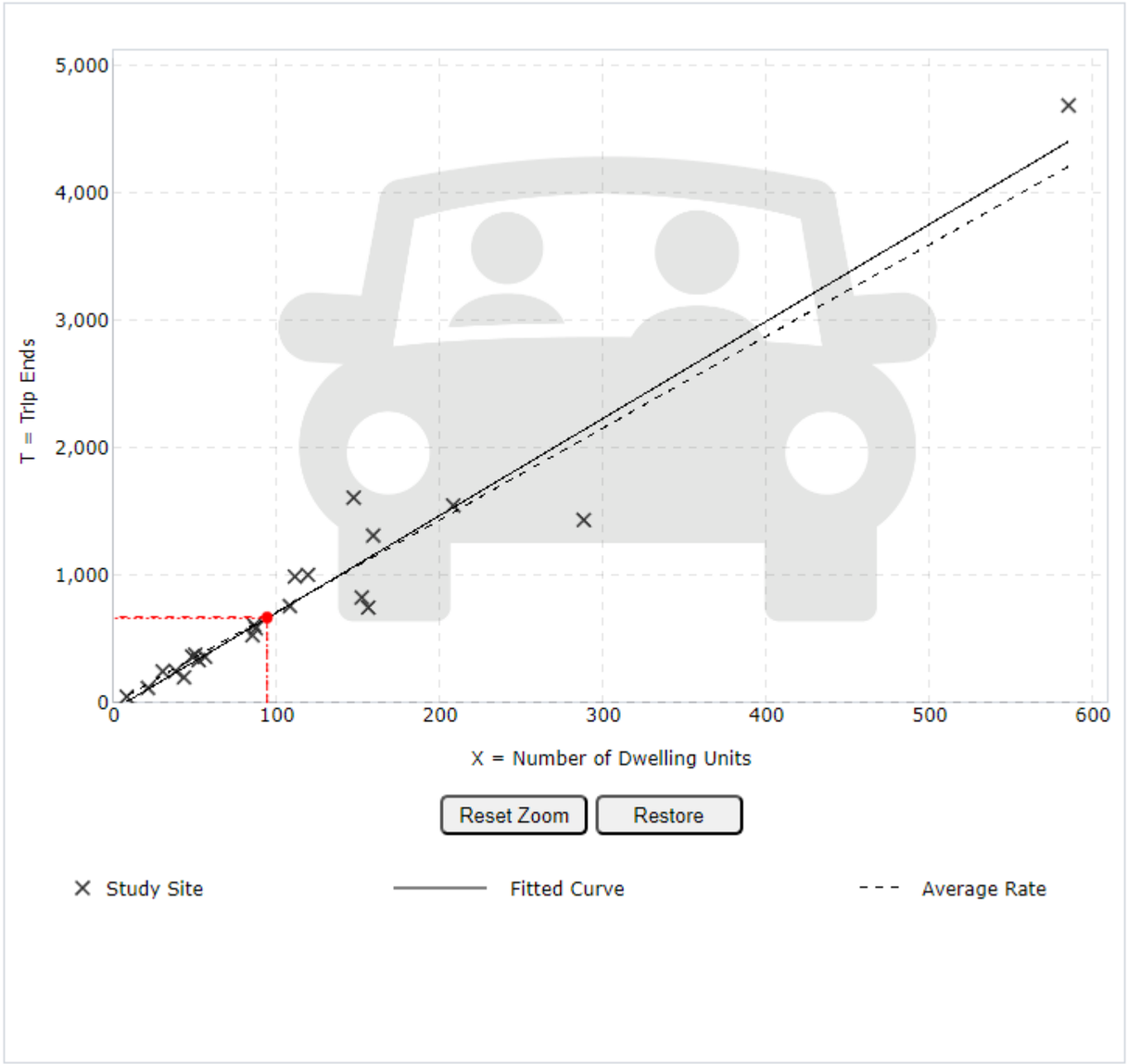
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
94 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 50.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 677 (Total), 338 (Entry), 339 (Exit)
Fitted Curve: 666 (Total), 333 (Entry), 333 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

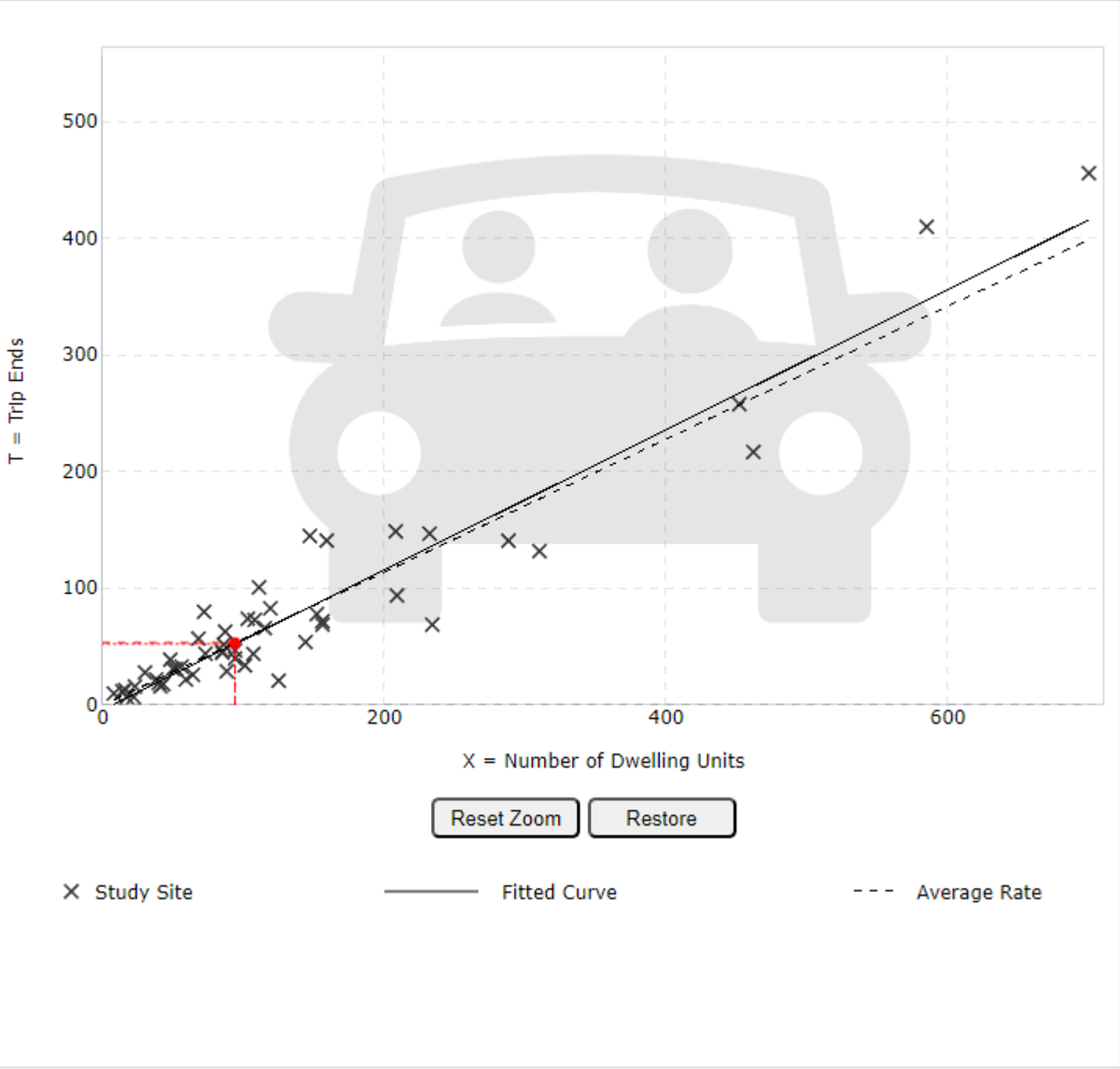
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
94 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Calculated Trip Ends:
Average Rate: 54 (Total), 32 (Entry), 22 (Exit)
Fitted Curve: 52 (Total), 31 (Entry), 21 (Exit)

Appendix D

City of Pasco 2024–2029 Transportation Improvement Plan

2024-2029 Transportation Improvement Plan (TIP)

Project Information							6-Year Planning						
ID #	Project Title	Location	Road Name	Begin/End Termini	Project Type	Status	Total 6 Year Estimate	Year 2024	Year 2025	Year 2026	Year 2027	Year 2028	Year 2029
5.02	Burns Rd Extension	North	Burns Road	Road 68/Rio Grande Lane	Ext./New Road	Carryover	$ 3,842,000	$ 1,051,000	$ 2,791,000	$ -	$ -	$ -	$ -
5.03	Traffic Analysis for I-182/US Hwy 395 I/C	North	I-182	MP 11/MP 13	Study	Carryover	$ 265,000	$ 265,000	$ -	$ -	$ -	$ -	$ -
5.04	Rd 44 /Argent Rd Intersection Improvements - County Participation	North	Road 44	Argent Road	Intersection	Carryover	$ 125,000	$ -	$ 125,000	$ -	$ -	$ -	$ -
5.05	Rd 52 Extension	North	Road 52	Burns Road/Clark Road	Ext./New Road	Carryover	$ 16,160,000	$ -	$ -	$ -	$ 4,423,000	$ 11,737,000	$ -
5.06	Sandifur Pkwy Improvements	North	Sandifur Parkway	Road 68/Convention Drive	Improvement	Carryover	$ 1,307,000	$ -	$ 1,307,000	$ -	$ -	$ -	$ -
5.07	Clemente Ln Extension	North	Clemente Lane	Sandifur Pkwy/Wrigley Drive	Ext./New Road	Carryover	$ 1,850,000	$ -	$ -	$ 1,850,000	$ -	$ -	$ -
5.08	Rd 76 Overpass	North	Road 76	Chapel Hill/Burden Blvd	Improvement	Ongoing	$ 25,600,000	$ 100,000	$ 2,500,000	$ 3,000,000	$ 8,000,000	$ 10,000,000	$ 2,000,000
5.09	Rd 76 Widening	North	Road 76	Wrigley Dr/Cordero Dr	Road Widening	Carryover	$ 620,000	$ -	$ -	$ -	$ 62,000	$ 558,000	$ -
5.10	Rd 68 & Burns Rd Traffic Signal	North	Road 68	Burns Road	Signal	Ongoing	$ 2,400,000	$ 400,000	$ 2,000,000	$ -	$ -	$ -	$ -
5.11	Traffic Analysis for I-182/Rd 68 I/C	North	Road 68	I-182	Study	Ongoing	$ 200,000	$ 200,000	$ -	$ -	$ -	$ -	$ -
5.12	Sandifur Pkwy/Rd 90 Pedestrian Crossing *	North	Sandifur Parkway	Road 90	Bike/Ped	Ongoing	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5.13	Sandifur Pkwy/Rd 76 Intersection Improvements	North	Sandifur Parkway	Road 76	Signal	New	$ 1,800,000	$ -	$ -	$ -	$ -	$ 1,800,000	$ -
5.14	Wrigley Dr/Rd 76 Intersection Imporvements	North	Wrigley Drive	Road 76	Signal	New	$ 1,600,000	$ -	$ -	$ -	$ -	$ -	$ 1,600,000
5.15	Sandifur Pkwy/Convention Dr Intersection Improvements	North	Sandifur Parkway	Convention Dr	Signal	New	$ 1,600,000	$ -	$ -	$ -	$ -	$ 1,600,000	$ -
5.16	Burden Rd/Rd 60 Intersection Improvements	North	Burden Road	Road 60	Signal	New	$ 1,600,000	$ -	$ -	$ -	$ -	$ 1,600,000	$ -
5.17	Burden Rd/Madison Ave Intersection Improvements	North	Burden Road	Madison Ave	Signal	New	$ 1,400,000	$ -	$ -	$ -	$ -	$ 1,400,000	$ -
5.18	Burden Rd/Rd 44 Intersection Improvements	North	Burden Road	Road 44	Signal	New	$ 1,600,000	$ -	$ -	$ -	$ -	$ -	$ 1,600,000
5.19	Argent Rd Widening (Phase 4)	North	Argent Road	Road 36/Road 52	Road Widening	New	$ 5,900,000	$ -	$ 1,180,000	$ 2,360,000	$ 2,360,000	$ -	$ -
5.20	Burns Rd Extension to Glade Rd	North	Burns Road	"Road 44"/N Glade Road	Ext./New Road	New	$ 24,000,000	$ -	$ -	$ -	$ -	$ 12,000,000	$ 12,000,000
5.21	Sandfifur Pkwy/Rd 84 Intersection Improvements	North	Sandifur Parkway	Road 84	Signal	New	$ 1,400,000	$ -	$ -	$ -	$ -	$ 1,400,000	$ -
6.01	I-182/Broadmoor Blvd I/C Improvements - Eastbound	West	Broadmoor Boulevard	I-182	Improvement	Ongoing	$ 3,752,000	$ 3,752,000	$ -	$ -	$ -	$ -	$ -
6.02	I-182/Broadmoor Blvd I/C Multiuse Pathway/Bridge	West	Broadmoor Boulevard	I-182	Bike/Ped	Ongoing	$ 8,000,000	$ 700,000	$ 3,650,000	$ 3,650,000	$ -	$ -	$ -
6.03	Broadmoor Blvd Improvements	West	Broadmoor Boulevard	I-182/Burns Road	Improvement	Ongoing	$ 3,935,000	$ 3,935,000	$ -	$ -	$ -	$ -	$ -
6.04	Buckingham Dr Extension & Signal	West	Buckingham Drive	Broadmoor Blvd/Dent Road	Ext./New Road	Ongoing	$ 7,104,000	$ 4,637,000	$ 2,467,000	$ -	$ -	$ -	$ -
6.05	Burns Rd/Broadmoor Blvd Intersection Improvements	West	Burns Road	Broadmoor Blvd	Intersection	Ongoing	$ 2,560,000	$ 2,560,000	$ -	$ -	$ -	$ -	$ -
6.06	Burns Rd Widening	West	Burns Road	Broadmoor/Dent Road	Road Widening	Carryover	$ 6,552,000	$ 3,276,000	$ 3,276,000	$ -	$ -	$ -	$ -
6.07	Dent Rd Extension	West	Dent Road	Burns Road/E-W Collector	Ext./New Road	Carryover	$ 4,366,000	$ 4,366,000	$ -	$ -	$ -	$ -	$ -
6.08	Harris Rd / Crescent Rd Overpass	West	Harris Road	Harris Road/Crescent Rd	Ext./New Road	Carryover	$ 25,100,000	$ 100,000	$ -	$ -	$ -	$ -	$ 25,000,000
6.09	New Road 103	West	Road 103	Harris Road/Burns Road	Ext./New Road	Carryover	$ 7,469,000	$ -	$ -	$ 7,469,000	$ -	$ -	$ -
6.10	New Road 105	West	Road 105	Harris Road/Burns Road	Ext./New Road	Carryover	$ 8,649,000	$ -	$ -	$ 8,649,000	$ -	$ -	$ -
6.11	New Road 108	West	Road 108	Harris Road/Burns Road	Ext./New Road	Carryover	$ 10,923,000	$ 5,700,000	$ 5,223,000	$ -	$ -	$ -	$ -
6.12	New Road (Bridger Rd)	West	(Bridger Road)	Road 108/Road 103	Ext./New Road	Ongoing	$ 3,538,000	$ -	$ -	$ 3,538,000	$ -	$ -	$ -
6.13	Sandifur Pkwy Improvements & Extension	West	Sandifur Parkway	Bedford Street/Shoreline Road	Ext./New Road	Ongoing	$ 29,200,000	$ 20,200,000	$ -	$ -	$ -	$ -	$ 9,000,000
6.14	Sandifur Pkwy/Broadmoor Blvd Intersection Improvements	West	Sandifur Parkway	Broadmoor Blvd	Intersection	Ongoing	$ 3,600,000	$ 3,600,000	$ -	$ -	$ -	$ -	$ -
6.15	Shoreline Rd Realignment	West	Shoreline Road	Shoreline Court to Burns Road	Study	Carryover	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000	$ -
6.16	Harris Rd Improvements	West	Harris Road	Road 103/Road 108	Improvement	New	$ 1,200,000	$ -	$ -	$ 1,200,000	$ -	$ -	$ -
6.17	Burns Rd Improvements	West	Burns Road	"Road 112"/"Road 126"	Improvement	New	$ 1,800,000	$ -	$ -	$ -	$ 1,800,000	$ -	$ -
6.18	I-182/Broadmoor Blvd I/C Improvements - Westbound	West	Broadmoor Boulevard	I-182	Improvement	New	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ 440,000

* Projects 4.02 and 5.13 have been combined to be one project. Refer to Project 4.02 for combined cost and schedule information.

NOTE: Projects and timeframes identified in the TIP are to be considered estimates only that may change due to a variety of circumstances and are not intended by the City to be relied upon by property owners or developers in making development decisions.

Transportation Improvement Plan - 2024



West Region

West

6.01 6.02 6.03 6.04 6.05 6.06 6.07 6.08 6.09 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 4.06 4.07 4.08 4.11

Projects

Map ID - Project Title

6.01 - I-182/Broadmoor Blvd I/C Improvements
6.02 - I-182/Broadmoor blvd I/C Multiuse Pathway/Bridge
6.03 - Broadmoor Blvd Improvements
6.04 - Buckingham Dr Extension & Signal
6.05 - Burns Rd/Broardmoor Blvd Intersection Improvements
6.06 - Burns Rd Widening
6.07 - Dent Rd Extension
6.08 - Harris Rd/Crescent Rd Overpass
6.09 - New Road 103
6.10 - New Road 105
6.11 - New Road 108
6.12 - New Road (Bridger Rd)
6.13 - Sandifur Pkwy Improvements & Extension
6.14 - Sandifur Pkwy/Broadmoor Blvd Intersection Improvements
6.15 - Shoreline Rd Realignment
6.16 - Harris Road Improvements
6.17 - Burns Road Improvements
6.18 - I-182/Broadmoor Blvd I/C Improvements - Westbound

City of Pasco Washington

Ped Crossing
Signal/Intersection
Bike/Ped
New Road
Other
PolygonTIP

Document Path: \\Epsilon\GIS\GIS Projects\DEPT_CED_PLANNING\TIP\Project\ Created By: kaufmannc - 6/2/2023

5.06 Sandifur Pkwy Improvements

This project will complete missing elements such as a 3-lane road section, curbs, and sidewalks of the Sandifur Parkway road section from Road 68 to Convention Drive. This project will eliminate a pinch point at this location on Sandifur Parkway by completing the road section. It will complete the missing link in designated pedestrian facilities and allow for more transportation options across Road 68.

5.07 Clemente Ln Extension

This project will extend Clemente Lane from Wrigley Drive to Sandifur Parkway. When this property is developed, this project will provide a connection from Burns Road to Burden Road. This increases connectivity and improves traffic capacity and management by allowing for alternative routes.

5.08 Rd 76 Overpass

This project will extend Road 76 north from Chapel Hill Blvd to Burden Blvd by constructing an overpass across I-182 to connect communities north and south of the existing interstate. This project will include bicycle and pedestrian facilities.

5.09 Rd 76 Widening

This project will construct the east side of Road 76 between Cordero Drive and Wrigley Drive, to provide a consistent road width.

5.10 Rd 68 & Burns Rd Traffic Signal

This project will provide for the installation of a traffic signal at the intersection of Road 68 and Burns Road, along with pedestrian facilities.

5.11 Traffic Analysis for I-182/Rd 68 I/C

This project will analyze the I-182 and Rd 68 interchange for improvements.

5.12 Sandifur Pkwy/Rd 90 Pedestrian Crossing

This project will provide for pedestrian crossing including median refuge island (standard – 6’ wide, on Sandifur Parkway) on the east leg of the intersection, marked crosswalk, pedestrian scale illumination, ADA curb ramp (north side), RRFBs (3), crossing advance stop bars.

5.13 Sandifur Pkwy/Rd 76 Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Sandifur Parkway and Road 76 and include any necessary ADA improvements.

5.14 Wrigley Dr/Rd 76 Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Wrigley Drive and Road 76 and include any necessary ADA improvements.

5.15 Sandifur Pkwy/Convention Drive Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Sandifur Parkway and Convention Drive and include any necessary ADA improvements.

5.16 Burden Rd/Rd 60 Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Burden Road and Road 60 and include any necessary ADA improvements.

5.17 Burden Rd/Madison Ave Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Burden Rd and Madison Ave and include any necessary ADA improvements.

5.18 Burden Rd/Rd 44 Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Burden Road and Road 44 and include any necessary ADA improvements.

5.19 Argent Road Widening (Phase 4) - NEW

This project is Phase 4 of urban road improvements to Argent Road from Road 36 to Road 52. Improvements include street widening to a three-lane section, illumination, stormwater facilities, curb/gutter, sidewalk, and related improvements. Previous phases improved Argent Road from 20th Ave to Road 36 and installed a signal at Road 36 and Argent Road.

5.20 Burns Rd Extension to Glade Rd - NEW

This project will extend Burns Road from the approximate alignment of Road 44 to Glade Road.

5.21 Sandifur Pkwy/Rd 84 Intersection Improvements - NEW

This project will install a traffic signal at the intersection of Sandifur Parkway and Rd 84 and include any necessary ADA improvements.

West Projects:

6.01 I-182/Broadmoor Blvd I/C Improvements

This project will add an eastbound deceleration lane and exit loop ramp from I-182 to a new roundabout at Broadmoor Blvd (Road 100).

6.02 I-182/Broadmoor Blvd I/C Multiuse Pathway/Bridge

This project provides bicycle and pedestrian facilities across I-182 at Broadmoor Blvd/Road 100 through the construction of a bridge.

6.03 Broadmoor Blvd Improvements

This project will widen Broadmoor Blvd to 5 lanes from I-182 Westbound Ramp to Burns Road and will include a separated two-way bike track as described in the adopted Broadmoor Master Plan. This project is partially funded with Tax Increment Financing (TIF). Large commercial and residential developments in the area have driven the need for infrastructure improvements to accommodate the increase in vehicular and pedestrian traffic.

6.04 Buckingham Dr Extension & Signal

This project will install a traffic signal at the intersection of Buckingham Drive and Broadmoor Boulevard and extend Buckingham Drive, as a 3-lane neighborhood collector, west of Broadmoor Boulevard to the extension of Dent Road. A portion of this project is funded with Tax Increment Financing (TIF).

6.05 Burns Rd/Broadmoor Blvd Intersection Improvements

This project will install a traffic signal at the intersection of Burns Road and Broadmoor Blvd. Sidewalks and any necessary ADA improvements will be included.

6.06 Burns Rd Widening

This project will widen Burns Road to be a principal arterial and include sidewalk and multi-use pathway as described in the adopted Broadmoor Master Plan. This project will be completed in phases as development occurs.

6.07 Dent Rd Extension

This project will extend Dent Road, as a minor arterial, from Burns Road to a proposed east-west collector north of the gravel and include a separated two-way bike track and sidewalks as described in the adopted Broadmoor Master Plan. This project will provide a connection between the extension of Sandifur Parkway and Burns Road through the proposed Medium & Low Density Residential land use zones of the Broadmoor Area and will connect these residential zones to the Mixed Residential/Commercial Zone and Burns Road. It will also connect the residential developments north of Burns Road to the commercial services of the Broadmoor area as they develop. The street design will incorporate comfortable bicycle and pedestrian facilities and be designed to encourage and accommodate a walkable mixed-use neighborhood, which, when properly executed, increases access to services, catalyzes economic growth, maintains or increases property values, enhances connectedness and the quality of life of its residents and visitors.

6.08 Harris Rd / Crescent Rd Overpass

This project will construct an overpass over I-182 to connect Harris Road and Crescent Road. This project will connect the communities north and south of I-182 and relieve some of the demand at Broadmoor Boulevard and the I-182 interchange.

6.09 New Road 103

This project will construct a north-south oriented neighborhood collector road from Harris Road to Burns Road. It will include bike lanes and sidewalks as described in the adopted Broadmoor Master Plan. This project will be completed as development occurs. This project will provide a connection between Burns Road and Harris Road through the proposed Commercial and Mixed Residential/Commercial land use zones of the Broadmoor Area. The street design will incorporate comfortable bicycle and pedestrian facilities and be designed to encourage and accommodate a walkable mixed-use neighborhood, which, when properly executed, increases access to services, catalyzes economic growth, maintains or increases property values, enhances connectedness and the quality of life of its residents and visitors.

6.10 New Road 105

This project will construct a north-south oriented neighborhood collector road from Harris Road to Burns Road. It will include bike lanes and sidewalks as described in the adopted Broadmoor Master Plan. This project will be completed as development occurs. This project will provide a connection between Burns Road and Harris Road through the proposed Commercial and Mixed Residential/Commercial land use zones of the Broadmoor Area. The street design will incorporate comfortable bicycle and pedestrian facilities and be designed to encourage and accommodate a walkable mixed-use neighborhood, which, when properly executed, increases access to services, catalyzes economic growth, maintains or increases property values, enhances connectedness and the quality of life of its residents and visitors.

6.11 New Road 108

This project will construct a north-south oriented collector road from Harris Road to Burns Road. It will include a separated two-way bike track and sidewalk as described in the adopted Broadmoor Master Plan. A portion of this project is funded with Tax Increment Financing (TIF). This project will provide a connection between the Harris Road and Burns Road through the proposed Commercial and Mixed Residential/Commercial land use zones of the Broadmoor Area, providing an important resource to spur development. The street design will incorporate comfortable bicycle and pedestrian facilities and be designed to encourage and accommodate a walkable mixed-use neighborhood, which, when properly executed, increases access to services, catalyzes economic growth, maintains or increases property values, enhances connectedness and the quality of life of its residents and visitors.

6.12 New Road (Bridger Rd)

This project will construct an east-west oriented neighborhood collector road from new Road 108 to new Road 103 south of Sandifur Parkway. It will include bike lanes and sidewalks as described in the adopted Broadmoor Master Plan. This project will be completed in phases as development occurs. This project will provide a connection between new Road 108 and Road 103 in the proposed Commercial and Mixed Residential/Commercial land use zones of the Broadmoor Area. The street design will incorporate comfortable bicycle and pedestrian facilities and be designed to encourage and accommodate a walkable mixed-use neighborhood, which, when properly executed, increases access to services, catalyzes economic growth, maintains or increases property values, enhances connectedness and the quality of life of its residents and visitors.

6.13 Sandifur Pkwy Improvements & Extension

This project will improve and expand Sandifur Parkway from Bedford Street to Broadmoor Boulevard and extend Sandifur from Broadmoor Boulevard to Shoreline Road as a minor arterial and include a separated two-way bike track as described in the adopted Broadmoor Master Plan. A portion of this project is funded with Tax Increment Financing (TIF). This project will be completed in phases as development occurs.

6.14 Sandifur Pkwy/Broadmoor Blvd Intersection Improvements

This project will improve the intersection of Sandifur Parkway and Broadmoor Boulevard to meet the capacity and multimodal needs for future development in the Broadmoor area. A portion of this project is funded with Tax Increment Financing (TIF).

6.15 Shoreline Rd Realignment

This project will study the possible realignment of Shoreline Road from Shoreline Court to Burns Road. A planning analysis, environmental study, and preliminary design will be included. Shoreline Road, in its current location, does not allow for an efficient or effective use of property along an important stretch of the shoreline. Realignment to the east will provide for additional riverfront land for development. The realignment is anticipated as part of a larger private development.

6.16 Harris Road Improvements - NEW

This project will complete roadway “half improvements” including a mixed-use path along the portion of Harris Road abutting I-182 right-of-way, approximately from Road 103 to Road 108.

6.17 Burns Road Improvements - NEW

This project will complete roadway “half improvements” along the portion of Burns Road already developed to the north, approximately from “Road 112” to “Road 126”.

6.18 I-182/Broadmoor Blvd I/C Improvements - Westbound - NEW

This project will add a new roundabout at Broadmoor Blvd (Road 100) and the I-182 westbound ramps.

Appendix E
Level of Service Calculations

Intersection	
Int Delay, s/veh	64.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	29	244	97	43	12	287	211	142	8	198	6
Future Vol, veh/h	8	29	244	97	43	12	287	211	142	8	198	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	9	31	260	103	46	13	305	224	151	9	211	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1171	1218	214	1289	1146	301	217	0	0	376	0	0
Stage 1	232	232	-	911	911	-	-	-	-	-	-	-
Stage 2	939	986	-	378	235	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	170	181	826	139	199	739	1353	-	-	1182	-	-
Stage 1	771	713	-	324	353	-	-	-	-	-	-	-
Stage 2	317	326	-	638	710	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	139	826	~ 65	153	738	1353	-	-	1181	-	-
Mov Cap-2 Maneuver	107	139	-	~ 65	153	-	-	-	-	-	-	-
Stage 1	598	707	-	251	273	-	-	-	-	-	-	-
Stage 2	201	252	-	415	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	$ 488.6	3.8	0.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	485	79	738	1181	-	-
HCM Lane V/C Ratio	0.226	-	-	0.616	1.885	0.017	0.007	-	-
HCM Control Delay (s)	8.4	-	-	23.6	$ 529.6	10	8.1	-	-
HCM Lane LOS	A	-	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	4.1	13	0.1	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



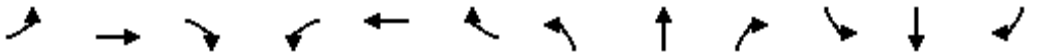
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	766	79	610	754	77	510
Future Volume (veh/h)	766	79	610	754	77	510
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	806	83	642	0	81	537
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1193	547	986		363	1595
Arrive On Green	0.35	0.35	0.28	0.00	0.07	0.45
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	806	83	642	0	81	537
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	9.7	1.8	7.7	0.0	1.5	4.8
Cycle Q Clear(g_c), s	9.7	1.8	7.7	0.0	1.5	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1193	547	986		363	1595
V/C Ratio(X)	0.68	0.15	0.65		0.22	0.34
Avail Cap(c_a), veh/h	2134	979	1829		1158	1829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	11.0	15.5	0.0	11.6	8.7
Incr Delay (d2), s/veh	1.0	0.2	0.7	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.5	2.7	0.0	0.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	11.2	16.2	0.0	11.9	8.8
LnGrp LOS	B	B	B		B	A
Approach Vol, veh/h	889		642			618
Approach Delay, s/veh	14.2		16.2			9.2
Approach LOS	B		B			A

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		26.8			8.3	18.5	21.8
Change Period (Y+Rc), s		5.0			5.0	5.0	5.0
Max Green Setting (Gmax), s		25.0			25.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		6.8			3.5	9.7	11.7
Green Ext Time (p_c), s		3.3			0.2	3.7	5.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

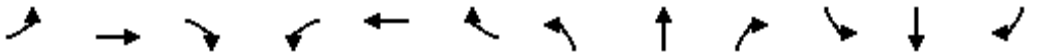
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	61	602	204	98	18	861	327	339	11	277	6
Future Volume (veh/h)	8	61	602	204	98	18	861	327	339	11	277	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	65	640	217	104	19	916	348	361	12	295	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	2	2	2
Cap, veh/h	340	367	995	304	378	69	885	996	826	419	413	8
Arrive On Green	0.01	0.20	0.20	0.06	0.25	0.25	0.43	0.53	0.53	0.01	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1739	1539	281	1781	1870	1551	1781	3562	72
Grp Volume(v), veh/h	9	65	640	217	0	123	916	348	361	12	147	154
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1739	0	1820	1781	1870	1551	1781	1777	1857
Q Serve(g_s), s	0.3	2.7	18.0	5.5	0.0	5.0	39.5	9.8	13.0	0.3	7.3	7.3
Cycle Q Clear(g_c), s	0.3	2.7	18.0	5.5	0.0	5.0	39.5	9.8	13.0	0.3	7.3	7.3
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	340	367	995	304	0	446	885	996	826	419	206	215
V/C Ratio(X)	0.03	0.18	0.64	0.71	0.00	0.28	1.03	0.35	0.44	0.03	0.71	0.72
Avail Cap(c_a), veh/h	418	367	995	304	0	446	885	1092	906	491	369	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	30.6	10.7	31.6	0.0	28.0	19.4	12.3	13.0	10.0	39.0	39.0
Incr Delay (d2), s/veh	0.0	0.2	1.4	7.6	0.0	0.3	39.6	0.2	0.4	0.0	4.6	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	7.2	2.4	0.0	2.2	24.5	3.8	4.2	0.1	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	30.9	12.1	39.2	0.0	28.3	59.0	12.5	13.4	10.0	43.6	43.5
LnGrp LOS	C	C	B	D	A	C	F	B	B	B	D	D
Approach Vol, veh/h		714			340			1625			313	
Approach Delay, s/veh		14.0			35.2			38.9			42.2	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	53.3	10.0	22.5	44.0	15.1	5.5	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	53.5	5.5	18.0	39.5	19.0	5.0	18.5
Max Q Clear Time (g_c+I1), s	2.3	15.0	7.5	20.0	41.5	9.3	2.3	7.0
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.0	1.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	821	0	164	0	1419	801	130	1002	0
Future Volume (veh/h)	0	0	0	821	0	164	0	1419	801	130	1002	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	864	0	173	0	1494	843	137	1055	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	3	0	967	497	443	3	1758	1228	161	2239	934
Arrive On Green	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.49	0.49	0.09	0.63	0.00
Sat Flow, veh/h	1781	3554	2790	3456	1777	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	864	0	173	0	1494	843	137	1055	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1395	1728	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.1	26.6	0.0	9.8	0.0	40.6	28.4	8.4	17.3	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.1	26.6	0.0	9.8	0.0	40.6	28.4	8.4	17.3	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	3	-111	967	497	443	3	1758	1228	161	2239	934
V/C Ratio(X)	0.00	0.00	0.00	0.89	0.00	0.39	0.00	0.85	0.69	0.85	0.47	0.00
Avail Cap(c_a), veh/h	80	577	340	1060	753	672	156	1875	1280	161	2239	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	38.3	0.0	32.3	0.0	24.4	6.0	49.7	10.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	9.7	0.0	0.8	0.0	3.7	1.5	33.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	12.3	0.0	3.8	0.0	17.0	7.4	5.2	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	48.0	0.0	33.1	0.0	28.2	7.5	82.9	10.9	0.0
LnGrp LOS	A	A	A	D	A	C	A	C	A	F	B	A
Approach Vol, veh/h		0			1037			2337			1192	
Approach Delay, s/veh		0.0			45.5			20.7			19.2	
Approach LOS					D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	59.8	36.0	0.0	0.0	74.8	0.0	36.0
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	58.5	34.0	* 18	5.0	64.0	5.0	47.0
Max Q Clear Time (g_c+I1), s	10.4	42.6	28.6	0.0	0.0	19.3	0.0	11.8
Green Ext Time (p_c), s	0.0	12.2	2.4	0.0	0.0	9.5	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	424	3	28	594	2	19
Future Vol, veh/h	424	3	28	594	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	476	3	31	667	2	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	479	0	1207	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	729	-
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	-	-	1083	-	203	587
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1083	-	197	587
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	463	-

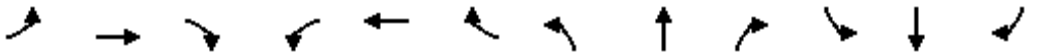
Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	587	-	-	1083	-
HCM Lane V/C Ratio	0.007	0.036	-	-	0.029	-
HCM Control Delay (s)	16	11.4	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	68	614	204	107	18	880	327	339	11	277	6
Future Volume (veh/h)	8	68	614	204	107	18	880	327	339	11	277	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	72	653	217	114	19	936	348	361	12	295	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	2	2	2
Cap, veh/h	332	367	995	300	383	64	885	996	826	419	413	8
Arrive On Green	0.01	0.20	0.20	0.06	0.25	0.25	0.43	0.53	0.53	0.01	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1739	1563	260	1781	1870	1551	1781	3562	72
Grp Volume(v), veh/h	9	72	653	217	0	133	936	348	361	12	147	154
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1739	0	1823	1781	1870	1551	1781	1777	1857
Q Serve(g_s), s	0.3	2.9	18.0	5.5	0.0	5.4	39.5	9.8	13.0	0.3	7.3	7.3
Cycle Q Clear(g_c), s	0.3	2.9	18.0	5.5	0.0	5.4	39.5	9.8	13.0	0.3	7.3	7.3
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	332	367	995	300	0	447	885	996	826	419	206	215
V/C Ratio(X)	0.03	0.20	0.66	0.72	0.00	0.30	1.06	0.35	0.44	0.03	0.71	0.72
Avail Cap(c_a), veh/h	410	367	995	300	0	447	885	1092	906	491	369	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	30.8	10.8	31.8	0.0	28.1	19.4	12.3	13.0	10.0	39.0	39.0
Incr Delay (d2), s/veh	0.0	0.3	1.6	8.3	0.0	0.4	46.6	0.2	0.4	0.0	4.6	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	7.5	2.5	0.0	2.4	26.3	3.8	4.2	0.1	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	31.0	12.4	40.1	0.0	28.5	66.0	12.5	13.4	10.0	43.6	43.5
LnGrp LOS	C	C	B	D	A	C	F	B	B	B	D	D
Approach Vol, veh/h		734			350			1645			313	
Approach Delay, s/veh		14.4			35.7			43.1			42.2	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	53.3	10.0	22.5	44.0	15.1	5.5	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	53.5	5.5	18.0	39.5	19.0	5.0	18.5
Max Q Clear Time (g_c+I1), s	2.3	15.0	7.5	20.0	41.5	9.3	2.3	7.4
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.0	1.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	821	0	172	0	1430	801	135	1009	0
Future Volume (veh/h)	0	0	0	821	0	172	0	1430	801	135	1009	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	864	0	181	0	1505	843	142	1062	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	3	0	965	496	443	3	1744	1221	170	2242	936
Arrive On Green	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.49	0.49	0.10	0.63	0.00
Sat Flow, veh/h	1781	3554	2790	3456	1777	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	864	0	181	0	1505	843	142	1062	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1395	1728	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.1	26.7	0.0	10.3	0.0	41.7	29.1	8.7	17.5	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.1	26.7	0.0	10.3	0.0	41.7	29.1	8.7	17.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	3	-110	965	496	443	3	1744	1221	170	2242	936
V/C Ratio(X)	0.00	0.00	0.00	0.89	0.00	0.41	0.00	0.86	0.69	0.84	0.47	0.00
Avail Cap(c_a), veh/h	80	575	338	1055	750	669	155	1836	1262	176	2242	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	38.5	0.0	32.6	0.0	25.0	6.3	49.5	10.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	9.8	0.0	0.9	0.0	4.4	1.6	27.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	12.4	0.0	4.0	0.0	17.6	7.7	5.1	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	48.4	0.0	33.5	0.0	29.4	7.9	77.1	11.0	0.0
LnGrp LOS	A	A	A	D	A	C	A	C	A	E	B	A
Approach Vol, veh/h		0			1045			2348			1204	
Approach Delay, s/veh		0.0			45.8			21.7			18.8	
Approach LOS					D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	59.6	36.1	0.0	0.0	75.2	0.0	36.1
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	11.0	57.5	34.0	* 18	5.0	64.0	5.0	47.0
Max Q Clear Time (g_c+I1), s	10.7	43.7	28.7	0.0	0.0	19.5	0.0	12.3
Green Ext Time (p_c), s	0.0	11.0	2.4	0.0	0.0	9.6	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix F
Proportionate Share Calculations

TIP Project 6.04: Buckingham Drive and Broadmoor Boulevard	
PM Peak Hour, All Approaches	
Project Trips	31
Future 2026 With Project	2715
Existing 2024	1276
2024-2026 2% Background Growth	51
2024-2029 2% Growth	153
2024-2026 In-Process and Project Trips	1388
Volume Increase up to 2029	1541
Proportionate Share %	2.0%
2024-2029 TIP Project 6.04 Cost	$7,104,000
Proportionate Share Cost	**$142,902**

TIP Project 6.06: Burns Road Widening	
PM Peak Hour, All Approaches	
Project Trips	52
Future 2026 With Project	1069
Existing 2024	509
2024-2026 2% Background Growth	20
2024-2029 2% Growth	61
2024-2026 In-Process and Project Trips	540
Volume Increase up to 2029	601
Proportionate Share %	8.7%
2024-2029 TIP Project 6.05 Cost	$6,552,000
Proportionate Share Cost	**$567,159**

TIP Project 6.18: I-182 WB Ramps and Broadmoor Boulevard	
PM Peak Hour, All Approaches	
Project Trips	19
Future 2026 With Project*	4825
Existing 2022*	3208
2022-2026 2% Background Growth	257
2022-2029 2% Growth	513
2024-2026 In-Process and Project Trips	1360
Volume Increase up to 2029	1874
Proportionate Share %	1.0%
2024-2029 TIP Project 6.05 Cost	$440,000
Proportionate Share Cost	**$4,462**

* Based on Magnolia Heights Traffic Count in 2022 and 2% background growth

$$Proportionate\ Share = \frac{\text{Project's } Trip\ Contribution}{\text{Increase in Trips over 6 yr Period}} \times (Est.\ Project\ Cost)$$

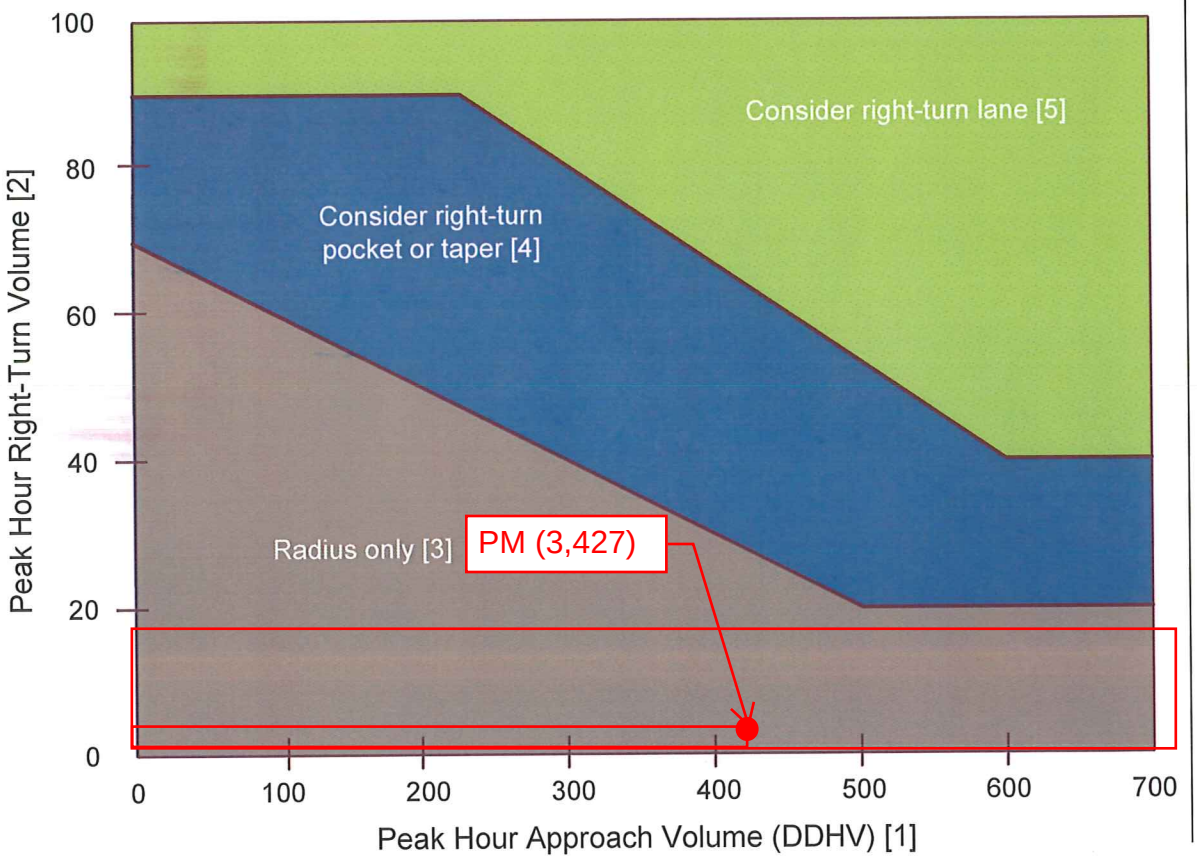
TIP Project 6.05: Burns Road and Broadmoor Boulevard	
PM Peak Hour, All Approaches	
Project Trips	47
Future 2026 With Project	2860
Existing 2024	1285
2024-2026 2% Background Growth	51
2024-2029 2% Growth	154
2024-2026 In-Process and Project Trips	1524
Volume Increase up to 2029	1678
Proportionate Share %	2.8%
2024-2029 TIP Project 6.05 Cost	$2,560,000
Proportionate Share Cost	**$71,713**

TIP Project 6.14: Sandifur Parkway and Broadmoor Boulevard	
PM Peak Hour, All Approaches	
Project Trips	31
Future 2026 With Project	4368
Existing 2024	2796
2024-2026 2% Background Growth	112
2024-2029 2% Growth	336
2024-2026 In-Process and Project Trips	1460
Volume Increase up to 2029	1796
Proportionate Share %	1.7%
2024-2029 TIP Project 6.05 Cost	$3,600,000
Proportionate Share Cost	**$62,149**

Appendix G

Right-Turn Lane Warrants for Access Intersections

2026 With Project Conditions
Burns Road / North Access
Evaluation Direction: Eastbound
Lot 31 Development - Project 66539.001



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-12.

[5] For right-turn lane design, see Exhibit 1310-13.

Right-Turn Lane Guidelines
Exhibit 1310-11

Appendix H
Collision Data

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN FRANKLIN COUNTY

BROADMOOR AND BURNS

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	JUNCTION RELATIONSHIP	FIRST COLLISION TYPE / OBJECT STRUCK
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	11/25/2023	Possible Injury	1	0	2	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	12/07/2021	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	06/23/2021	Suspected Minor Injury	3	0	3	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	08/19/2019	No Apparent Injury	0	0	3	At Intersection and Related	From same direction - both going straight - both moving - rear-end
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	08/22/2023	Possible Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	10/01/2023	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	01/10/2023	Suspected Minor Injury	1	0	2	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	09/26/2018	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	BURNS RD	10/04/2021	Possible Injury	1	0	2	At Intersection and Related	Entering at angle

BROADMOOR AND SANDIFUR

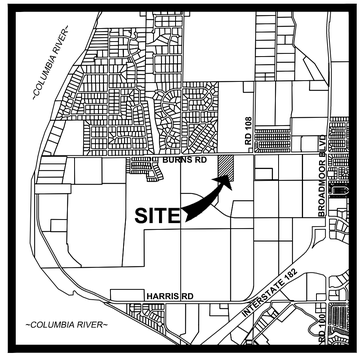
JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	JUNCTION RELATIONSHIP	FIRST COLLISION TYPE / OBJECT STRUCK
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	10/31/2018	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	04/13/2020	Suspected Minor Injury	6	0	2	At Intersection and Related	Entering at angle
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	02/02/2019	Suspected Minor Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	11/24/2023	Possible Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	10/28/2018	Possible Injury	4	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	04/06/2018	Possible Injury	2	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	04/30/2020	Suspected Minor Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	11/18/2020	Suspected Minor Injury	2	0	3	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	09/02/2022	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	10/07/2019	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	01/10/2020	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	08/21/2021	Possible Injury	1	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	08/23/2021	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD	SANDIFUR PKWY	04/07/2019	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
City Street	Franklin	Pasco	BROADMOOR BLVD		10/05/2021	No Apparent Injury	0	0	2	Not at Intersection and Not Related	From same direction - both going straight - both moving - sideswipe
City Street	Franklin	Pasco	BROADMOOR BLVD		10/11/2021	No Apparent Injury	0	0	2	Intersection Related but Not at Intersection	From same direction - both going straight - one stopped - rear-end
City Street	Franklin	Pasco	BROADMOOR BLVD		04/16/2018	No Apparent Injury	0	0	2	Intersection Related but Not at Intersection	From same direction - both going straight - both moving - sideswipe
City Street	Franklin	Pasco	BROADMOOR BLVD		02/12/2021	No Apparent Injury	0	0	2	At Driveway	From same direction - one right turn - one straight

THE GROVE AT BROADMOOR

PRELIMINARY PLAT

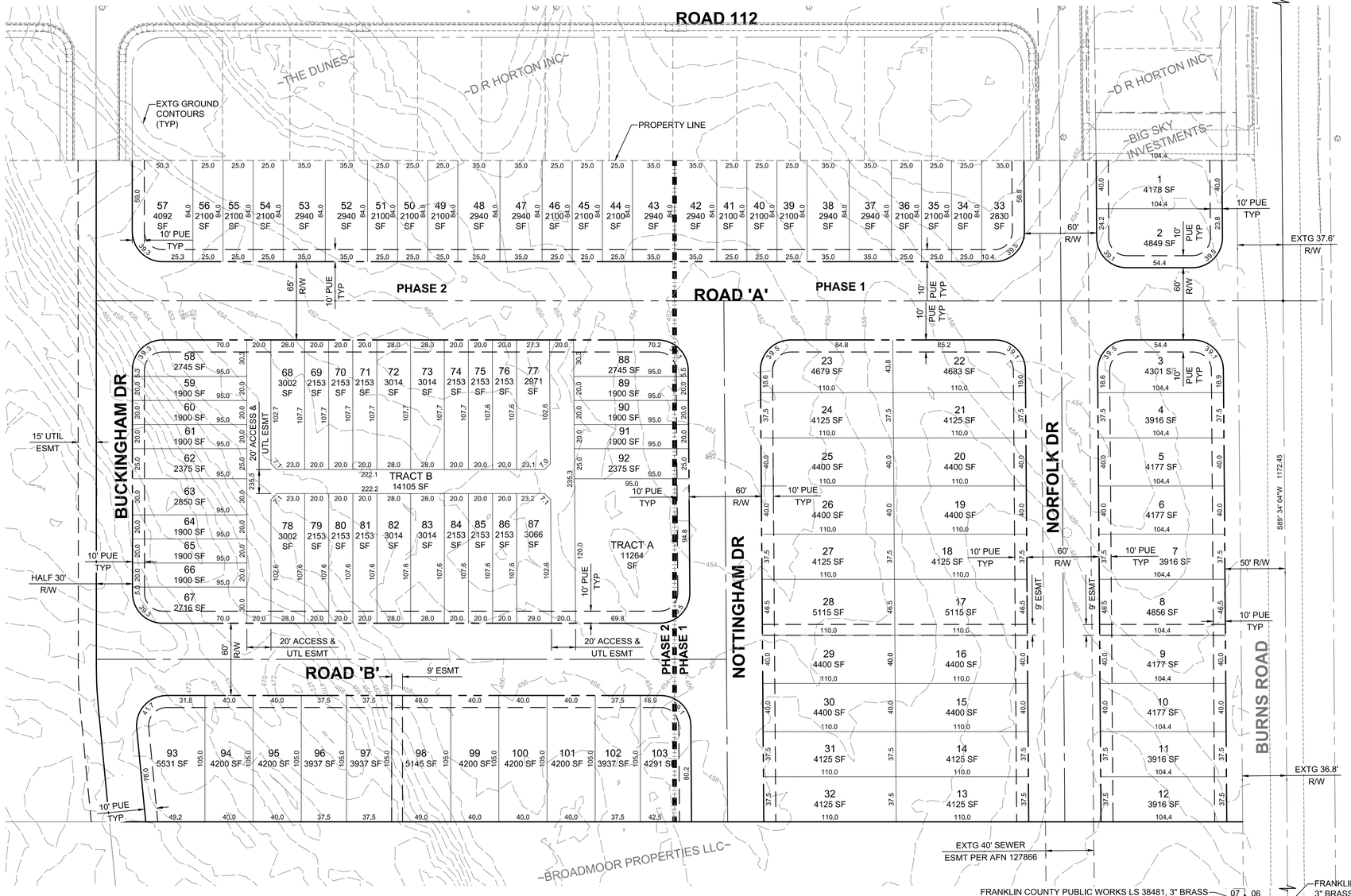
LOCATED IN THE EAST 1/2 OF THE NW 1/4 AND SW 1/4 OF THE NW 1/4 OF SECTION 7, T9N, R29E, W.M.
CITY OF PASCO, FRANKLIN COUNTY, WASHINGTON

Scale 1" = 50'
0 25 50 100



VICINITY MAP
NOT TO SCALE

FRANKLIN COUNTY PUBLIC WORKS LS 38481, 3" BRASS CAP IN CASE AT P.I.; "CRP 593 LS 38481" PER SURVEY (VOL. 3, PAGES 426, AFN. 1788906)(R11), LOCATED WESTERLY OF INTERSECTION OF BURNS ROAD AND NOCKING POINT ROAD



FRANKLIN COUNTY PUBLIC WORKS LS 38481, 3" BRASS CAP AT CORNER COMMON TO SECTIONS 6 & 7 WITH MULTIPLE PUNCHES, SHOWN AT CENTERLINE OF CAP

FRANKLIN COUNTY PUBLIC WORKS LS 38481, 3" BRASS CAP ON CENTERLINE OF BURNS ROAD, FALLS 1.83' EASTERLY OF SECTION LINE, CITY OF PASCO CONTROL POINT 32

S89° 34' 04"W 1172.45

OWNER:
BROADMOOR PROPERTIES LLC.
6070 LAKE GENEVA DR
RENO, NEVADA 89511

DEVELOPER:
WALSH GROUP
C/O: NICK WALSH
PO BOX 1297
EAGLE, IDAHO 83616
(805) 801-7974

ENGINEER:
PBS ENGINEERING AND ENVIRONMENTAL
SCOTT SHUMAKER, PE
400 BRADLEY BLVD, SUITE 106
RICHLAND, WA 99352
(509) 942-1600

SURVEYOR:
PBS ENGINEERING AND ENVIRONMENTAL
ALEX MATARAZZO, PLS
400 BRADLEY BLVD, SUITE 106
RICHLAND, WA 99352
(509) 942-1600

ZONING CLASSIFICATION:
R-4 (HIGH DENSITY RESIDENTIAL DISTRICT)

LAND USE TABLE	
SITE AREA:	11.96 ACRES
TOTAL LOT COUNT:	103
PHASE 1 LOT COUNT:	42
PHASE 2 LOT COUNT:	61
MINIMUM LOT AREA:	1900 SF
MAXIMUM LOT AREA:	5531 SF - LOT 93
AVERAGE LOT AREA:	3213 SF
RIGHT-OF-WAY DEDICATION:	3.78 ACRES

NOTES:

1. ALL LOTS SHALL HAVE A 10' UTILITY EASEMENT ABUTTING ANY RIGHT-OF-WAY.
2. CONTOUR INTERVAL = 2'
3. TRACT A INTENDED FOR AMENITY LOT UNDER SEPARATE PERMIT
4. TRACT B IS INTENDED AS A PUBLIC ALLEY.

PBS Engineering and Environmental Inc.
400 Bradley Blvd, Ste 106
Richland, WA 99352
509.942.1600
pbsusa.com

PRELLIMINARY PLAT FOR:
THE GROVE AT BROADMOOR
A SITE LOCATED IN THE CITY OF PASCO, WASHINGTON

Know what's below. Call before you dig.

SCOTT SHUMAKER STATE OF WASHINGTON 45103 REGISTERED PROFESSIONAL ENGINEER PRELIMINARY

DESIGNED:	ELG/SAS
CHECKED:	SAS
MAY 2025	66539.001
SHEET ID	
SHEET	1 OF 2

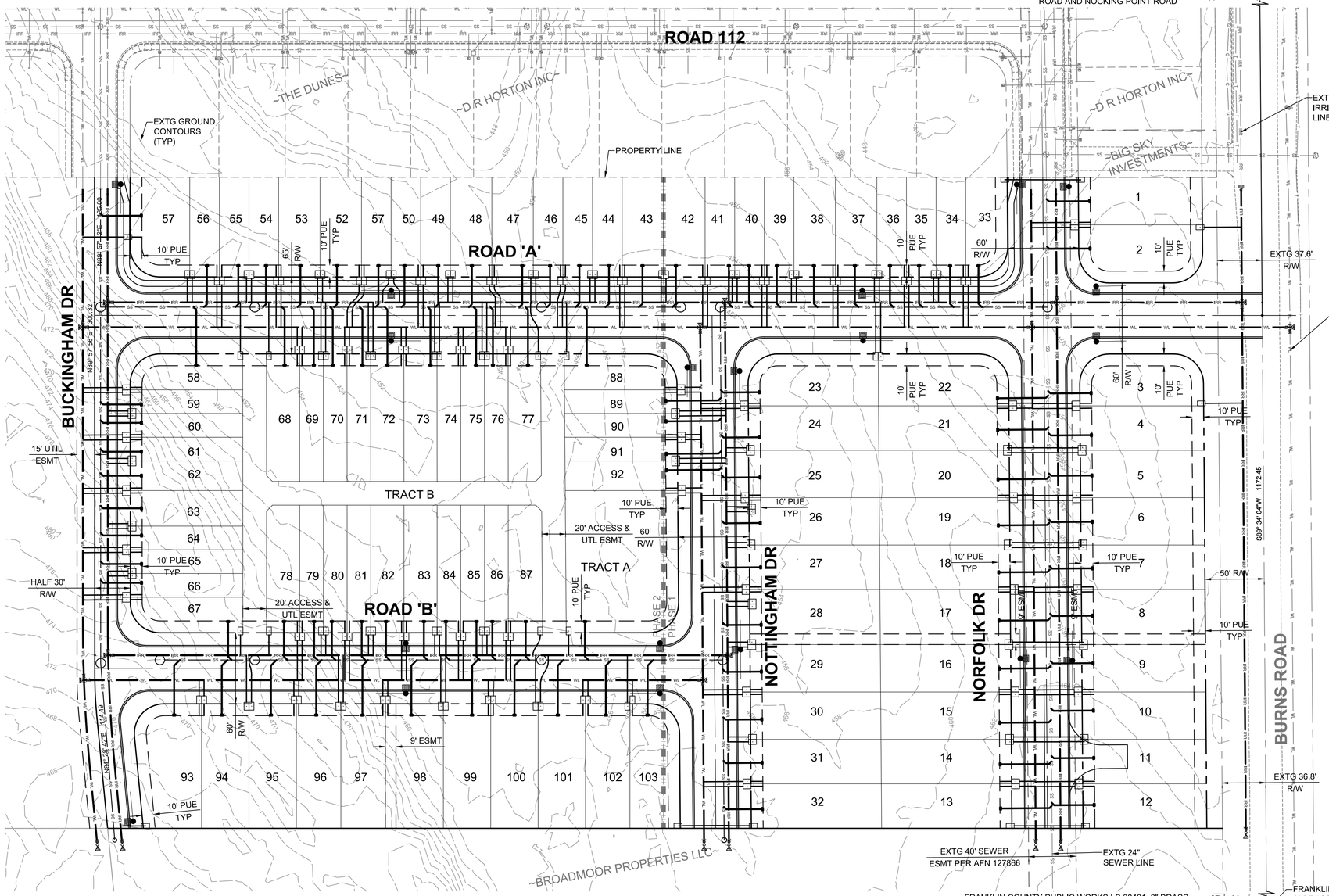
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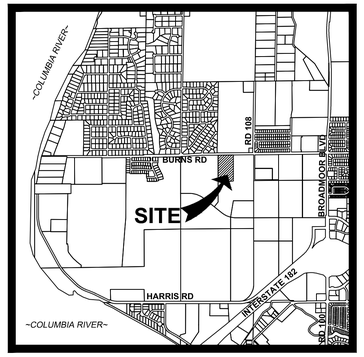
THE GROVE AT BROADMOOR

PRELIMINARY UTILITY PLAN

LOCATED IN THE EAST 1/2 OF THE NW 1/4 AND SW 1/4 OF THE NW 1/4 OF SECTION 7, T9N, R29E, W.M.
CITY OF PASCO, FRANKLIN COUNTY, WASHINGTON

Scale 1" = 50'
0 25 50 100





VICINITY MAP
NOT TO SCALE

OWNER:
BROADMOOR PROPERTIES LLC.
6070 LAKE GENEVA DR
RENO, NEVADA 89511

DEVELOPER:
WALSH GROUP
C/O: NICK WALSH
PO BOX 1297
EAGLE, IDAHO 83616
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ENGINEER:
PBS ENGINEERING AND ENVIRONMENTAL
SCOTT SHUMAKER, PE
400 BRADLEY BLVD, SUITE 106
RICHLAND, WA 99352
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SURVEYOR:
PBS ENGINEERING AND ENVIRONMENTAL
ALEX MATARAZZO, PLS
400 BRADLEY BLVD, SUITE 106
RICHLAND, WA 99352
(509) 942-1600

ZONING CLASSIFICATION:
R-4 (HIGH DENSITY RESIDENTIAL DISTRICT)

LEGEND

- PROPERTY LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT LINE
- SECTION LINE
- EXISTING FENCE LINE
- PROPOSED WATERLINE
- PROPOSED WATER SERVICE
- PROPOSED SEWER
- PROPOSED SEWER LATERAL
- PROPOSED IRRIGATION
- PROPOSED IRRIGATION LATERAL
- PROPOSED STORM LINE
- PROPOSED UTILITY
- PROPOSED CATCH BASIN
- PROPOSED STORM MANHOLE
- PROPOSED SEWER MANHOLE
- PROPOSED WATERLINE BEND
- PROPOSED WATERLINE TEE WITH VALVE
- PROPOSED WATERLINE BLOW-OFF
- PROPOSED WATER METER
- PROPOSED IRRIGATION METER
- PROPOSED CLEAN OUT

NOTES:

1. ALL LOTS SHALL HAVE A 10' UTILITY EASEMENT ABUTTING ANY RIGHT-OF-WAY.
2. CONTOUR INTERVAL = 2'
3. TRACT A INTENDED FOR AMENITY LOT UNDER SEPARATE PERMIT

PBS Engineering and Environmental Inc.
400 Bradley Blvd, Ste 106
Richland, WA 99352
509.942.1600
pbsusa.com

PBS

PRELLIMINARY UTILITY PLAN FOR:
THE GROVE AT BROADMOOR
A SITE LOCATED IN THE CITY OF PASCO, WASHINGTON

811 Know what's below. Call before you dig.

SCOTT SHUMAKER
STATE OF WASHINGTON
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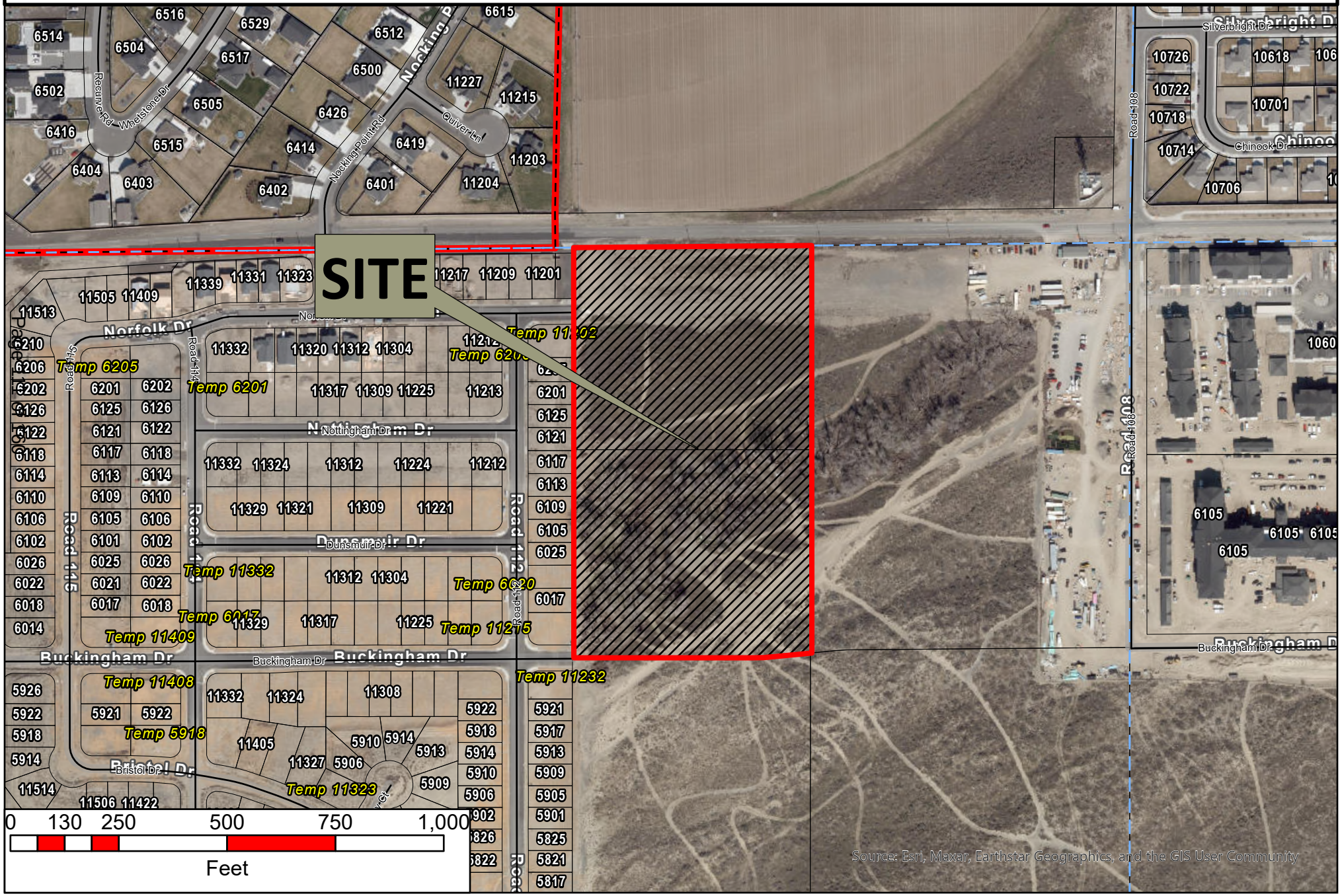
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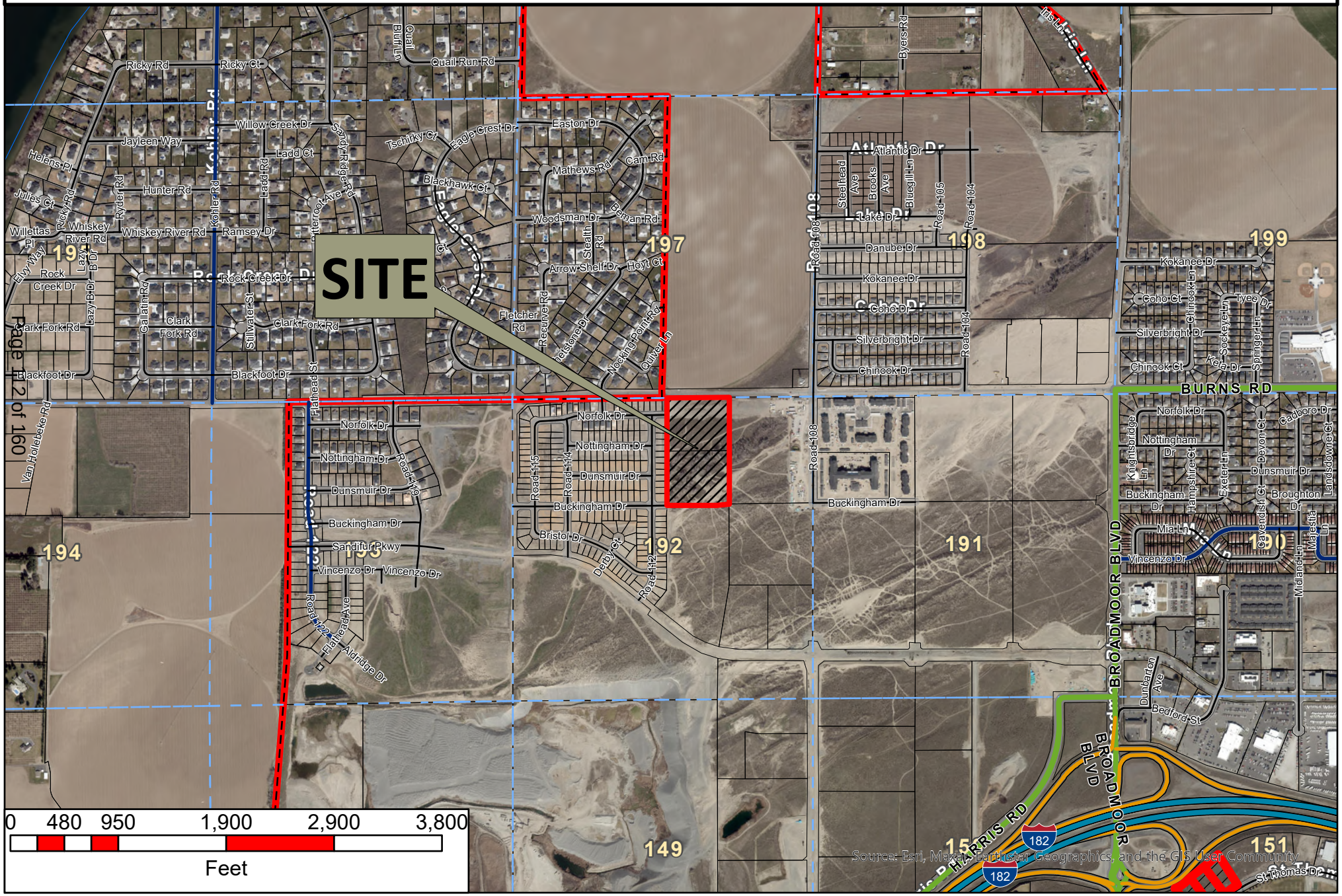
Vicinity Map

Item: The Grove at Broadmoor Preliminary Plat
Applicant(s): Walsh Group
File #: PP 2024-007/SEPA 2024-037



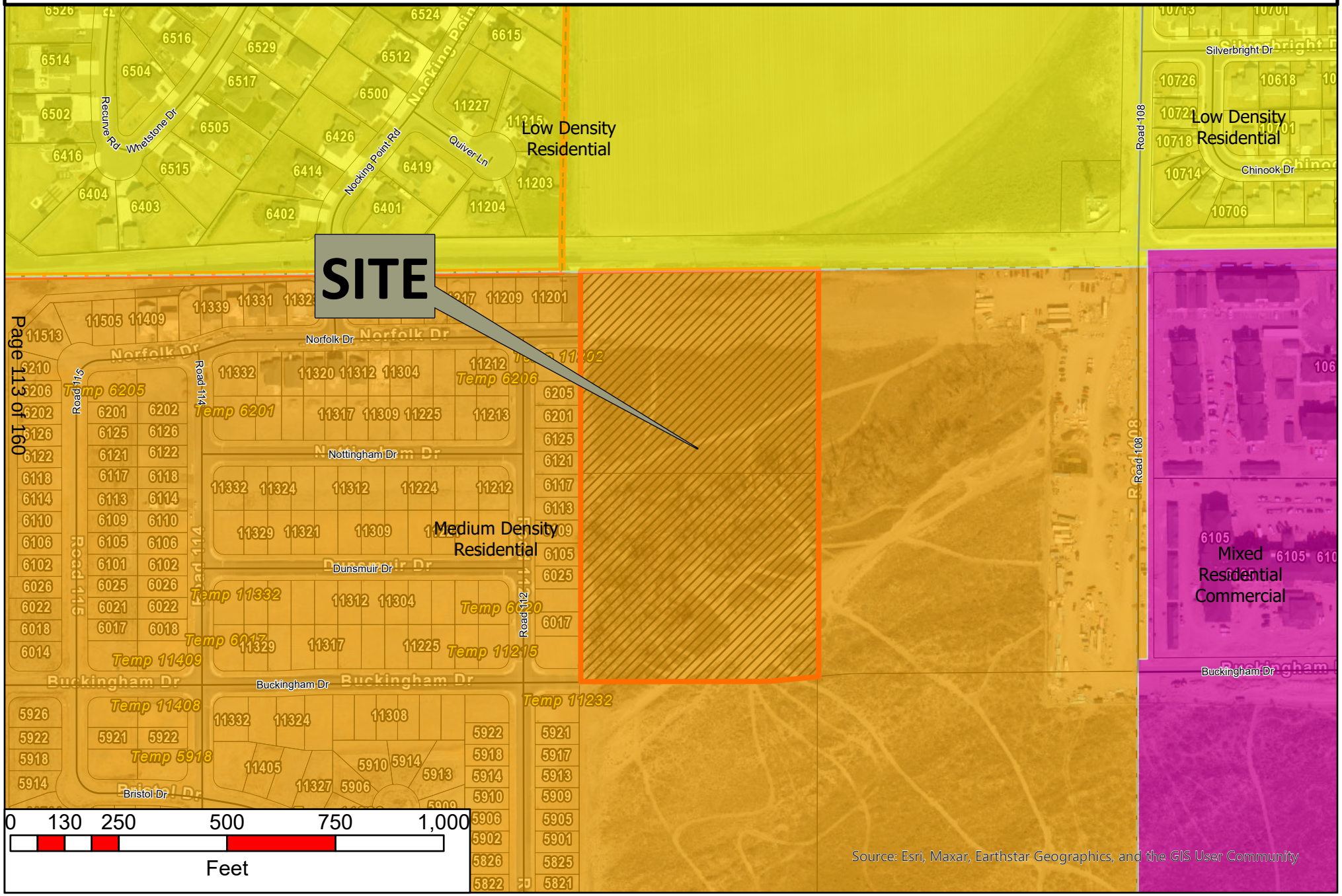
Overview Map

Item: The Grove at Broadmoor Preliminary Plat
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Comp Plan Map

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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 Find help answering background questions

1. Name of proposed project, if applicable:

The Grove at Broadmoor

2. Name of applicant:

Walsh Group LLC

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

Nick Walsh

PO Box 1297

Eagle, ID 83616

(805) 801-7974

4. Date checklist prepared:

June 2024

5. Agency requesting checklist:

City of Pasco

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

Complete Design: Fall 2024
Phase 1 infrastructure improvements: Winter 2024 – Spring 2025
Phase 1 Home construction: 2025-2026
Phase 2 infrastructure improvements: Winter 2026 – Spring 2027
Phase 2 Home construction: 2027-2028

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

No.

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

No environmental information has been prepared to date on this project.

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.

There are no other governmental approval of other proposals directly affecting this property to the applicant's knowledge.

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

A rezone application has been submitted to the City of Pasco. Grading permits, infrastructure/right of way permits and building permits through City of Pasco.

11. Give a 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 will subdivide the existing two parcel into 95 lots with public roadways for access with associated City utilities. The property will be developed in accordance with the R-4 and Broadmoor overlay zoning standards

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.

Lot 31, Plat Exemption Segregation Survey, AFN 198633 and Lot 7, Plat Exemption Segregation Survey, AFN 1986333 are unaddressed and are approximately 3,750 feet from the intersection of Burns Road and Road 100 and approximately 770 feet from the intersection of Nocking Point Road. Located in the east ½ of the northwest ¼ and southwest ¼ of the northwest ¼ of Section 7, Township 9 North, Range 29 East.
Franklin County Parcel # 115-210-057. - AH

B. Environmental Elements

1. Earth Find help answering earth questions

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

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

The steepest slope onsite is approximately 30-40%

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.

Per the NRCS Web Soil Survey the site soil is Quincy loamy fine sand, Quincy-Dune Land Complex and Timmerman fine sandy loam. No soils are anticipated to be removed from the site.

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

There is no history of unstable soils in this area.

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

The project will seek to regrade Lot 31 and 7 in order to develop single family residential lots, streets and municipal utilities. Quantities of materials are unknown at this time but the project does not sneak to import or export materials in order to complete the project grading.

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

Erosion could occur as a result of clearing and construction. Appropriate BMPs will be used to minimize any erosion. Upon project completion the site will be stabilized.

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

Approximately 60% of the site will be covered by impervious surfaces after project completion and homes are built.

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

During construction erosion control measures will be implemented such as person operated watering devices and silt fencing. After construction, the majority of the pervious surface on the site will be grass and landscaping consistent with single family yards.

2. Air Find help answering air questions

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 there will be exhaust emissions from construction equipment as well as dust. After project completion there would be normal air emissions resulting from residential neighborhood setting.

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

No off-site sources of emissions will affect this proposal.

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

During construction emissions will be limited to working hours and dust will be controlled by person operated watering devices.

3. Water Find help answering water questions

a. Surface Water: Find help answering surface water questions

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 surface water bodies are located within the site boundary. The Columbia River is located approximately 1.25 miles to the south of the site.

Columbia River is approx. 1.25 miles to the West. - AH

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 work will be performed in or adjacent to any surface water bodies.

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

None.

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

No surface water withdrawals or diversions are proposed with this project.

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

The proposed site does not lie within a 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.

The proposed project does not involve any discharges of waste materials to surface waters.

b. Ground Water: Find help answering ground water questions

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 a general description, purpose, and approximate quantities if known.

No groundwater will be withdrawn or will water be discharged to the ground water with this proposal.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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.**

Not applicable.

c. Water Runoff (including stormwater):

a) 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 collected within the roadway prism and disposed of via subsurface methods consistent with the City of Pasco standards for stormwater disposal. There will be no offsite discharges of stormwater proposed with this project.

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

It is not anticipated that this will occur since waste materials are no allowed to be discharged to City owned and maintained storm systems.

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

The proposal does not alter or otherwise affect the drainage patterns in the vicinity of the site.

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

The stormwater disposal methods will be in compliance with City of Pasco standards as well as Washington State Department of Ecology Eastern Washington Stormwater Manual.

4. Plants Find help answering plants questions

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

- ☒ **deciduous tree: alder, maple, aspen, other**
- ☐ **evergreen tree: fir, cedar, pine, other**
- ☒ **shrubs**
- ☒ **grass**
- ☐ **pasture**
- ☐ **crop or grain**
- ☐ **orchards, vineyards, or other permanent crops.**
- ☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- ☐ **water plants: water lily, eelgrass, milfoil, other**
- ☐ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered?

All vegetation will be removed from the site to allow the proposed subdivision.

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

There are no threatened or endangered species known to be on or near the site to the applicant's knowledge. DWF's PHS on the Web mapping indicates areas of shurbsteppe habitat is present throughout the majority of the site. - AH

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

The single family residential lots will be landscaped with grass and trees.

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

There are no noxious weeks and invasive species known to be on or near the site to the applicant's knowledge.

5. Animals Find help answering animal questions

a. List any birds and other animals that 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: Canada geese**
- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

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

There are no threatened or endangered species known to be on or near the site to the applicant's knowledge.

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

Yes, Pasco is with the Pacific Flyway, Canada Geese and ducks are known to migrate through this area.

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

No measures are being proposed to preserve or enhance wildlife.

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

There are no invasive animal species known to be on or near the site to the applicant's knowledge.

6. Energy and Natural Resources Find help answering energy and natural resource questions

1. **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 completed project will require energy in order to serve the proposed homes with electricity and gas.

2. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

This project has no impact to adjacent properties potential solar needs.

3. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

The proposed homes will be constructed in accordance with all applicable building codes as recognized by the City of Pasco.

7. Environmental Health Find help with answering environmental health questions

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

There are no potential health hazards with this proposal.

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

There is no known contamination at the site from present or past uses.

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 no existing hazardous chemicals/conditions that might affect this project development and design to the applicant's knowledge.

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 are no toxic or hazardous chemicals that might be stored, used or produced during the project's development or construction to the applicant's knowledge.

4. **Describe special emergency services that might be required.**

No special emergency services would be required in excess of City police and fire.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

None at this time

b. Noise

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

There are no known sources of noise in the area that will directly affect this proposal.

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)?**

On a short term basis there will be noise associated with infrastructure construction, hours of operation will be limited to those allowed by the City of Pasco. The proposed project will increase the traffic in the area consistent with single family residential neighborhoods on a long term basis.

3. **Proposed measures to reduce or control noise impacts, if any.**

Construction hours will be limited to working hours defined by the City of Pasco.

8. Land and Shoreline Use Find help answering land and shoreline use questions

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 vacant. This project will no affect current land use on adjacent properties.

Single Family Residential is present to the north and west, lands to the east and south are undeveloped. - AH

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 because 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?

To the applicant's knowledge this land has not been used as working farmlands or working forest lands.

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?**

   The proposal will not affect or be affected by any working farm land normal business operations.

c. Describe any structures on the site.

There are no existing structures on the site.

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

Not applicable.

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

The site is currently zoned as RT Residential Transition, this project will rezone this area to R-4.

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

The comprehensive plan designation of the site is Medium Density Residential.

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

Not applicable.

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

The City of Pasco has classified the area as Resource Lands (Mineral) by the City of Pasco.
The site is not a resource land, but abuts the border of a resource lands designation to the west. - AH

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

The preliminary plat would allow for the development of single family housing for approximately 312 residents.

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

Not applicable.

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

None at this time.

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

This project will not alter the projected land uses and plans currently adopted under the comprehensive plan that has been adopted by the City of Pasco.

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

There are not lands of long-term commercial significance on the site.

9. Housing Find help answering housing questions

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

32 Duplex, 30 Townhomes, and 32 quadplex homes are being proposed.

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

No units will be eliminated.

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

Housing impacts will be controlled by the City of Pasco zoning ode for an R-4 designation.

10. Aesthetics Find help answering aesthetics questions

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

The tallest height of any building would be limited by the R- zoning code. The principal exterior building materials could vary would be either wood or composite side.

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

No views in the immediate vicinity would be altered.

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

No measures proposed to reduce or control impacts.

11. Light and Glare Find help answering light and glare questions

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

The project would create light from outside lighting on the residential homes, as well as street lights installed with the project roadway improvements. This light would be created during the evening hours.

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

Not to the applicant's knowledge.

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

There are no off-site sources of light or glare that will affect the project proposal to the applicant's knowledge.

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

All proposed lighting would be directed downward.

12. Recreation Find help answering recreation questions

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

Chiawana Park is located approximately 2.5 miles southeast of the project. GESA Stadium, softball fields and soccer complex are located approximately 3.25 miles east of the project.

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

No recreational will be displaced by this project.

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

No measures are proposed to reduce or control impacts on recreation.

13. Historic and Cultural Preservation Find help answering historic and cultural preservation questions

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

No building or structures on or near the site are eligible for preservation registers.

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.

Not to the applicant's knowledge.

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.

Assessment of potential impacts was based on research of Google Earth images, and City of Pasco mapping.

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.

Not applicable.

14. Transportation Find help with answering transportation questions

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 is adjacent to Burns Road and accesses Interstate 182 via Road 100.

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

The site is not currently served by public transit. The approximate distance to the nearest transit stop is 1.25 miles on Sandifur Parkway.

c. 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 public roadways will be constructed off Burns Road.

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

No proposal uses proposed.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Approximately 940 vehicular trips per day will be generated by the completed project, per ITE Trip Generation Manual as referenced by the TIA prepared by PBS Engineering, May 2024. Peak volumes would occur in the morning and evening hours.

f. 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.

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

The project would be subject to City of Pasco traffic impact fees.

15. Public Services Find help answering public service questions

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.

This project will result in the need for fire protection, schools and other public services associated with housing development.

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

The plat will be subject to impact fees implemented by the City and School district.

16. Utilities Find help answering utilities questions

a. Circle utilities currently available at the site: 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.

Utilities to include water and sewer will be provided b the City of Pasco. Electricity will be provided by XX, and the telephone is provided by Century Link and Charter, and refuse service is provided by Basin Disposal. If available natural gas would be provided by Cascade Natural Gas. New sanitary sewer, water, as well as dry utilities will need to be extended into the project into the project in order to service the lots. These utilities would have to be extended to or developed with the site improvements.

C. Signature Find help about who should sign

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.

X _____

Type name of signee: Click or tap here to enter text.

Position and agency/organization: Click or tap here to enter text.

Date submitted: Click or tap to enter a date.

Community & Economic Development Department

This application was reviewed by the Planning Division of the Community & Economic Development Department. Any comments or changes made by the Department are entered in the body of the checklist and contain initials of the reviewer.

Signature: _____

Name of signee: _____

Position: _____

Date Reviewed: _____

D. Supplemental sheet for nonproject actions Find help for the nonproject actions worksheet

IT IS NOT REQUIRED to use this section for project actions.

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

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

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

    - **Proposed measures to avoid or reduce such increases are:**

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

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

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

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

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

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

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

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

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

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

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

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

SEPA MITIGATED DETERMINATION OF NON-SIGNIFICANCE
(Optional DNS Process)

Issuance Date: November 26, 2024

Lead Agency: City of Pasco

Project Name: The Grove at Broadmoor Rezone and Preliminary Plat

Project Numbers: SEPA2024-037/Z2024-005/PP2024-007

Proponent/Applicant: The Walsh Group
PO Box 1297
Eagle, ID 83616

Description of Proposal: The Walsh Group, on behalf Broadmoor Properties LLC, submitted a SEPA checklist, SEPA2024-037; Rezone Application, Z2024-005, to rezone approximately 11.96 acres of land fronting Burns Road from zoning district R-T Residential Transition to R-4 High Density Residential; and Preliminary Subdivision Application, PP2024-007, to create 94 single family residential building lots and related infrastructure.

Location of Proposal: Located south of Burns Road and east of future Road 108 (Parcels 115-210-052 and 115-210-057) in Pasco, WA.

Mitigation:

1. A letter is requested from Washington State Department of Archaeology and Historic Preservation (DAHP) with an assessment of the cultural resources within the project area or that an archaeological assessment or investigation be conducted in the project area, and DAHP's letter or the resulting report be sent for review to the Tribal Historic Preservation Officer of the Colville Confederated Tribes, and City of Pasco Community and Economic Development Department (City), prior to the commencement of ground disturbing activity.
   An inadvertent discovery protocol for the potential discovery of cultural or historical artifacts must be prepared and submitted to the City before any ground-disturbing permits are issued.
   Description: *DAHP's statewide predictive model indicates that there is a very high probability of encountering cultural resources within the proposed project area.*

2. To mitigate the disruption of the critical shrub-steppe habitat in the designated area, the applicant is required to contribute to a mitigation fund managed by the Franklin County Conservation District. This contribution should be made at a 2:1 ratio for a total of 12.68 acres, with the aim of offsetting the impacts on the habitat. The per acre mitigation value

in 2024 is $1,103; mitigation for this project is $13,986.04 per Agreement 2023-035. This agreement was initiated by the City of Pasco Broadmoor Area Non-Project Environmental Impact Statement. Payment must be certified as being received by The Franklin Conservation District prior to beginning any work.
Description: *The proposed project covers 11.96 acres of which approximately 6.34 acres are designated Shrub-Steppe Habitat. The site meets the criteria of a designated "Critical Area" (Fish and Wildlife Habitat Conservation Area) as per PMC 28.20.020.*

3. Any grading or vegetation removal should be carried out outside of the Ferruginous Hawk nesting season: February 1 - July 31. Additionally, a nesting bird survey should be conducted within one week before starting activities on the site and prior to each phase of the project following any break in activity between February 1 and July 31. If a nest becomes active during construction or is found to be active during the survey, please contact Troy Maikis, Area Habitat Biologist with the Department of Fish and Wildlife, at troy.maikis@dfw.wa.gov or (509) 312-8117 to determine if any further measures are necessary.
   Description: *The site contains potential habitat for Ferruginous Hawks which is a state priority species. This, specific other birds, and active nests are protected under the Migratory Bird Treaty Act as well as being listed as "protected wildlife" under RCW 77.12.020(3).*

Lead Agency: The City of Pasco, acting as lead agency for this proposal, has determined that the proposal, utilizing the above mitigation measures, 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. This MDNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the MDNS.

Appeals: You may appeal this threshold determination by submitting an appeal to CED within 14 days of issuance to planning@pasco-wa.gov, or via postal mail to PO BOX 293, Pasco, WA 99301, or in person to the CED Planning Division at 525 N 3rd Ave, Pasco, WA 99301. The appeal must be in written form, contain a concise statement of the matter being appealed and the basic rationale for the appeal and be accompanied by required fee.

Responsible Official:	Craig Raymond
Position/Title:	Community and Economic Development Deputy Director
Phone	(509) 545-3451
Address:	PO Box 293, Pasco, WA 99301

Signature: _____ Date: 11/26/24

TG: 1.23220.00 Task 15

April 24, 2024

Kurtis Schliebe
City of Pasco
525 N. 3rd Avenue
Pasco, WA 99301

SUBJECT: PROPOSED LOT 31 DEVELOPMENT PROJECT – TIA SCOPE OF WORK COMMENTS

Dear Mr. Schliebe:

On behalf of the City of Pasco, we have completed our independent review of the Lot 31 Development Project Traffic Impact Analysis Scope of Work developed by PBS Engineering and Environmental, LLC in March 2024. The Applicant is proposing to construct 96 dwelling units comprising of 24 duplexes, 40 townhomes, and 32 single-level fourplexes. We recommend that the City require the Applicant to address the following comments as part of the Tier 2 Traffic Impact Analysis (TIA).

Comment 1: Road 108, Buckingham Drive, and Sandifur Parkway improvements/extensions are currently planned to be completed prior to the project's completion year of 2026. However, several roadway connections will be constructed along frontages of future developments, and the completion dates for those developments are unknown at this time. A map outlining the roadway connections is attached for reference. As such, an interim distribution scenario analysis shall be conducted to estimate project impacts on the existing roadway system. The interim scenario shall reflect the following trip distributions:

- 10% west on Burns Road
- 30% east on Burns Road
- 25% east on Sandifur Parkway
- 35% south on Broadmoor Boulevard

Based on the City of Pasco *Transportation System Master Plan Appendices* (June 2022), the study area should include any locations impacted by 20 or more peak hour trips. The interim scenario shall analyze the following intersections:

1. Site Access/Burns Road
2. Broadmoor Boulevard/Burns Road
3. Broadmoor Boulevard/Sandifur Parkway

Comment 2: The following scenarios shall be included in the TIA:

- Existing (2024) Conditions
- Future Without Project (2026) Conditions
- Future With Project (2026) Interim Distribution Conditions

For the purposes of determining proportionate share and LOS impacts, the Future With Project (2026) Interim Distribution scenario shall be utilized.

Comment 3: The City of Pasco's Tier 2 TIA guidelines should be followed when conducting the Tier 2 TIA, available on page 8-5 of Pasco's Design and Construction Standards. The TIA should be sure to address the following items:

- Figure highlighting total pipeline trips
- Sight distance adequacy of site access location(s), with accompanying figures highlighting sight triangles
- Level of service analysis for study and site access intersection(s)
- Channelization evaluation and spacing of site access location(s)
- Identification and evaluation of site circulation
- Collision history analysis for roadway segments and intersections, including collision rates (only required within the vicinity of the proposed access locations to the development)

Comment 4: Pasco recently adopted Ordinance 4694 that updated Municipal Code 21.15.100 to address pedestrian and bicycle connections. The code requires new development to provide reasonably direct and safe connections to encourage walking and biking. The TIA should identify sidewalk improvements along the project's frontage on Burns Road.

Comment 5: The proportionate share contribution for nearby transportation improvement plan (TIP) projects will be calculated based on the projects trip contribution, the anticipated growth within 6 years consisting of 2% background growth and pipeline project trips, and the estimated cost of the improvement from the 2024-2029 City of Pasco TIP.

$$Proportionate\ Share = \frac{\text{Project's } Trip\ Contribution}{\text{Increase in Trips over 6 yr Period}} \times (Est.\ Project\ Cost)$$

While some TIP locations listed below are not required to be part of the study area, the project trip distribution should be extended out to these locations to calculate proportionate share. Proportionate share should be calculated for the following TIP projects:

- 6.04 Buckingham Drive Signal
  - 2025, $7,104,000
- 6.05 Burns Road/Broadmoor Boulevard Intersection Improvements
  - 2024, $2,560,000
- 6.06 Burns Road Widening
  - 2025, $6,552,000
- 6.14 Sandifur Parkway/Broadmoor Boulevard Intersection Improvements
  - 2024, $3,600,000
- 6.18 I-182/Broadmoor Boulevard Interchange Improvements – Westbound
  - 2029, $440,000

The final proportionate share will be calculated by the City based on the highest percentage project trip contributions to the corresponding intersection or roadway segment for the most impacted time period (AM or

PM peak). Payment in full of this proportionate share contribution will be required at the time of submission of the first building permit associated with the development.

Thank you for the opportunity to assist. Please do not hesitate to contact me at 425.821.3665 or jon.pascal@transpogroup.com should you have any questions about our comments.

Sincerely,
Transpo Group USA, Inc.



Jon Pascal, PE
Managing Principal

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Eastern Region Office
4601 North Monroe St., Spokane, WA 99205-1295 • 509-329-3400

November 21, 2024

Jennifer Ballard
Planner
City of Pasco
P.O. Box 293
525 N. 3rd Ave
Pasco, WA 99301

Re: The Grove at Broadmoor Plat and Rezone
File: PP2024-007, Z2024-005, SEPA2024-037

Dear Jennifer Ballard:

Thank you for the opportunity to comment on the Notice of Application and anticipated Determination of Nonsignificance regarding The Grove at Broadmoor Plat and Rezone Project (Proponent: Walsh Group). After reviewing the documents, the Department of Ecology (Ecology) submits the following comments:

Water Quality Program

If the applicant can retain all construction-related stormwater onsite, Ecology may not require a Construction Stormwater General Permit for the Grove at Broadmoor Plat and Rezone project.

For more information or technical assistance, please contact Suman Paudel at (509) 601-2124 or via email at Suman.Paudel@ecy.wa.gov.

Water Resources Program

he water purveyor bears responsibility for ensuring that the proposed use(s) are within the limitations of its water rights. If the proposal's actions differ from the existing water right (source, purpose, the place of use, or period of use), then it is subject to approval from the Department of Ecology pursuant to Sections 90.03.380 RCW and 90.44.100 RCW.

For more information, please contact Herm Spangle at (509) 209-3421 or via email at Herm.Spangle@ecy.wa.gov.

State Environmental Policy Act (SEPA)

Ecology bases comments upon information submitted for review. As such, comments made do not constitute an exhaustive list of the various authorizations you may need to obtain, nor legal requirements you may need to fulfill in order to carry out the proposed action. Applicants should remain in touch with their Local Responsible Officials or Planners for additional guidance.

For information on the SEPA Process, please contact Cindy Anderson at (509) 655-1541 or via email at Cindy.Anderson@ecy.wa.gov.

To receive more guidance on or to respond to the comments made by Ecology, please contact the appropriate staff listed above at the phone number or email provided.

Department of Ecology
Eastern Regional Office
(Ecology File: 202404970)

Jennifer Ballard

From: Casey Roberts <CRoberts@franklinpud.com>
Sent: Monday, November 11, 2024 8:51 AM
To: Jennifer Ballard
Subject: RE: Request for Comments: Notice of Application w/ Optional SEPA DNS Z2024-008/SEPA2024-061, City of Pasco

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from croberts@franklinpud.com. Learn why this is important

[**NOTICE:** This message originated outside of City of Pasco -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello Jennifer,

While this area is not in Franklin PUD's service area, we do have an overhead feeder line along the south side of Burns Rd. If that line is required to go underground as part of this development then we will need a 15' utility easement instead of a 10' on the south side of Burns Rd.

Casey Roberts
Field Engineer II
(O)509-546-5952
(C)509-412-4034

From: Jennifer Ballard <ballardj@pasco-wa.gov>
Sent: Friday, November 8, 2024 10:35 PM
To: CED - Planning <planning@pasco-wa.gov>
Subject: Request for Comments: Notice of Application w/ Optional SEPA DNS Z2024-008/SEPA2024-061, City of Pasco

External: 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. When in doubt, report it as phishing for further analysis.

Hello,
The City of Pasco received application for a Preliminary Plat and Rezone and accompanying SEPA Environmental Checklist for The Grove at Broadmoor project and is seeking comment on the proposal until November 25, 2024. This proposal will go before the City's Hearing Examiner, but the hearing is not scheduled at this time. Application documents are attached.

Proposal: The Walsh Group, on behalf Broadmoor Properties LLC, submitted a SEPA checklist, SEPA2024-037; Rezone Application, Z2024-005, to rezone approximately 11.96 acres of land fronting Burns Road from zoning district R-T Residential Transition to R-4 High Density Residential; and Preliminary Subdivision Application, PP2024-007, to create 94 single family residential building lots and related infrastructure.

Location: The subject properties are generally located south of Burns Road and east of future Road 108 as Parcel 115210057 and Parcel 115210052, Lots 31 and 7 respectively in Record of Survey, Auditors File Number 1986333, in Pasco, WA 99301.

Critical Areas: The site may contain shrub-steppe habitat or ferruginous hawk habitat.

Thank you,

Jennifer B. Ballard, CFM, AICP
SENIOR PLANNER

O: 509-544-4140 **M:** 509-545-3441
ballardj@pasco-wa.gov | **www.pasco-wa.gov**
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301

This e-mail and any response to this e-mail may be a public record under Washington State Law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

If you think you have received this email in error, please notify the sender immediately by email and delete this email and any attachments from your system. Additionally, any correspondence exchanged with Franklin PUD, including emails, are public records. Public records may be produced for third-party requesters under the Public Records Act.

Jennifer Ballard

From: Arrow Coyote <arrow.coyote@colvilletribes.com>
Sent: Monday, November 18, 2024 3:36 PM
To: Jennifer Ballard
Cc: DAHP SEPA (DAHP); Guy Moura; Robert Sloma (HSY)
Subject: Re: Request for Comments: Notice of Application w/ Optional SEPA DNS Z2024-008/SEPA2024-061, City of Pasco

[**NOTICE:** This message originated outside of City of Pasco -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

RE: SEPA2024-061- Grove at Broadmoor project
Location: south of Burns Road and east of future Road 108 (Parcels 115210057 and 115210052) Pasco, WA.; 9N/R29E/Sec. 7

Please be advised your proposed undertaking lies within the traditional territory of the Palus Tribe. The Palus Tribe is a constituent member of and represented by the Confederated Tribes of the Colville Reservation [Colville Confederated Tribes (CCT)]. The CCT is governed by the Colville Business Council (CBC). The CBC delegated to the Tribal Historic Preservation Officer (THPO) the responsibility of representing the CCT with regards to cultural resources management issues throughout these traditional territories of our constituent tribes under Resolution 1996-29. This area includes most of eastern Washington, parts of northeastern Oregon, south central British Columbia, and parts of north central Idaho. In 1996, the CCT also entered into an agreement with the National Park Service to assume state historic preservation officer responsibilities as outlined in Section 101 (d) (2) of the National Historic Preservation Act. The assumption agreement explicitly tasks the Tribal Historic Preservation Officer (THPO), to advise and assist Federal and State agencies and local governments in carrying out their historic preservation responsibilities and for the CCT to carry out their responsibilities for review of federal undertakings regarding cultural resources matters.

The project entails a Rezone Application, Z2024-005, to rezone approximately 11.96 acres of land fronting Burns Road from zoning district R-T Residential Transition to R-4 High Density Residential; and Preliminary Subdivision Application, PP2024-007, to create 94 single family residential building lots and related infrastructure.

There is insufficient data to assess impacts of this project on cultural resources. Therefore, we request a letter from DAHP with an assessment of the cultural resources within the APE, and/or an archaeological assessment or investigation be conducted in the project APE and the resulting report be sent for review prior to the commencement of the project.

On Fri, Nov 8, 2024 at 10:35 PM Jennifer Ballard <ballardj@pasco-wa.gov> wrote:

> Hello,
> The City of Pasco received application for a Preliminary Plat and Rezone and accompanying SEPA Environmental Checklist for The Grove at Broadmoor project and is seeking comment on the proposal until November 25, 2024. This proposal will go before the City's Hearing Examiner, but the hearing is not scheduled at this time. Application documents are attached.
>
> **Proposal:** The Walsh Group, on behalf Broadmoor Properties LLC, submitted a SEPA checklist, SEPA2024-037; Rezone Application, Z2024-005, to rezone approximately 11.96 acres of land fronting Burns Road from zoning district R-T Residential Transition to R-4 High Density Residential; and Preliminary Subdivision Application, PP2024-007, to create 94 single family residential building lots and related infrastructure.

Location: The subject properties are generally located south of Burns Road and east of future Road 108 as Parcel 115210057 and Parcel 115210052, Lots 31 and 7 respectively in Record of Survey, Auditors File Number 1986333, in Pasco, WA 99301.

Critical Areas: The site may contain shrub-steppe habitat or ferruginous hawk habitat.

Thank you,

Jennifer B. Ballard, CFM, AICP
SENIOR PLANNER

City of Pasco

O: 509-544-4140 **M:** 509-545-3441
ballardj@pasco-wa.gov | **www.pasco-wa.gov**
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301

This e-mail and any response to this e-mail may be a public record under Washington State Law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

--

Arrow Coyote, Archaeologist

History/Archaeology Program

Confederated Tribes of the Colville Reservation

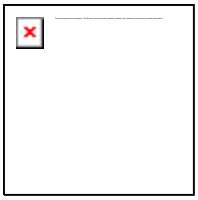
21 Colville Street

Nespelem, WA. 99155

509-634-2736 office

509-634-1280 cell

arrow.coyote@colvilletribes.com



Jennifer Ballard

From: Castle,Angela C (CONTR) - TERR-PASCO <ACCastle@bpa.gov>
Sent: Thursday, November 14, 2024 12:30 PM
To: Jennifer Ballard
Cc: Kinch,James L (BPA) - TERR-BELL-1
Subject: RE: Request for Comments: Notice of Application w/ Optional SEPA DNS Z2024-008/SEPA2024-061, City of Pasco

[**NOTICE:** This message originated outside of City of Pasco -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Jennifer,

Bonneville Power Administration's (BPA) has had the opportunity to review an application for the Preliminary Plat Application located at Burns Road Lots 7 & 31.

In researching our records, we have found that this proposal will not directly impact BPA facilities over one mile east of the subject properties. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact Luke Kinch at (509) 468-3095, by email at JLKinch@bpa.gov.

Thank you for the opportunity to review this application.

Thank You
Angela Castle
(Contractor) Actalent
Realty Technician II
BPA, TERR
ACCastle@BPA.gov
O: 509-544-4747 C: 564-236-5124
2211 N Commercial Ave
Pasco WA 99301

From: Jennifer Ballard <ballardj@pasco-wa.gov>
Sent: Friday, November 8, 2024 10:35 PM
To: CED - Planning <planning@pasco-wa.gov>
Subject: Request for Comments: Notice of Application w/ Optional SEPA DNS Z2024-008/SEPA2024-061, City of Pasco

Hello,
The City of Pasco received application for a Preliminary Plat and Rezone and accompanying SEPA Environmental Checklist for The Grove at Broadmoor project and is seeking comment on the proposal until November 25, 2024. This proposal will go before the City's Hearing Examiner, but the hearing is not scheduled at this time. Application documents are attached.

Proposal: The Walsh Group, on behalf Broadmoor Properties LLC, submitted a SEPA checklist, SEPA2024-037; Rezone Application, Z2024-005, to rezone approximately 11.96 acres of land fronting Burns Road from zoning

district R-T Residential Transition to R-4 High Density Residential; and Preliminary Subdivision Application, PP2024-007, to create 94 single family residential building lots and related infrastructure.

Location: The subject properties are generally located south of Burns Road and east of future Road 108 as Parcel 115210057 and Parcel 115210052, Lots 31 and 7 respectively in Record of Survey, Auditors File Number 1986333, in Pasco, WA 99301.

Critical Areas: The site may contain shrub-steppe habitat or ferruginous hawk habitat.

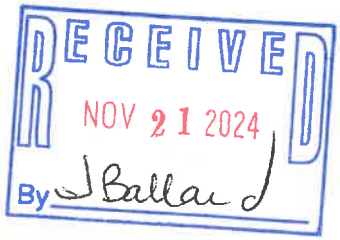
Thank you,

Jennifer B. Ballard, CFM, AICP
SENIOR PLANNER

O: 509-544-4140 **M:** 509-545-3441
ballardj@pasco-wa.gov | **www.pasco-wa.gov**
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301

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BASIN disposal



Rebecca Francik
Government Relations
509-380-3583 – cell
509-542-4906 – work
November 20,2024

Dear Ms. Ballard,

Basin Disposal would like to register serious reservations concerning the plat layout for "The Grove" submitted by The Walsh Group, on behalf of Broadmoor Properties LLC, PP2024-007/Z2024-005/SEPA2024-037.

. Basin has no objection to the rezone, however the plat as laid out will require that all homeowners on properties not fronting Roads A, B, or Nottingham will be required to haul their garbage and (if WA State Law HB 2301 is not amended) their organics carts out to roads A, B and Nottingham every week. The 20 foot utility easements shown on the plat are not sufficient for a garbage truck to move through. Efficient garbage collection requires streets where a garbage truck can move forward and through the collection area.

Should this plat SEPA2024-037SEPA. be accepted as submitted, Basin Disposal respectfully requests the City of Pasco **requires the owner of said properties to disclose** to the home buyer **before sale**, that they will be required to haul their garbage and organics cans from their properties to the nearest major road.

Should this plat be accepted Basin would also welcome a discussion with the city about how to charge for residents with disabilities in properties where the garbage needs to be hauled to a major road by Basin employees. Is this a cost Pasco wants to spread across all residential garbage rates or would you prefer each individual household be charged an additional service fee?

Please feel free to call or email if you have any questions.

Respectfully yours,

Rebecca Francik

Rebecca Francik

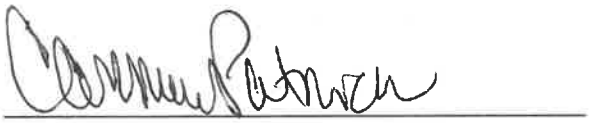
Affidavit of Mailing

In regards to MF# PP2024-007

I, Carmen Patrick, hereby confirm that notification was sent by mail June 9, 2025 to the owners of the parcels within 300 feet of the proposed site.

The attached Notification List and Notice of Public Hearing are to be used as a reference as to what was sent and to whom received the notification.

Given under my hand and official signature this 9th day, June of 2025.



Representative's Signature

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

CITY OF PASCO

NOTICE OF PUBLIC HEARING

Si necesita ayuda para entender este aviso o necesita más información, por favor llame al Departamento de Desarrollo Comunitario y Económico de la Ciudad de Pasco a 509-545-3441.

A Public Hearing with the Hearing Examiner will be held on June 24, 2025, at 6:00 pm

Place: Council Chambers in Pasco City Hall at 525 N 3rd Avenue in Pasco Washington.

The Hearing Examiner will consider public testimony **concerning the following application** at this hearing:

Proposal: PP 2024-007 The Grove at Broadmoor: The application for preliminary plat approval for a 94-lot residential subdivision on approximately 11.96 acres, located on parcel #115210057 & parcel #115210052 in the R-4, High Density Residential District. Said property is located south of Burns Road & generally between Road 108 & Road 112 in Pasco, WA

The proposal is subject to regulations contained in the Pasco Municipal Code.

Public Comment Period: Written comments must be submitted to the Community Development Department by **5:00 p.m.** on ***June 24, 2025,*** to be included in the written record. If you have questions on the proposal, contact the Planning Division at (509) 545-3441 or via e-mail to: planning@pasco-wa.gov or via postal mail at PO Box 293, Pasco, WA 99301.

If you wish to participate in the hearing virtually, please register at least 2 hours prior to the meeting at the following registration link:

www.pasco-wa.gov/publiccomment

After registering, you will receive a confirmation email containing information about joining the webinar.

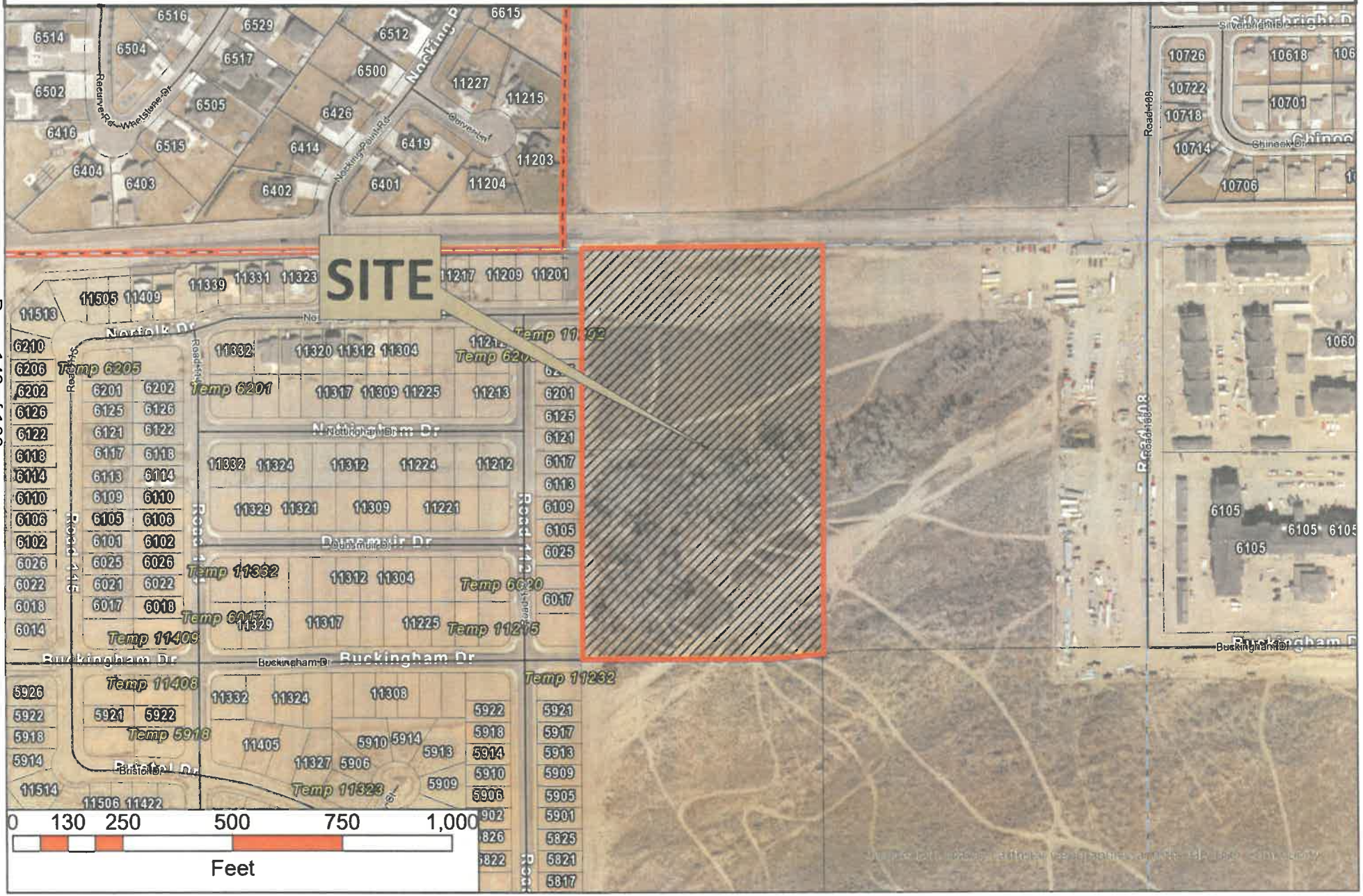
Estimated Date of the Decision: It is estimated that the Hearing Examiner will make a decision on the Preliminary Plat within ten (10) working days of the public hearing.

Prepared June 9, 2025 by: *Craig Raymond, Deputy Director*, PO Box 293 Pasco, WA 99301 (509) 545-3441

The City of Pasco welcomes full participation in public meetings by all citizens. No qualified individual with a disability shall be excluded or denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at this public meeting, please contact the Community Development Department at (509) 545-3441 or TDD (509) 585-4425 at least ten days prior to the date of the meeting to make arrangements for special needs.

Vicinity Map

Item: The Grove at Broadmoor Preliminary Plat
Applicant(s): Walsh Group
File #: PP 2024-007



NAME	ADDRESS	CITY	STATE	ZIP
PASCO SCHOOL DISTRICT NO. 1	1215 W LEWIS ST	PASCO	WA	99301
LEE A & LYNNE M EICKMEYER	510 EASY ST	PASCO	WA	99301
JEFFREY & ANGELA BOOTHE	11215 QUIVER LN	PASCO	WA	99301
CESAR SANZON	11203 QUIVER LN	PASCO	WA	99301
PATRICK & PATRICIA REID	11204 QUIVER LN	PASCO	WA	99301
ROBINETT, BRAD DOUGLAS & SHERYL	10710 CHINOOK DR	PASCO	WA	99301
BROADMOOR PROPERTIES LLC	6070 LAKE GENEVA DR	RENO	NV	89511
HYDRO AT BROADMOOR LLC	120 W CATALODO AVE	SPOKANE	WA	99201-3211
AFFINITY AT BROADMOOR LLC	120 W CATALDO AVE	SPOKANE	WA	99201-3211
D.R. HORTON INC.	13115 NE 4TH ST STE 120	VANCOUVI	WA	98684
GAYLA WINSOR	11217 NOTTINGHAM DR	PASCO	WA	99301
MCNEIL (ETAL), ORLEXIS BERCELLE	11212 NORFOLK DR	PASCO	WA	99301
THE DUNES HOMEOWNER ASSOCIATIO	13115 NE 4TH ST STE 120	VANCOUVI	WA	98684

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0238328
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
TRI - Legal Ads
Site:
tricity
Final Cost:
$256.50
Referral Code:
NOPH 6-8-2025
Payment Type:
Account Billed
User ID:
IPL0018633

ACCOUNT INFORMATION

Debra Barham
525 North Third Ave.
Pasco, WA 99301
509-544-3096
cityclerk@pasco-wa.gov
City of Pasco

TRANSACTION REPORT

Date
June 4, 2025 7:11:49 PM EDT
Amount:
$256.50

SCHEDULE FOR AD NUMBER IPL02383280

June 8, 2025
Tri-City Herald Print Publication

PREVIEW FOR AD NUMBER IPL02383280

1.54inches x 8.01inches

CITY OF PASCO
NOTICE OF PUBLIC HEARING

Si necesita ayuda para entender este aviso o necesita más información, por favor llame al Departamento de Desarrollo Comunitario y Económico de la Ciudad de Pasco a 509-545-3441.

Open Record Hearing Date, Time, Location: The City of Pasco Hearing Examiner will conduct open record hearing at **6:00 p.m.** on **June 24, 2025** in **the Council Chambers in Pasco City Hall at 525 N 3rd Avenue** in Pasco, Washington (use Sylvester Street Parking Lot Entrance). The Hearing Examiner will consider public testimony **concerning the following application at this hearing:**

PP 2024-007 The Grove at Broadmoor: The application for preliminary plat approval for a 94 lot residential subdivision on approximately 11.96 acres located on parcel #115210057 & parcel #115210052 in the R-4, High Density Residential District. Said property is located south of Burns Road & generally between Road 108 & Road 112 in Pasco, WA.

The Above Proposal is subject to the Pasco Municipal Code.

Public Comment Period: Written comments must be submitted to the Community Development Department by **5:00 p.m. on June 24, 2025**. Any interested party may submit comments, attend the meeting and/or give testimony, or request notice of the Hearing Examiner's decisions. To submit comments, request notice, or if you have questions about the pro-

posals, contact the Planning Division at (509) 544-4146 or via e-mail at raymondc@pasco-wa.gov or via postal mail at PO Box 293, Pasco, WA 99301.

If you wish to participate in the hearing virtually, please register at least 2 hours prior to the meeting at the following registration link: www.pasco-wa.gov/publiccomment. After registering, you will receive a confirmation email containing information about joining the webinar.

Estimated Date of Decision: Hearing Examiner will render Decisions on Preliminary Plat applications within ten (10) working days of the public hearing.

The City of Pasco welcomes full participation in public meetings by all citizens. No qualified individual with a disability shall be excluded or denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at this public meeting, please contact the Community Development Department at (509) 545-3441 or TDD (509) 585-4425 at least ten days prior to the date of the meeting to make arrangements for special needs.
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Publication Dates

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