AGENDA
Hearing Examiner

6:00 PM - Wednesday, November 12, 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.

Please use this link to attend online: Hearing Examiner | Meeting-Join | Microsoft Teams

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 - 156 **(a) PP 2025-003 Columbia Waters Subdivision**
Applicant has submitted an application for the subdivision of one lot into two hundred thirteen lots. The project will be constructed in three phases and will consist of approximately 145 single-family homes and 34 duplexes.

157 - 207 **(b) Z 2025-009 Rocky Hills Management LP "Wilson Estates" R-T to R-1**
A public hearing to consider a rezone application submitted by Big Sky North, LLC on behalf of Rocky Hills Management LP. The request proposes to rezone Parcel No. 115180030, approximately 156 acres in size, from R-T (Residential Transition) to R-1 (Low Density Residential).

4. ADJOURNMENT

REPORT TO THE HEARING EXAMINER
City Hall – 525 North Third Avenue – Council Chambers
WEDNESDAY, November 12, 2025
6:00 PM

MASTER FILE #: **PP 2025-003**

APPLICANT: Big Sky North, LLC
5810 Midland Ln, Unit 65
Pasco, WA 99301

REQUEST: **Preliminary Plat**: Columbia Waters Estates subdivision of parcel 115010042 into 213 residential lots.

Timeline:

June 16, 2025	Preliminary Plat Application-PP2025-003 and SEPA Environmental Checklist-SEPA2025-024, submitted
June 20, 2025	Preliminary Plat Application Deemed Complete
July 14, 2025	SEPA Checklist Deemed Complete
October 17, 2025	SEPA Determination of Non-Significance Issued
October 21, 2025	Notice of Public Hearing for PP2025-003 Mailed to Properties Within 300 Feet of Proposed Subdivision
October 26, 2025	Notice for Public Hearing for PP2025-003 Published in Tri-City Herald
November 5, 2025	Public Hearing Staff Report Published

BACKGROUND

1) <u>PROPERTY DESCRIPTION</u>:

<u>Legal:</u> THAT PARCEL OF LAND BEING LOT 4 OF THAT CERTAIN RECORD OF SURVEY RECORDED UNDER BOOK 4 OF SURVEYS AT PAGE 181, AUDITOR'S FILE NUMBER 1943869, RECORDS OF FRANKLIN COUNTY, WASHINGTON AND A PORTION OF PARCEL 1 AND 2 OF THAT CERTAIN RECORD OF SURVEY RECORDED UNDER BOOK 4 OF SURVEYS AT PAGE 643, AUDITOR'S FILE NUMBER 1998115 RECORDS OF FRANKLIN COUNTY, WASHINGTON, LOCATED IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, FRANKLIN COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS; BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER;
THENCE NORTH 01°06'35" EAST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 671.87 FEET TO THE SOUTHWEST CORNER OF THE NORTH HALF OF THE SOUTH HALF OF SAID SOUTHWEST QUARTER AND BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 01°06’35” EAST ALONG SAID WEST LINE, 1007.80 FEET TO THE NORTHWEST CORNER OF SAID LOT 4;
THENCE NORTH 89°28’55” EAST ALONG THE NORTH LINE OF SAID LOT 4 AND PARCEL 2, 1103.33 FEET;
THENCE SOUTH 00°31’05” EAST, 330.00 FEET;
THENCE NORTH 89°28’55” EAST, 9.00 FEET;
THENCE SOUTH 00°31’05” EAST, 160.00 FEET;
THENCE NORTH 89°28’55” EAST, 1126.53 FEET;
THENCE NORTH 15°00’50” WEST, 35.38 FEET;
THENCE NORTH 74°59’10” EAST, 171.98 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF ROAD 68 NORTH;
THENCE SOUTH 15°00’38” EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 619.73 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 1;
THENCE SOUTH 89°36’01” WEST ALONG THE SOUTH LINE OF SAID PARCEL 1 AND LOT 4, 2580.22 FEET TO THE TRUE POINT OF BEGINNING.
ALSO SHOWN AS ADJUSTED PARCEL 115-170-079 ON SURVEY RECORDED JUNE 5, 2025 UNDER AUDITOR'S FILE NO. 1999739.

General Location: The property is situated west of Road 68, north of Burns Road, east of future Road 84, and south of Deseret Drive, adjoining the Desert Sage subdivision to the south.
Property Size: 42.66 acres

2) **ACCESS:** The property will have access from Road 68, Ember Lane, and Road 84.

3) **UTILITIES:** Municipal water and sewer are available adjacent to Road 84 and Ember Lane and will be required to be extended to and through.

4) **LAND USE AND ZONING:** The property is split-zoned, with the northern portion (approximately 360 feet in depth) designated R-3 (Medium Density Residential) and the southern portion (approximately 650 feet in depth) designated R-1 (Low Density Residential). The site is currently undeveloped and utilized for agricultural purposes. Surrounding properties are zoned and developed as follows:

North: R-3 & R-T (Residential Transition) – Undeveloped / Agricultural
East: R-3, C-1 (Retail Business), R-1, R-S-40 (Suburban–County), & R-R-1 (Rural Residential) – Undeveloped / Agricultural / Single-Family Homes
South: R-3 & R-1 – Single-Family Attached and Detached Homes
West: R-1 – Site Improvements / Undeveloped / Agricultural

5) **COMPREHENSIVE PLAN:** The City of Pasco Comprehensive Plan designates the northern portion of the site as Medium Density Residential and the southern portion as Low Density Residential, consistent with the respective depths described above.

The Medium Density Residential designation supports a variety of housing types at densities ranging from 6 to 20 dwelling units per acre and may correspond to the R-2 (Medium Density Residential), R-3, R-4 (High Density Residential), or R-P (Residential Park) zoning districts.

The Low Density Residential designation supports a range of housing types at densities of 3 to 6 dwelling units per acre and may correspond to the R-S-20 (Suburban), R-S-12 (Suburban), R-S-1 (Suburban), R-1, R-1-A (Low Density Residential Alternate), or R-1-A2 (Low Density Residential Alternate) zoning districts.

6) **ENVIRONMENTAL DETERMINATION:** The City of Pasco is the lead agency for this project. Based on the

SEPA checklist (SEPA2025-024), the adopted City Comprehensive Plan, City development regulations, and other information, a threshold determination resulting in a Determination of Non-Significance (DNS) was issued on October 17, 2025, for this project under WAC 197-11-355.

ANALYSIS

Request

The applicant proposes to subdivide Parcel No. 115010042, totaling approximately 42.66 acres, into 213 residential lots. Of these, 145 lots are proposed for single-family detached housing (within the Low Density Residential portion), and 68 lots are proposed for single-family attached housing (within the Medium Density Residential portion).

The subdivision is planned to be developed in three phases. Proposed improvements include mass grading, construction of public streets, and installation of water, sewer, Franklin County irrigation, communication, and power infrastructure. The project also involves the extension of existing City of Pasco public streets, including Road 84 and Ember Lane.

In addition, three public pedestrian pathways are proposed to enhance connectivity and walkability within the residential blocks, providing convenient pedestrian access from Road 84 into the subdivision.

History

The subject property was annexed into the City of Pasco in 2022 by Ordinance No. 4591 and concurrently assigned R-3 (Medium Density Residential) and R-1 (Low Density Residential) zoning classifications pursuant to Ordinance No. 4637. Historical aerial imagery and property records indicate the site has been in agricultural use since approximately 2005.

Lot & Right-of-Way Layout

The proposed preliminary plat would create a total of 213 lots designated for single-family residential development. The subdivision includes the dedication of public right-of-way and construction of new internal roadways, including the planned extension of Road 84—classified as a collector street—and Ember Lane, classified as a local access road.

Road 84 runs in a north–south direction and has been extended incrementally through the Seven Sisters and Desert Sage subdivisions. Ember Lane was anticipated to connect northward since the development of the Sage Flats Subdivision in 2019. In addition to these, four internal local access roads (running east–west and north–south, including Ember Lane) are proposed to provide circulation within the plat.

The longest proposed roadway within Columbia Waters Estates, currently labeled “Road A,” extends approximately 1,770 feet from “Road E” to Ember Lane, traveling east–west. While this exceeds the City’s maximum block length standard of 660 feet, the extended length results from the configuration of existing subdivisions to the south (Desert Sage and Sage Flats), which limit available connection points.

The plat also proposes three east–west public pedestrian access easements along the western portion of the site to provide pedestrian connectivity between Road 84 and Road E, enhancing walkability within the subdivision.

Within the Low Density Residential (R-1) area, the proposed lots have an average area of approximately 6,884 square feet, ranging from 6,064 square feet (smallest) to 12,259 square feet (largest). Within the Medium Density Residential (R-3) area, the proposed lots average 3,880 square feet, with individual lot sizes ranging

from 3,690 to 4,546 square feet.

All lots within the proposed plat will have direct access to public right-of-way and will be served by public utilities in accordance with City standards.

STAFF FINDINGS OF FACT

1) The subject property has a Comprehensive Plan designation of Medium Density Residential and Low Density Residential. The Medium Density Residential designation allows for residential development at densities ranging from 6 to 20 dwelling units per acre, while the Low Density Residential designation allows for residential development at densities ranging from 3 to 6 dwelling units per acre.
2) The proposed number of units within the Medium Density Residential designation equates to 7.4 dwelling units per acre.
3) The proposed number of units within the Low Density Residential designation equates to 4.3 dwelling units per acre.
4) The project will involve the construction of new roadways to provide access to the new lots.
5) Provisions for a direct path for bikes and pedestrians, safe routes to school, and neighborhood traffic management measures are required as the proposed site is within one-half mile of a public school.
6) Water and Sewer will be extended to and through the right-of-way to provide all lots with access to utilities.
7) Water rights shall be either deeded to the City or an in-lieu of fee paid prior to recording of any final plat.
8) Washington State Department of Fish and Wildlife (WDFW) identified the potential presence of shrub steppe habitat and a high likelihood of Burrowing Owl activity within the area.
9) A Tier 2 Traffic Impact Analysis (TIA) dated September 19, 2025, and accepted October 16, 2025 determined that the proposed development will not necessitate off-site transportation improvements beyond the collection of applicable traffic impact fees.
10) Traffic, Park, and School impact fees will be collected for each lot prior to building permits being issued for new residences.

TENTATIVE CONCLUSIONS BASED ON FINDINGS OF FACT

As per Pasco Municipal Code (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 served by City emergency services and is located approximately one mile from Vintage Park. The developer will be required to construct right-of-way improvements in accordance with the PMC and the City's Design and Construction Standards. Municipal water and sewer utilities must be extended to and through the right-of-way to ensure service access to all lots within the subdivision.

Traffic and park impact fees will be collected at the time of building permit issuance for each new dwelling to mitigate impacts on the transportation network and to support park development, improvements, and ongoing maintenance.

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

The proposed development will include both single-family detached and attached residential dwellings, consistent with the established residential pattern of the surrounding area. The developer will be required to construct full right-of-way improvements—including curb, gutter, sidewalk, and street lighting—to ensure

safe pedestrian circulation and promote public welfare.

The extension of Road 84 will serve as a key infrastructure component, establishing an important north–south corridor that connects the development to Sandifur Parkway. This alignment, extending over three-quarters of a mile, will enhance local traffic circulation and help distribute traffic more evenly between Road 84 and Road 68.

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

- ***Housing Policy H-1-A: Allow for a full range of housing including single family homes, townhouses, condominiums, apartments, and manufactured housing, accessory dwelling units, zero lot line, planned unit developments etc.*** *The R-3 and R-1 zoning designations allow for a variety of dwelling types. This proposal includes both attached and detached single-family dwellings consistent with the development pattern in the immediate vicinity.*
- ***Land Use Policy LU-2-B: Facilitate planned growth within the City limits and UGA, and promote infill developments in the City limits through periodic review of growth patterns and market demand within each of the City's land use designations.*** *The proposal involves residential development within the City limits, located in an area that has historically met the Comprehensive Plan's average density targets for Low- and Medium-Density Residential land uses. The project is consistent with the surrounding development pattern and land use designations identified in the Comprehensive Plan and will contribute to the City's overall housing availability.*
- ***Utilities Policy UT-1-A: Ensure that public water and sewer services are available concurrently with development in the urban growth area.*** *Public water and sewer services are available in the vicinity of the site. Coordination with the Seven Sisters Phase 4 subdivision, located west of the site across Road 84, may be beneficial to facilitate the extension of required utilities as part of this development. The proposed project would extend these utilities to and through the property, providing service connections to each lot and establishing a closer connection point for future development of adjacent lands within the Urban Growth Area (UGA).*

(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. Further, the proposal conforms with some Council's 2022-2023 goals such as:

- ***Economic Vitality: Implementation of the Comprehensive Land Use Plan through related actions including zoning code changes, phased sign code update, and development regulations and standards.*** *In November of 2023 the City Council passed Ordinance 4700 relating to residential design standards. These standards provide various housing types, lot sizes, frontage widths etc. which the proposed plat will conform to and use.*

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

Title 21, Pasco Urban Area Subdivision Regulations, establishes the requirements and procedures for various subdivision types, including standards for streets, lots, blocks, and application materials. The proposed subdivision generally conforms to the intent and purpose of Title 21, with the exception of exceeding the maximum block length specified in PMC 21.20.010(3). This deviation results from the configuration of existing subdivisions to the south. Conditions of approval will address standard issues and allow the preliminary plat to move forward in the review process.

(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 the development of this plat. These factors will ensure the public use and interest are served.

APPROVAL CONDITIONS

1) The Columbia Waters Estates subdivision shall be developed in substantial conformance with the submitted Plat. The subdivision shall contain 213 residential lots.
2) All frontage improvements associated with this project are to be made in accordance with City of Pasco Design and Construction Standards and Specifications for Public Works Improvements and Municipal Codes.
3) The face of the final plat shall include this statement: "As a condition of approval of this final 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) All stormwater is required to be maintained and treated on site in accordance with Washington State Department of Ecology and City of Pasco Standards.
5) Civil plans submitted for City approval must be designed and stamped by a Washington State Licensed Civil Engineer.
6) PMC 21.35.100 Underground Utilities: (1) All utility lines serving the subdivision, including but not limited to power, telephone and television cables, shall be installed underground. Adequate easements shall be provided for all such utility lines, which will not be located within the right-of-way.
7) All utilities shall comply with PMC 12.36.050(2), as applicable.
8) 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."
9) 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, 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.
10) Only City of Pasco and other authorized utilities with franchise agreements are allowed in the public right-of-way.
11) 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.
12) 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.
13) Street lighting will be required per City standards.
14) The pedestrian access easements shown shall be dedicated as public right-of-way in accordance with PMC 21.15.100 and improved with a hard-surfaced, ADA-compliant path that is adequately illuminated.
15) In accordance with PMC 21.15.100, each pedestrian and bicycle accessway that intersects a local access

street shall include a complete mid-block pedestrian crossing.

16) Pursuant to PMC 21.35.090 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 Road 68 and 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.”
17) The developer or builder shall pay a "common area fee" to the City in accordance with PMC 25.180.060(6) and PMC 3.100 at the time building permits are issued for homes. These funds shall be deposited into a dedicated account as outlined in PMC 3.100 and used to support the maintenance of arterial boulevard strips. The City will not assume responsibility for maintaining the landscaping adjacent to these streets until all applicable fees for each adjoining phase have been collected.
18) Lots fronting Road 84 shall obtain future access through shared driveways in order to meet the minimum 150-foot driveway spacing requirement for Collector streets, as specified in PMC 21.20.010. Driveway spacing shall be measured from the edge of adjacent driveway approaches.
19) Prior to final plat approval, the applicant shall demonstrate that Lots 4 and 5, and Lots 39 and 40, comply with the lot depth-to-width ratio requirements of PMC 21.20.040(1)(a). The maximum allowable ratio is 2.5:1.
20) 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.”

RECOMMENDATION

Staff recommends approval of the Columbia Waters Estates Preliminary Plat located at Parcel 115010042, Pasco, WA with conditions per above.

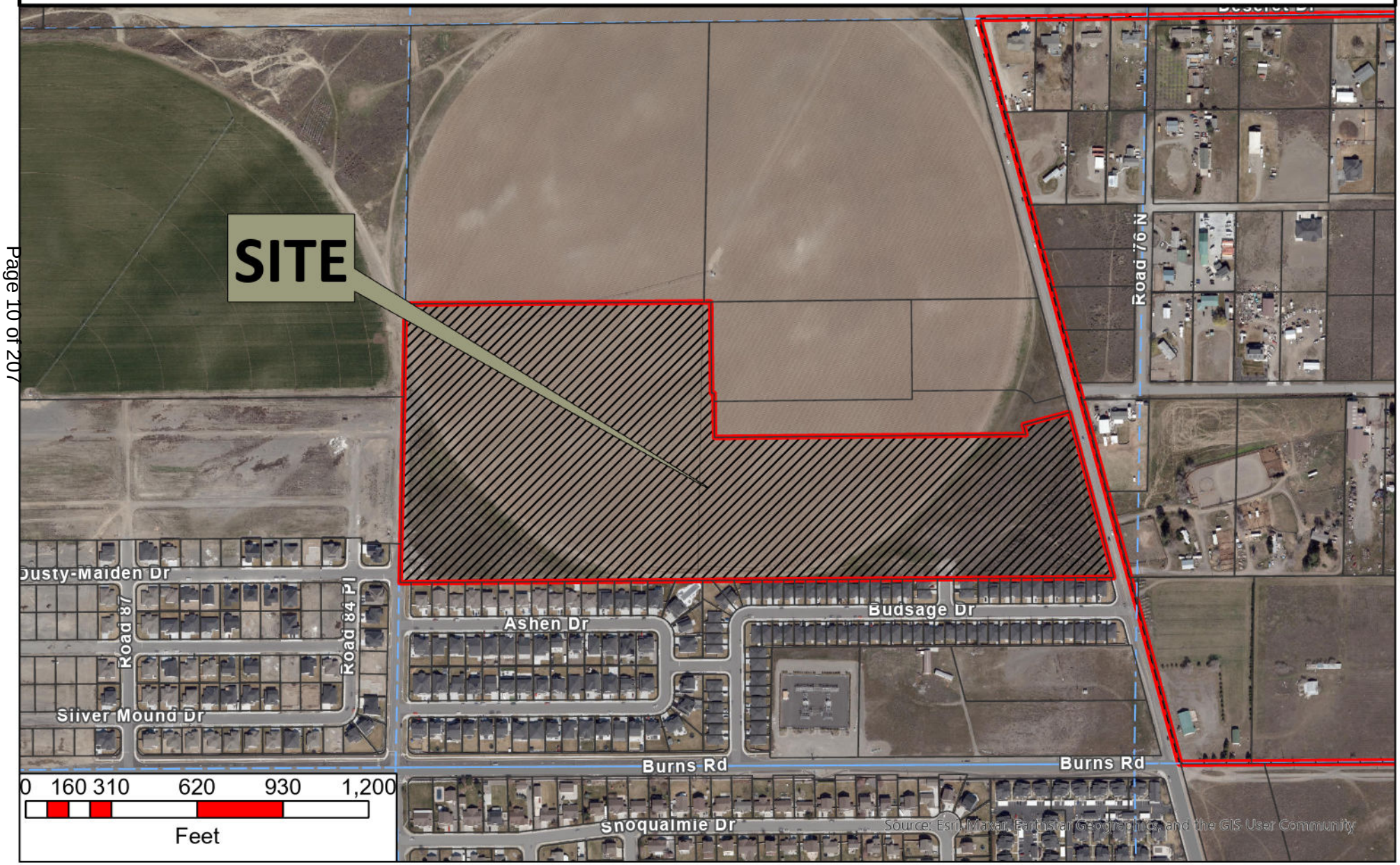
Overview Map

Item: Columbia Waters Estates Preliminary Plat
Applicant: Big Sky North, LLC
File #: PP2025-003



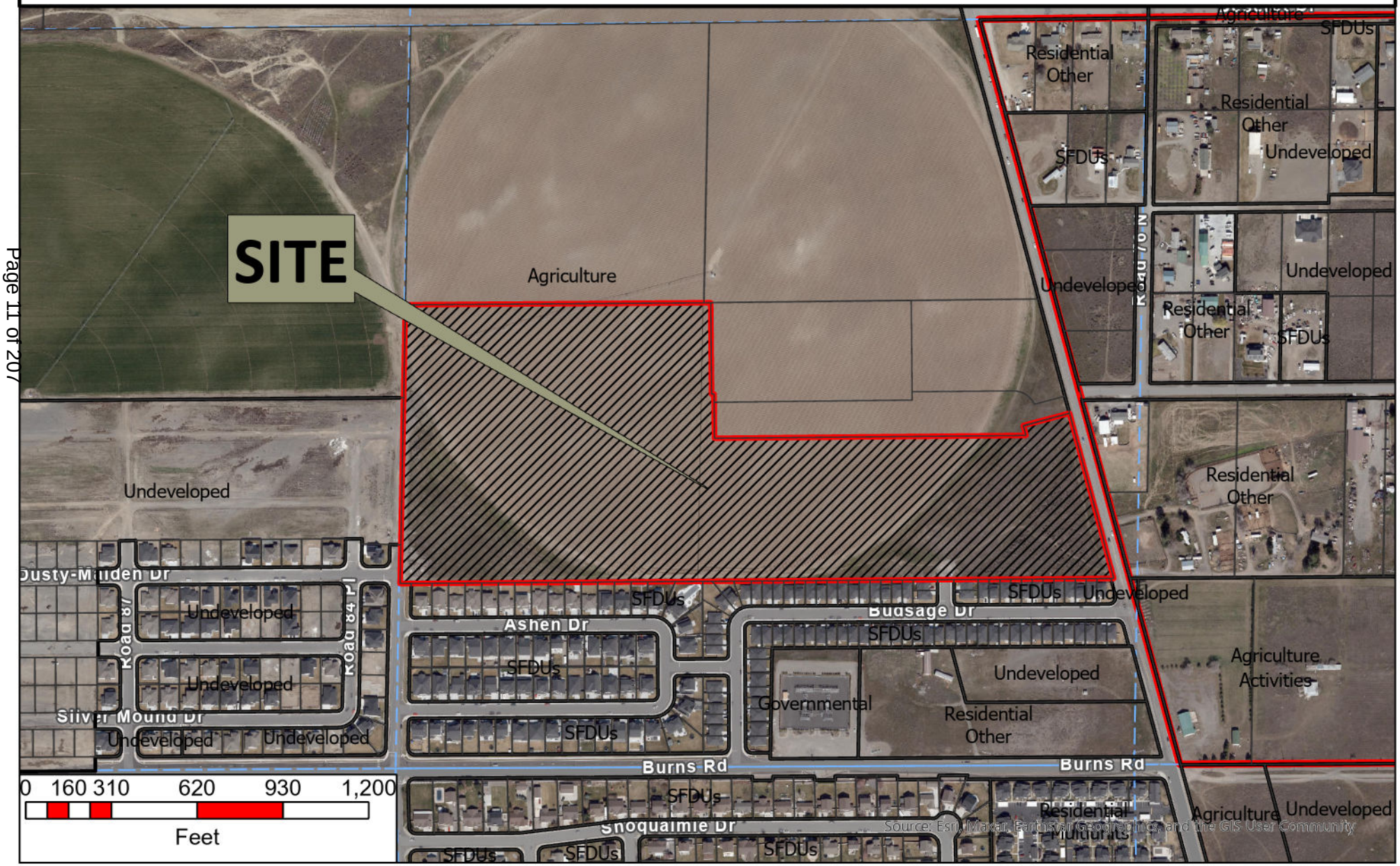
Vicinity Map

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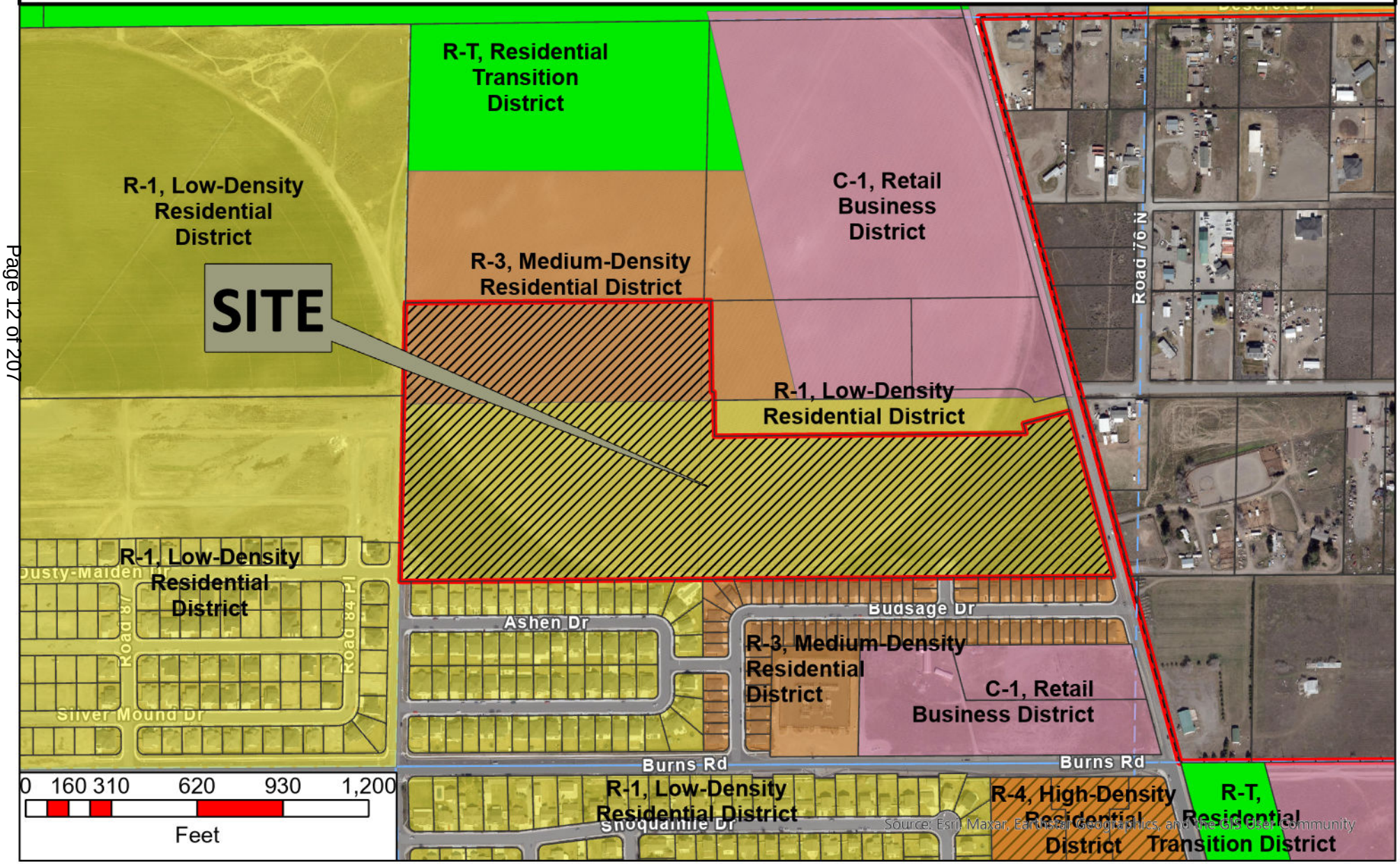
Land Use Map

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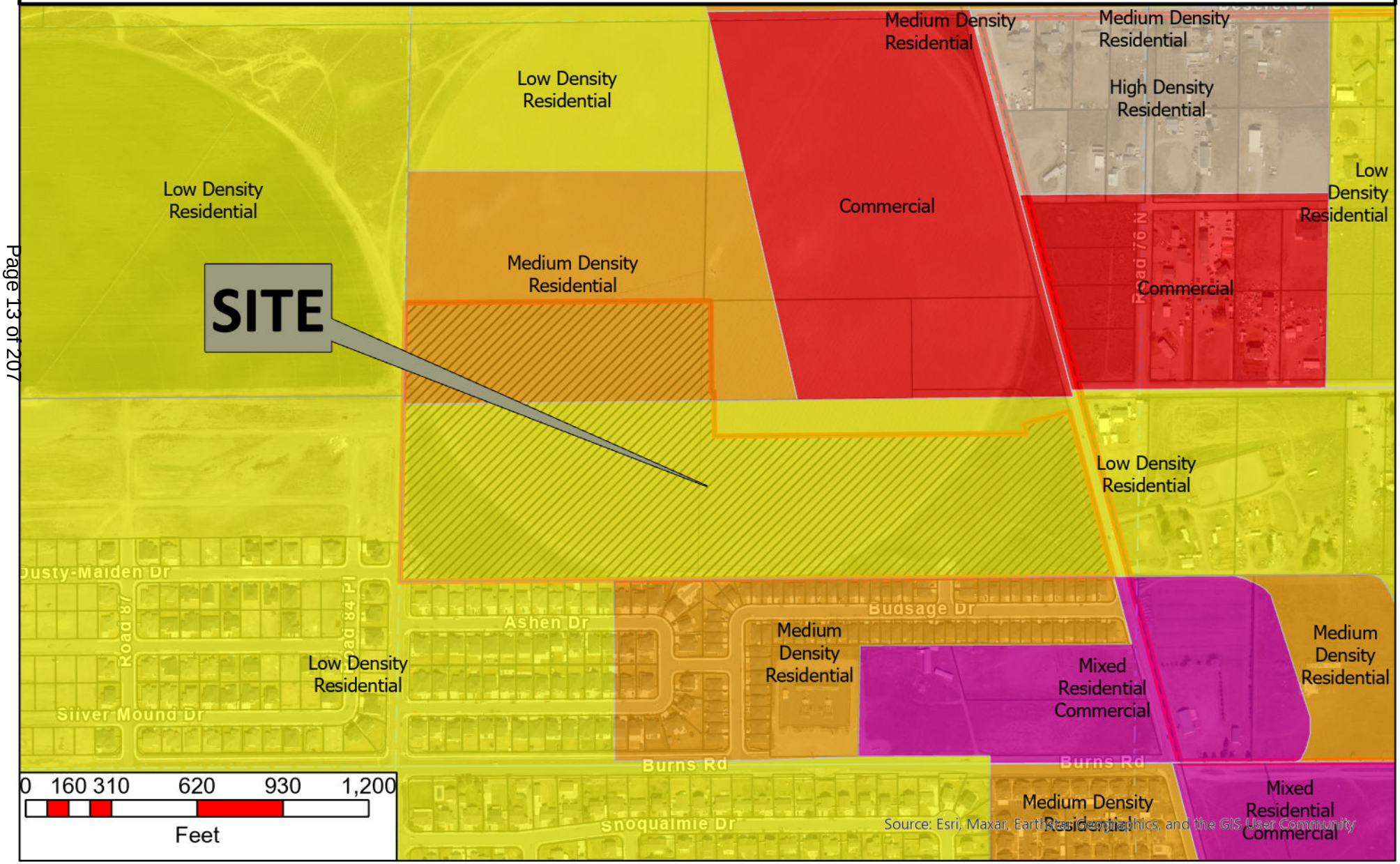
Zoning Map

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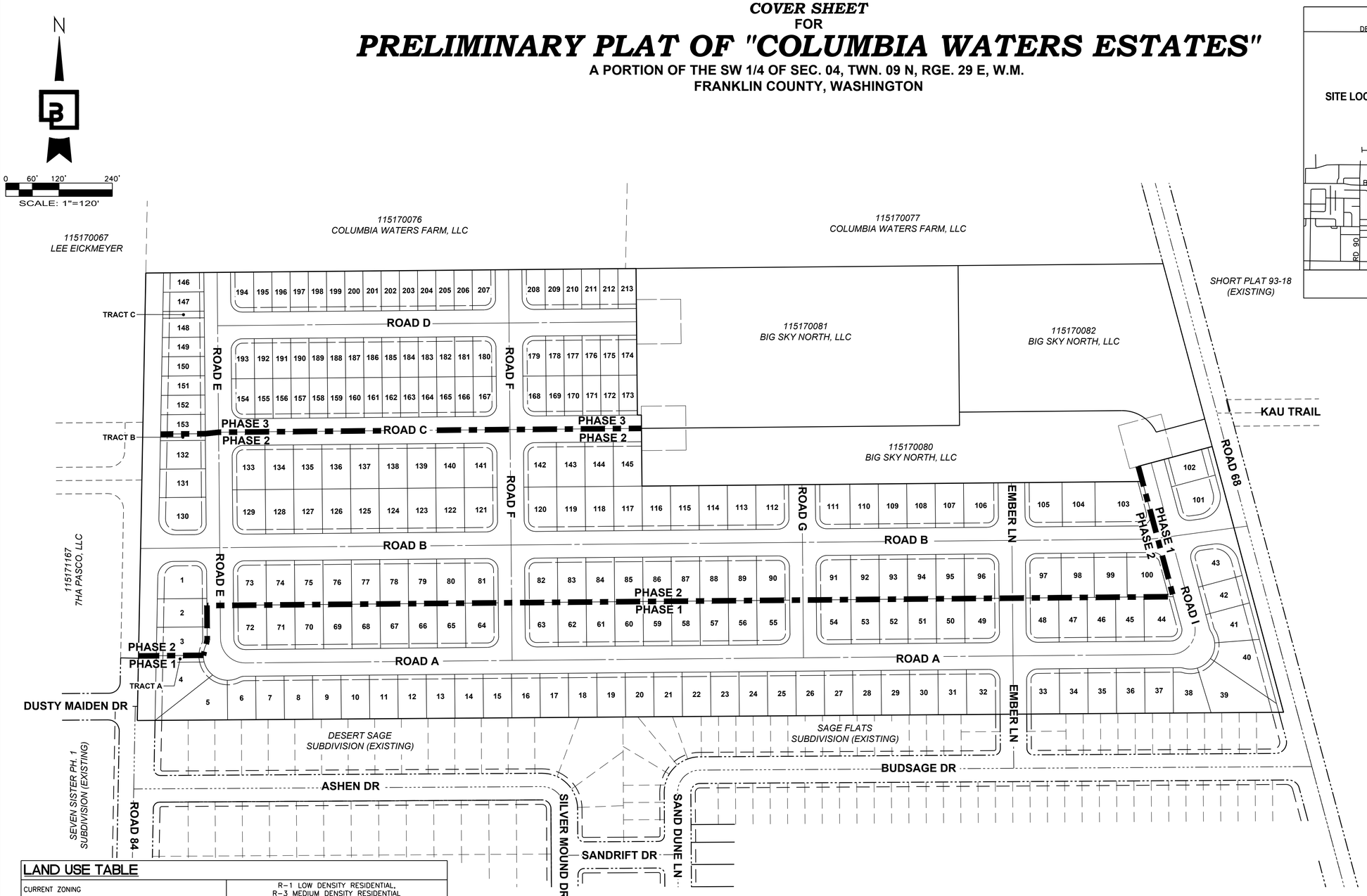


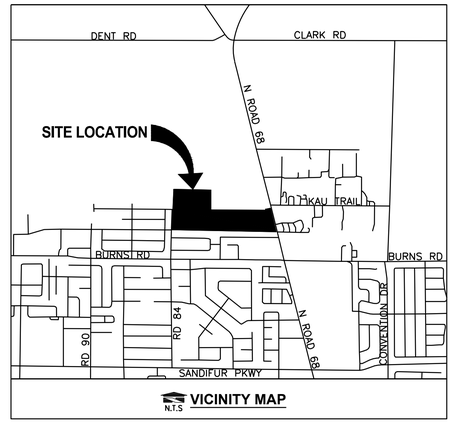
Comp Plan Map

Item: Columbia Waters Estates Preliminary Plat
Applicant: Big Sky North, LLC
File #: PP2025-003



COVER SHEET
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON





OWNER/DEVELOPER
BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301
(509) 521-4834
CONTACT: DAVE GREENO

OWNER'S REPRESENTATIVE
HARPSTER LAND DEVELOPMENT
5804 ROAD 90, SUITE C
PASCO, WA 99301
(509) 212-9596
CONTACT: PETER HARPSTER

ENGINEER
BARGHAUSEN CONSULTING ENGINEERS, INC.
400 COLUMBIA POINT DRIVE, SUITE 101-B
RICHLAND, WA 99352
(253) 740-8886
CONTACT: DEREK FORZA, PE

PRELIMINARY LAND SURVEYOR
AHBL, INC.
5804 ROAD 90, SUITE H
PASCO, WA 99301
(509) 380-5883
CONTACT: JOHN BECKER, PLS

LAND SURVEYOR
MGS PASCO, INC.
809 S AUBURN ST
KENNEWICK, WA 99336
(509) 491-1071
CONTACT: KEVIN BETHJE, PLS

SITE ADDRESS
ADDRESS NOT AVAILABLE
NORTHWEST OF N ROAD 68 & BUDSAGE DR INTX
PASCO, WA 99301

PARCEL NUMBERS
115170079

UTILITIES
WATER:	CITY OF PASCO
SEWER:	CITY OF PASCO
IRRIGATION:	CITY OF PASCO
STORMWATER:	CITY OF PASCO
TELEPHONE:	CHARTER SPECTRUM
POWER:	FRANKLIN PUD
ROADS/ROW:	CITY OF PASCO
STREETLIGHTS:	CITY OF PASCO

SHEET INDEX

Sheet Number	Sheet Title
1	COVER SHEET
2	PARCEL TABLES
3	PARCEL LAYOUT - NW
4	PARCEL LAYOUT - SW
5	PARCEL LAYOUT - N
6	PARCEL LAYOUT - S
7	PARCEL LAYOUT - E
8	PRELIM UTILITY LAYOUT

LAND USE TABLE
CURRENT ZONING	R-1 LOW DENSITY RESIDENTIAL, R-3 MEDIUM DENSITY RESIDENTIAL
CURRENT LAND USE	LOW DENSITY RESIDENTIAL, MEDIUM DENSITY RESIDENTIAL
TOTAL SITE AREA	42.66 AC
TOTAL RESIDENTIAL AREA	1,261,933 (28.97 AC)
TOTAL RIGHT OF WAY AREA	596,144 SF (13.69 AC)
RESIDENTIAL LOT COUNT (R-1, R-3, TOTAL)	145 DU // 68 DU // 213 DU
RESIDENTIAL LOT DENSITY (R-1, R-3, TOTAL)	4.3 DU/AC // 7.4 DU/AC // 5.0 DU/AC
RESIDENTIAL LOT AREA (R-1, R-3)	998,108 SF (22.91 AC) // 263,825 SF (6.06 AC)
AVERAGE RESIDENTIAL LOT AREA (R-1, R-3)	6,884 SF // 3,880 SF
MINIMUM RESIDENTIAL LOT AREA (R-1, R-3)	6,064 SF (LOT 6) // 3,690 SF
MAXIMUM RESIDENTIAL LOT AREA (R-1, R-3)	12,259 SF (LOT 39) // 4,546 SF (LOT 207)
NUMBER OF CONSTRUCTION PHASES	3
LOTS PER PHASE (PHASE 1, PHASE 2, PHASE 3)	PH. 1: 71 DU (LOTS 4-72, 101-102) PH. 2: 74 DU (LOTS 1-3, 73-100, 103-145) PH. 3: 68 DU (LOTS 146-213)
RIGHT OF WAY PER PHASE (PHASE 1, PHASE 2, PHASE 3)	PH. 1: 206,524 SF (4.74 AC) PH. 2: 253,625 SF (5.82 AC) PH. 3: 135,995 SF (3.12 AC)

LEGAL DESCRIPTION
PARCEL 115170079
THAT PARCEL OF LAND BEING LOT 4 OF THAT CERTAIN RECORD OF SURVEY RECORDED UNDER BOOK 4 OF SURVEYS AT PAGE 181, AUDITOR'S FILE NUMBER 1943869, RECORDS OF FRANKLIN COUNTY, WASHINGTON AND A PORTION OF PARCEL 1 AND 2 OF THAT CERTAIN RECORD OF SURVEY RECORDED UNDER BOOK 4 OF SURVEYS AT PAGE 643, AUDITOR'S FILE NUMBER 1998115 RECORDS OF FRANKLIN COUNTY, WASHINGTON, LOCATED IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, FRANKLIN COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS; BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 01°06'35"EAST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 671.87 FEET TO THE SOUTHWEST CORNER OF THE NORTH HALF OF THE SOUTH HALF OF SAID SOUTHWEST QUARTER AND BEING THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 01°06'35"EAST ALONG SAID WEST LINE, 1007.80 FEET TO THE NORTHWEST CORNER OF SAID LOT 4; THENCE NORTH 89°28'55"EAST ALONG THE NORTH LINE OF SAID LOT 4 AND PARCEL 2, 1103.33 FEET; THENCE SOUTH 00°31'05"EAST, 330.00 FEET; THENCE NORTH 89°28'55"EAST, 9.00 FEET; THENCE SOUTH 00°31'05"EAST, 160.00 FEET; THENCE NORTH 89°28'55"EAST, 11226.53 FEET; THENCE NORTH 15°00'50"WEST, 35.38 FEET; THENCE NORTH 74°59'10"EAST, 171.98 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF ROAD 68 NORTH; THENCE SOUTH 15°00'38"EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 619.73 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 1; THENCE SOUTH 89°36'01"WEST ALONG THE SOUTH LINE OF SAID PARCEL 1 AND LOT 4, 2580.22 FEET TO THE TRUE POINT OF BEGINNING; CONTAINING 42.66 ACRES MORE OR LESS. TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS AND RESTRICTIONS APPARENT OR OF RECORD.

VERTICAL DATUM
NAVD 1988 VERTICAL DATUM ON ORTHOMETRICALLY CORRECTED GPS OBSERVATIONS USING WSRN AND GEOID 2012A.

BASIS OF BEARING
NAD 1983/11
WASHINGTON STATE PLANE SOUTH PROJECTION, BASED ON GPS OBSERVATIONS USING WSRN AND GEOID 2012A. UNITS OF MEASUREMENT ARE US SURVEY FEET.

TOPOGRAPHIC NOTE
THE EXISTING CULTURAL AND TOPOGRAPHIC DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, BARGHAUSEN CONSULTING ENGINEERS, LLC CANNOT ENSURE ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWINGS AS A RESULT.

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

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

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

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

Title: COVER SHEET
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

DEREK JAMES FORZA — STATE OF WASHINGTON — 21818730 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY — NOT FOR CONSTRUCTION

Scale: Horizontal 1" = 120' Vertical N/A
Designed DJF Drawn DJF Checked DJF Approved DJF Date 6/16/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 23738
Sheet 1 of 8

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PARCEL TABLES
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON

PARCEL TABLE (ORDERED BY LOT NUMBER)

LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)
1	8,873	44	7,667	87	6,400	130	8,495	173	3,690
2	7,185	45	6,400	88	6,400	131	6,654	174	3,690
3	7,133	46	6,400	89	6,400	132	6,537	175	3,690
4	9,871	47	6,400	90	7,266	133	7,266	176	3,690
5	9,653	48	7,266	91	7,647	134	6,400	177	3,690
6	6,064	49	7,647	92	6,400	135	6,400	178	3,690
7	6,272	50	6,400	93	6,400	136	6,400	179	4,546
8	6,281	51	6,400	94	6,400	137	6,400	180	4,546
9	6,289	52	6,400	95	6,400	138	6,400	181	3,690
10	6,297	53	6,400	96	7,647	139	6,400	182	3,690
11	6,305	54	7,647	97	7,899	140	6,400	183	3,690
12	6,314	55	7,266	98	7,400	141	7,266	184	3,690
13	6,322	56	6,400	99	7,400	142	7,266	185	3,690
14	6,330	57	6,400	100	9,014	143	6,400	186	3,690
15	6,338	58	6,400	101	8,131	144	6,400	187	3,690
16	6,347	59	6,400	102	6,528	145	6,400	188	3,690
17	6,355	60	6,400	103	11,745	146	3,964	189	3,690
18	6,363	61	6,400	104	7,400	147	4,017	190	3,690
19	6,372	62	6,400	105	8,266	148	4,090	191	3,690
20	6,380	63	7,266	106	7,647	149	4,143	192	3,690
21	6,388	64	7,266	107	6,400	150	4,197	193	4,546
22	6,396	65	6,400	108	6,400	151	4,251	194	4,546
23	6,405	66	6,400	109	6,400	152	4,305	195	3,690
24	6,413	67	6,400	110	6,400	153	4,358	196	3,690
25	6,421	68	6,400	111	7,647	154	4,546	197	3,690
26	6,429	69	6,400	112	7,266	155	3,690	198	3,690
27	6,438	70	6,400	113	6,400	156	3,690	199	3,690
28	6,446	71	6,400	114	6,400	157	3,690	200	3,690
29	6,454	72	7,266	115	6,400	158	3,690	201	3,690
30	6,463	73	7,266	116	6,400	159	3,690	202	3,690
31	6,471	74	6,400	117	6,400	160	3,690	203	3,690
32	7,481	75	6,400	118	6,400	161	3,690	204	3,690
33	7,388	76	6,400	119	6,400	162	3,690	205	3,690
34	6,506	77	6,400	120	7,266	163	3,690	206	3,690
35	6,514	78	6,400	121	7,266	164	3,690	207	4,546
36	6,523	79	6,400	122	6,400	165	3,690	208	4,546
37	6,531	80	6,400	123	6,400	166	3,690	209	3,690
38	7,017	81	7,266	124	6,400	167	4,546	210	3,690
39	12,259	82	7,266	125	6,400	168	4,546	211	3,690
40	10,434	83	6,400	126	6,400	169	3,690	212	3,690
41	7,631	84	6,400	127	6,400	170	3,690	213	3,690
42	6,528	85	6,400	128	6,400	171	3,690		
43	8,171	86	6,400	129	7,266	172	3,690		

PARCEL TABLE (ORDERED BY LOT AREA)

LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)	LOT NUMBER	AREA (SF)
184	3,690	175	3,690	143	6,400	77	6,400	63	7,266
192	3,690	171	3,690	86	6,400	137	6,400	120	7,266
160	3,690	176	3,690	93	6,400	115	6,400	48	7,266
185	3,690	172	3,690	95	6,400	116	6,400	133	7,266
161	3,690	177	3,690	94	6,400	117	6,400	121	7,266
186	3,690	173	3,690	92	6,400	118	6,400	73	7,266
162	3,690	178	3,690	107	6,400	119	6,400	64	7,266
187	3,690	169	3,690	108	6,400	113	6,400	81	7,266
155	3,690	146	3,964	109	6,400	114	6,400	141	7,266
163	3,690	147	4,017	110	6,400	57	6,400	72	7,266
188	3,690	148	4,090	50	6,400	58	6,400	129	7,266
156	3,690	149	4,143	51	6,400	59	6,400	142	7,266
164	3,690	150	4,197	52	6,400	60	6,400	112	7,266
181	3,690	151	4,251	53	6,400	61	6,400	82	7,266
189	3,690	152	4,305	45	6,400	62	6,400	55	7,266
157	3,690	153	4,358	46	6,400	56	6,400	90	7,266
165	3,690	193	4,546	47	6,400	88	6,400	33	7,388
182	3,690	154	4,546	128	6,400	87	6,400	104	7,400
190	3,690	167	4,546	122	6,400	89	6,400	99	7,400
158	3,690	180	4,546	123	6,400	85	6,400	98	7,400
166	3,690	194	4,546	124	6,400	84	6,400	32	7,481
183	3,690	208	4,546	125	6,400	144	6,400	41	7,631
191	3,690	207	4,546	126	6,400	145	6,400	54	7,647
159	3,690	179	4,546	127	6,400	23	6,405	96	7,647
201	3,690	168	4,546	70	6,400	24	6,413	106	7,647
200	3,690	6	6,064	71	6,400	25	6,421	111	7,647
199	3,690	7	6,272	65	6,400	26	6,429	91	7,647
198	3,690	8	6,281	66	6,400	27	6,438	49	7,647
213	3,690	9	6,289	67	6,400	28	6,446	44	7,667
205	3,690	10	6,297	68	6,400	29	6,454	97	7,899
197	3,690	11	6,305	69	6,400	30	6,463	101	8,131
212	3,690	12	6,314	79	6,400	31	6,471	43	8,171
204	3,690	13	6,322	139	6,400	34	6,506	105	8,266
196	3,690	14	6,330	78	6,400	35	6,514	130	8,495
211	3,690	15	6,338	138	6,400	36	6,523	1	8,873
203	3,690	16	6,347	80	6,400	102	6,528	100	9,014
195	3,690	17	6,355	140	6,400	42	6,528	5	9,653
210	3,690	18	6,363	76	6,400	37	6,531	4	9,871
202	3,690	19	6,372	136	6,400	132	6,537	40	10,434
209	3,690	20	6,380	75	6,400	131	6,654	103	11,745
206	3,690	21	6,388	135	6,400	38	7,017	39	12,259
174	3,690	22	6,396	74	6,400	3	7,133		
170	3,690	83	6,400	134	6,400	2	7,185		

TRACT TABLE

TRACT NAME	AREA (SF)	TRACT USE
TRACT A	1,602	15' PUBLIC ACCESS PATH
TRACT B	1,515	15' PUBLIC ACCESS PATH
TRACT C	1,398	15' PUBLIC ACCESS PATH

Title: PARCEL TABLES
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

PRELIMINARY
DEREK JAMES FOX
STATE OF WASHINGTON
21018730
REGISTERED
PROFESSIONAL ENGINEER

Scale: Horizontal N/A Vertical N/A

Designed DJF
Drawn DJF
Checked DJF
Approved DJF
Date 6/9/25

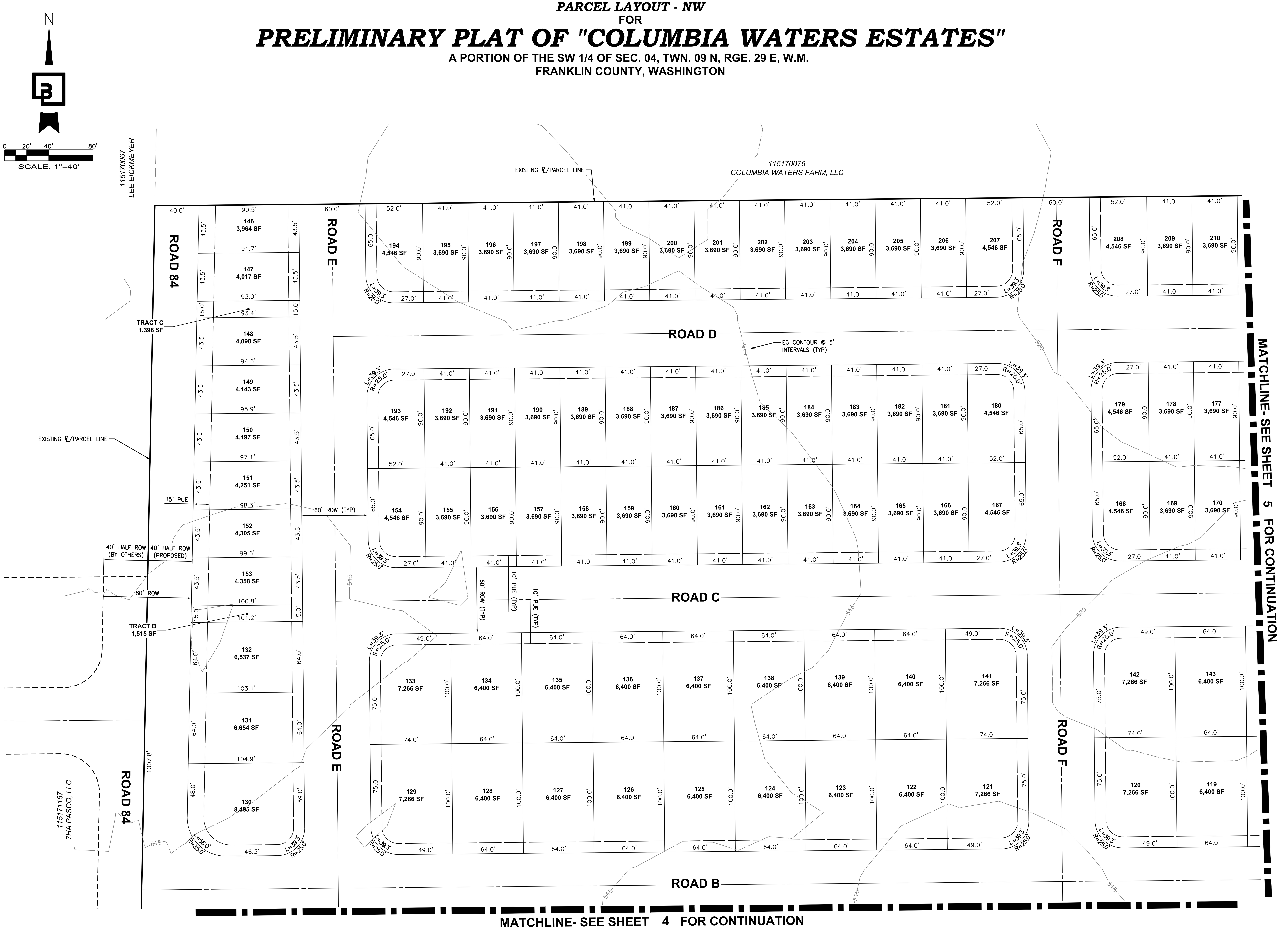
Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23738

Sheet 2 of 8

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PARCEL LAYOUT - NW
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON



Title: PARCEL LAYOUT - NW
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

DEREK JAMES FORZA
STATE OF WASHINGTON
21018730
REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

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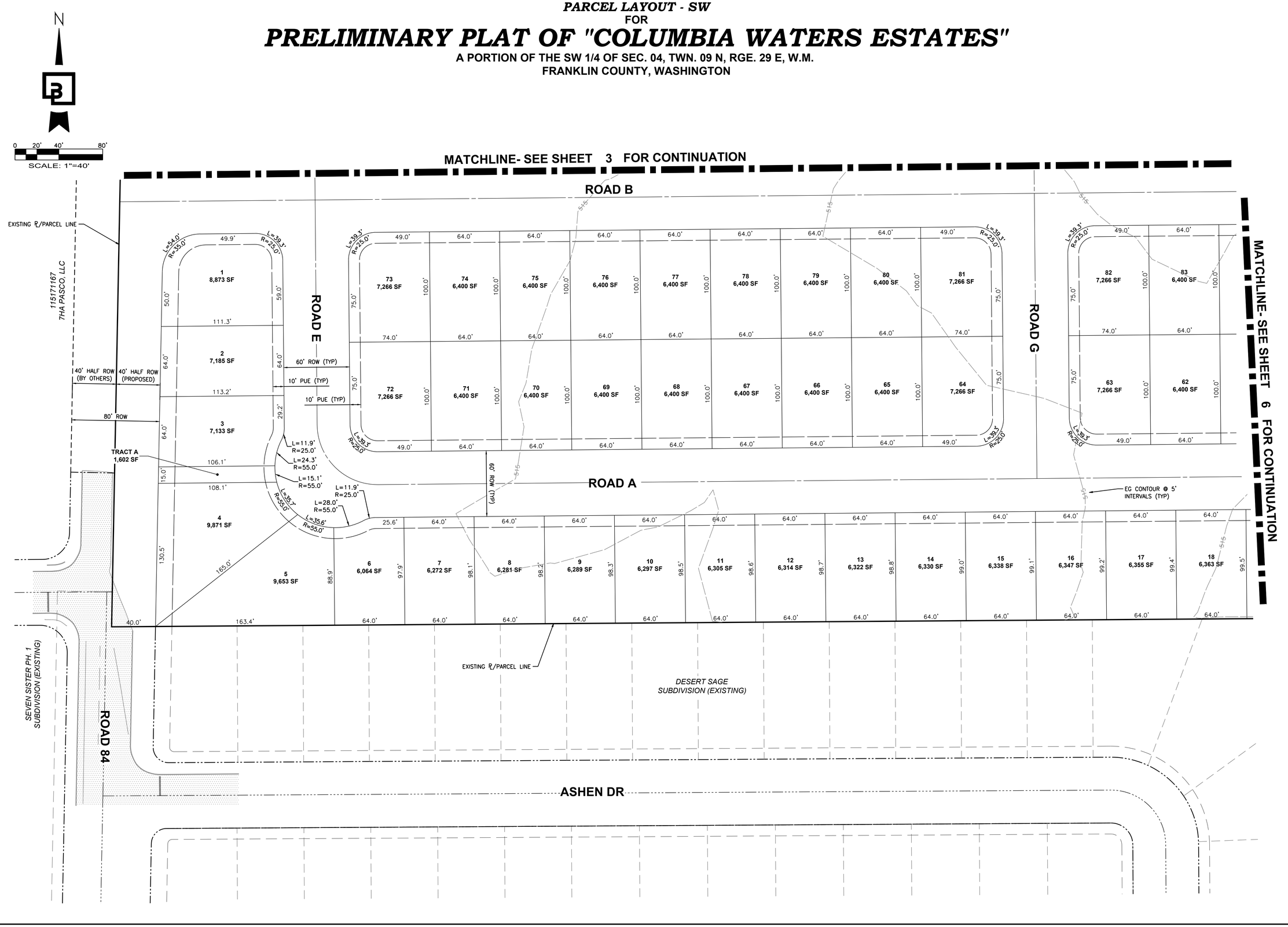
Designed DJF
Drawn DJF
Checked DJF
Approved DJF
Date 6/9/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 23738
Sheet 3 of 8

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PARCEL LAYOUT - SW
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON



Title: PARCEL LAYOUT - SW
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

DEREK JAMES FOX — STATE OF WASHINGTON — 21817 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

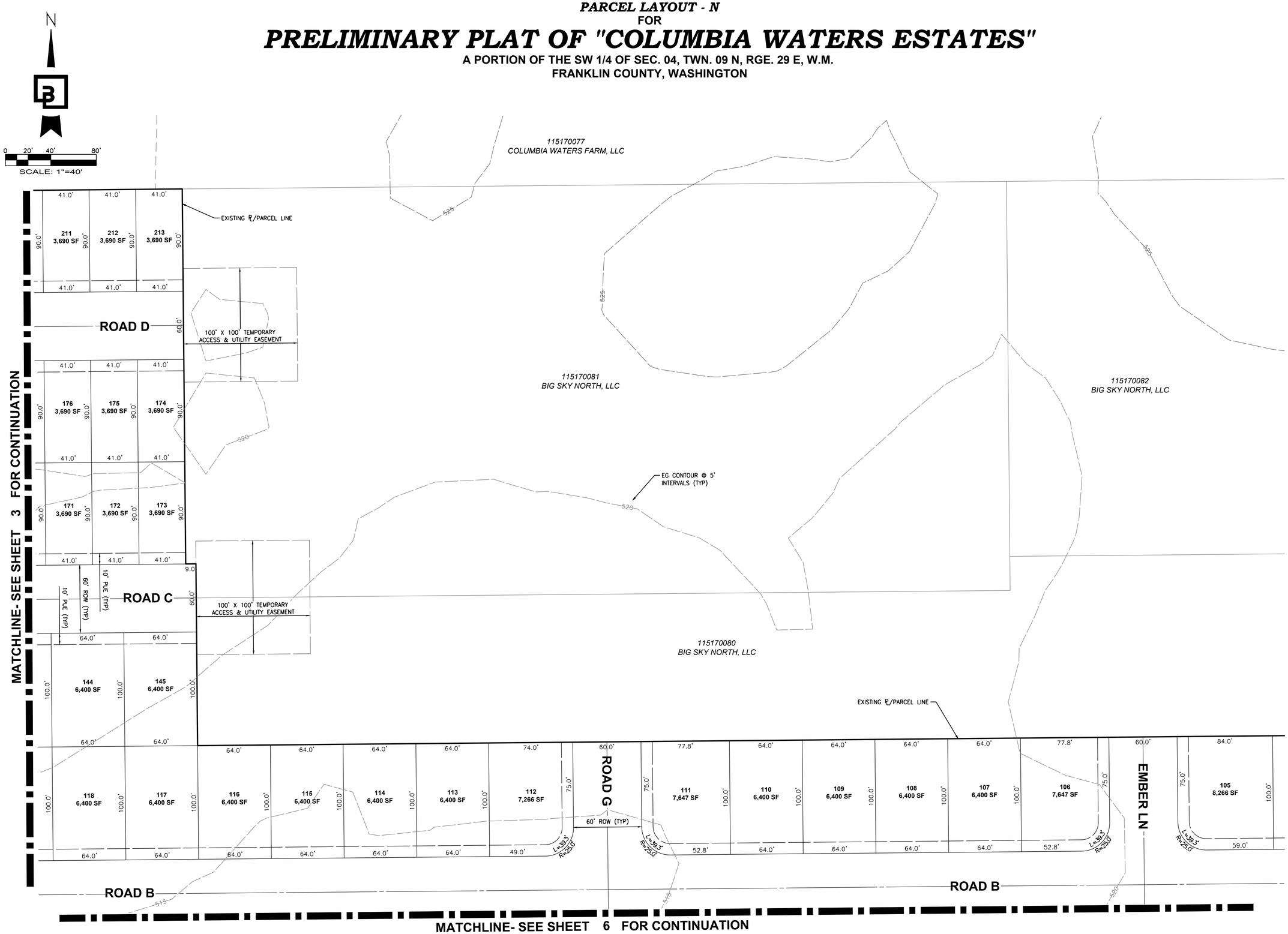
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Designed DJF Drawn DJF Checked DJF Approved DJF Date 6/9/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23738
Sheet 4 of 8

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PARCEL LAYOUT - N
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON



Title: PARCEL LAYOUT - N
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

PRELIMINARY
DEREK JAMES FABY
STATE OF WASHINGTON
21818730
REGISTERED PROFESSIONAL ENGINEER

Scale: Horizontal 1"=40' Vertical N/A
Designed DJF Drawn DJF Checked DJF Approved DJF Date 6/9/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23738
Sheet 5 of 8

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PARCEL LAYOUT - S
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON

N

0 20' 40' 80'
SCALE: 1"=40'

MATCHLINE- SEE SHEET 5 FOR CONTINUATION

MATCHLINE- SEE SHEET 4 FOR CONTINUATION

MATCHLINE- SEE SHEET 7 FOR CONTINUATION

ROAD B

ROAD A

ROAD G

EMBER LN

SAND DUNE LN

BUDSAGE DR

60' ROW (TYP)

10' PUE (TYP)

EG CONTOUR @ 5' INTERVALS (TYP)

EXISTING ℄/PARCEL LINE

DESERT SAGE SUBDIVISION (EXISTING)

84 6,400 SF	85 6,400 SF	86 6,400 SF	87 6,400 SF	88 6,400 SF	89 6,400 SF	90 7,266 SF	91 7,647 SF	92 6,400 SF	93 6,400 SF	94 6,400 SF	95 6,400 SF	96 7,647 SF	97 7,899 SF	61 6,400 SF	60 6,400 SF	59 6,400 SF	58 6,400 SF	57 6,400 SF	56 6,400 SF	55 7,266 SF	54 7,647 SF	53 6,400 SF	52 6,400 SF	51 6,400 SF	50 6,400 SF	49 7,647 SF	48 7,266 SF
19 6,372 SF	20 6,380 SF	21 6,388 SF	22 6,396 SF	23 6,405 SF	24 6,413 SF	25 6,421 SF	26 6,429 SF	27 6,438 SF	28 6,446 SF	29 6,454 SF	30 6,463 SF	31 6,471 SF	32 7,481 SF	33 7,388 SF													

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Title: PARCEL LAYOUT - S
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

DEREK JAMES FORZA — STATE OF WASHINGTON — 018730 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

Scale: Horizontal 1"=40' Vertical N/A

Designed DJF Drawn DJF Checked DJF Approved DJF Date 6/9/25

Job Number 23738

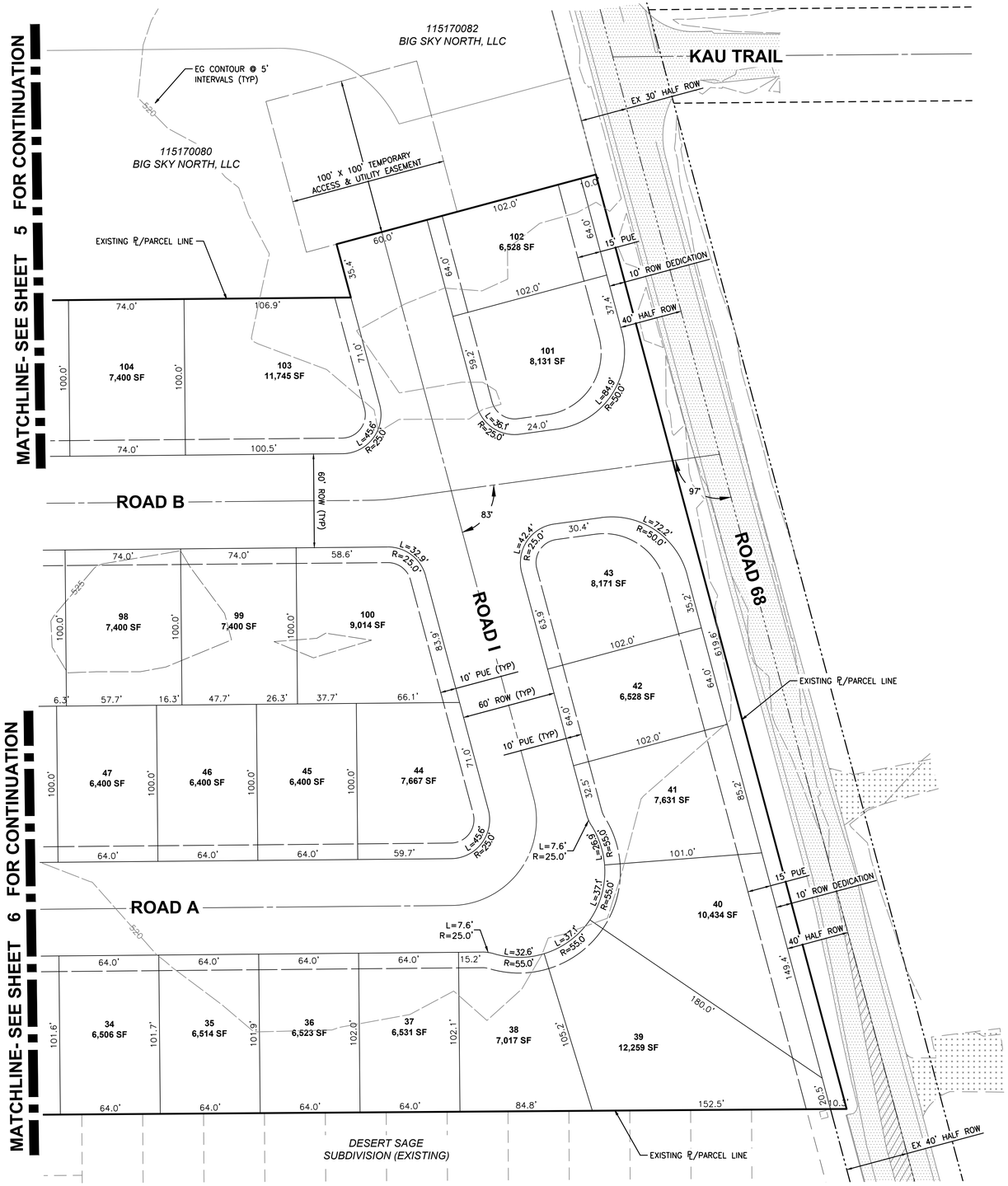
Sheet 6 of 8

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PARCEL LAYOUT - E
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON

N

0 20' 40' 80'
SCALE: 1"=40'



Title: PARCEL LAYOUT - E
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

DEREK JAMES STATE OF WASHINGTON 21818730 REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

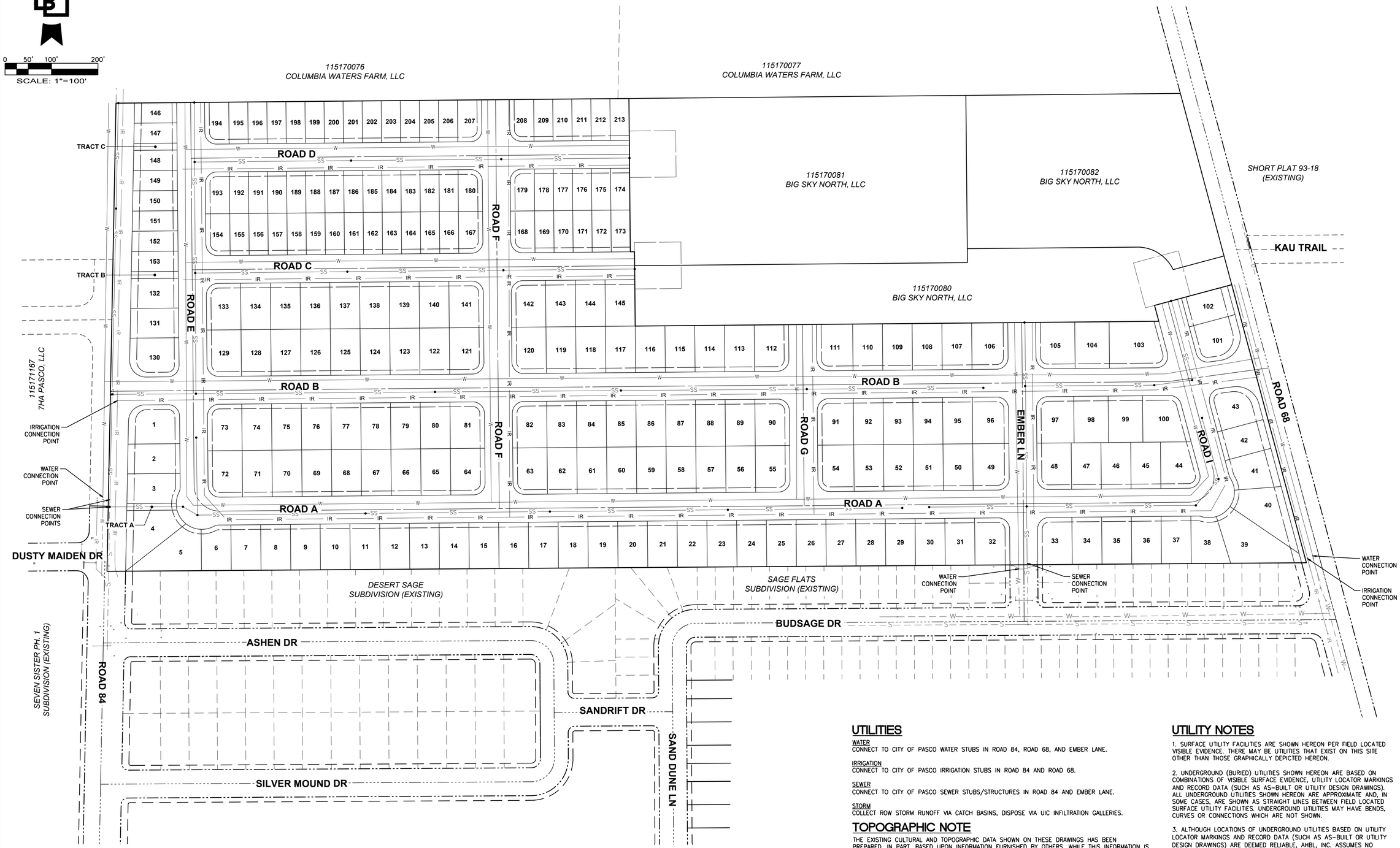
Scale: Horizontal 1"=40' Vertical N/A
Designed DJF Drawn DJF Checked DJF Approved DJF Date 6/9/25

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Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23738
Sheet 7 of 8

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PRELIM UTILITY LAYOUT
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N, RGE. 29 E, W.M.
FRANKLIN COUNTY, WASHINGTON



UTILITIES

WATER
CONNECT TO CITY OF PASCO WATER STUBS IN ROAD 84, ROAD 68, AND EMBER LANE.

IRRIGATION
CONNECT TO CITY OF PASCO IRRIGATION STUBS IN ROAD 84 AND ROAD 68.

SEWER
CONNECT TO CITY OF PASCO SEWER STUBS/STRUCTURES IN ROAD 84 AND EMBER LANE.

STORM
COLLECT ROW STORM RUNOFF VIA CATCH BASINS, DISPOSE VIA UIC INFILTRATION GALLERIES.

TOPOGRAPHIC NOTE

THE EXISTING CULTURAL AND TOPOGRAPHIC DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, BARGHAUSEN CONSULTING ENGINEERS, LLC CANNOT ENSURE ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWINGS AS A RESULT.

UTILITY NOTES

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

Title: PRELIM UTILITY LAYOUT
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

For: BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301

DEREK JAMES FOX — STATE OF WASHINGTON — 21818730 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Scale: Horizontal 1" = 100' Vertical N/A
Designed DJF Drawn DJF Checked DJF Approved DJF Date 6/9/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23738
Sheet 8 of 8

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Docusign Envelope ID: 33D99590-7721-43E9-B717-29688EC04CF6

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:

Docusign Envelope ID: 33D99590-7721-43E9-B717-29688EC04CF6

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:

Docusign Envelope ID: 33D99590-7721-43E9-B717-29688EC04CF6

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

Docusign Envelope ID: 33D99590-7721-43E9-B717-29688EC04CF6

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.

Docusign Envelope ID: 33D99590-7721-43E9-B717-29688EC04CF6

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

Master File # PP2025-003 Date Submitted: June 16, 2024

Applicant Info	Owner Info (if different than applicant)
Name: Big Sky North	Name:
Address: 5810 Midland Ln. Unit 65 Pasco, WA 99301	Address:
Phone: (509) 521-4834	Phone:
Email: ccolre@aol.com	Email:

Project Address: NKA. North of Burns Road, East of Road 84, and West of Road 68.

Project Parcel Number: 115010042

Current Zoning: North half of the site is zoned R-3, south half is zoned R-1.

Gross square footage of property: 1,858,269.6 sf

Number of lots proposed: 213

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.):
None.

Description of proposal: Proposal to subdivide 42.66 acres into 213 residential lots.

CED (07/08/2025): According to submitted TIA, there will be approximately 145 single-family homes and 34 duplexes.

Docusign Envelope ID: 33D99590-7721-43E9-B717-29688EC04CF6

Access to proposed plat (existing or proposed): The site will be serviced by three public road entrances from Road 68 to the east, and Road 84 to the west, along with the planned construction of Road B, which will allow access to the site from the east and the west.

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:
8BAE7D9C0C2143B...
Applicant Signature — 6/13/2025 Date

DocuSigned by:
8BAE7D9C0C2143B...
Owner Signature — 6/13/2025 Date

REVISED PLAT CERTIFICATE

SCHEDULE A

Office File Number	Effective Date	Premium
CBF19892	**June 11, 2025**	**$350.00**
Ref. No.:	at 8:00 a.m.	

THE ASSURED REFERRED TO ON THE FACE PAGE ARE: **BIG SKY NORTH, LLC**

THAT ACCORDING TO THE COMPANY'S PROPERTY RECORDS RELATIVE TO THE FOLLOWING DESCRIBED REAL PROPERTY (BUT WITHOUT EXAMINATION OF THOSE COMPANY RECORDS MAINTAINED AND INDEXED BY NAME):

SEE ATTACHED EXHIBIT "A"

A. THE LAST RECORDED INSTRUMENT PURPORTING TO TRANSFER TITLE TO SAID REAL PROPERTY INDICATES THAT TITLE WAS CONVEYED TO:

BIG SKY NORTH, LLC, A WASHINGTON LIMITED LIABILITY COMPANY

B. THERE ARE NO MORTGAGES OR DEEDS OF TRUST WHICH PURPORT TO AFFECT SAID PROPERTY, OTHER THAN THOSE SHOWN BELOW UNDER EXCEPTIONS.

NO GUARANTEE IS MADE REGARDING (A) MATTERS AFFECTING THE BENEFICIAL INTEREST OF ANY MORTGAGE OR DEED OF TRUST WHICH MAY BE SHOWN HEREIN AS AN EXCEPTION, OR (B) OTHER MATTERS WHICH MAY AFFECT ANY SUCH MORTGAGE OR DEED OF TRUST.

NO GUARANTEE IS MADE REGARDING ANY LIENS, CLAIMS OF LIEN, DEFECTS OR ENCUMBRANCES OTHER THAN THOSE SPECIFICALLY PROVIDED FOR ABOVE, AND, IF INFORMATION WAS REQUESTED BY REFERENCE TO A STREET ADDRESS, NO GUARANTEE IS MADE THAT SAID REAL PROPERTY IS THE SAME AS SAID ADDRESS.

EXCEPTIONS:

1. **LIABILITY TO FUTURE ASSESSMENT BY FRANKLIN COUNTY IRRIGATION DISTRICT**

2. **EXCEPTIONS AND RESERVATIONS CONTAINED IN DEED;**
   FROM: GLACIER PARK COMPANY
   RECORDED: MAY 14, 1991
   RECORDING NO.: 479039
   AS FOLLOWS:
   ALL GEOTHERMAL HEAT AND ALL ORES AND MINERAL OF ANY NATURE WHATSOEVER
   THE PRESENT OWNERSHIP OR ENCUMBRANCES UPON THE ESTATE OR INTEREST REFERRED TO IN THIS EXCEPTION ARE NOT INCLUDED HEREIN AND NO
   INVESTIGATION HAS BEEN MADE THERETO

3. **TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THAT STATE OF WASHINGTON CERTIFICATE OF WATER RIGHT:**
   RECORDED: DECEMBER 26, 2012
   RECORDING NO: 1793226

CONTINUED

4. **TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THAT ORDER OF INCLUSION:**
   RECORDED: JUNE 12, 2013
   RECORDING NO: 1801570

5. **MATTERS AS DISCLOSED IN THAT SURVEY:**
   RECORDED: JULY 02, 2021
   RECORDING NO: 1942293

6. **MATTERS AS DISCLOSED IN THAT SURVEY:**
   RECORDED: JULY 27, 2021
   RECORDING NO: 1943869

7. **DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:**
   GRANTOR: BIG SKY NORTH LLC, A WASHINGTON LIMITED LIABILITY COMPANY
   TRUSTEE: CASCADE TITLE COMPANY OF BENTON-FRANKLIN COUNTIES
   BENEFICIARY: WHEATLAND BANK, DIVISION OF GLACIER BANK
   AMOUNT: $4,875,000.00
   DATED: December 26, 2024
   RECORDED: December 31, 2024
   AUDITOR'S FILE NO.: 1994294

8. **MATTERS AS DISCLOSED IN THE SURVEY RECORDED JUNE 5, 2025, UNDER RECORDING NO. 1999739.**

END OF SCHEDULE A EXCEPTIONS.

NOTES:

a. THE ADDRESS OF THE SUBJECT PROPERTY IS:

VACANT LAND
PASCO, WA 99301

b. ACCORDING TO THE RECORDS OF FRANKLIN COUNTY ASSESSOR, THE CURRENT VALUE OF SAID PREMISES IS AS FOLLOWS:

TAX ACCOUNT NO.:	115-010-042
LAND:	$0.00
IMPROVEMENTS:	$0.00
TOTAL:	$0.00

c. THE FOLLOWING ABBREVIATED LEGAL DESCRIPTION IS PROVIDED AS A COURTESY TO ENABLE THE DOCUMENT PREPARER TO CONFORM WITH THE REQUIREMENTS OF RCW 65.04.045, PERTAINING TO STANDARDIZATION OF RECORDED DOCUMENTS.

ABBREVIATED LEGAL DESCRIPTION:

PTN. SW 1/4 OF 4-9-29

d. GENERAL TAXES FOR THE YEAR 2025, WHICH HAVE BEEN PAID;

AMOUNT:	$23,612.80
FORMER TAX ACCOUNT NO.:	115-170-078
AFFECTS:	PORTION OF SUBJECT PROPERTY

e. IRRIGATION ASSESSMENT BY FRANKLIN COUNTY IRRIGATION DISTRICT, FOR THE YEAR 2025, WHICH HAS BEEN PAID;

AMOUNT:	$2,784.00
FORMER TAX ACCOUNT NO.:	115-170-078
AFFECTS:	PORTION OF SUBJECT PROPERTY

f. GENERAL TAXES FOR THE YEAR 2025, WHICH HAVE BEEN PAID;

AMOUNT:	$18,311.10
FORMER TAX ACCOUNT NO.:	115-170-079
AFFECTS:	REMAINDER OF SUBJECT PROPERTY

g. IRRIGATION ASSESSMENT BY FRANKLIN COUNTY IRRIGATION DISTRICT, FOR THE YEAR 2025, WHICH HAS BEEN PAID;

AMOUNT:	$2,651.00
FORMER TAX ACCOUNT NO.:	115-170-079
AFFECTS:	REMAINDER OF SUBJECT PROPERTY

h. INFORMATIONAL NOTE: ALL OF PARCEL NUMBER 115-170-079 AND A PORTION OF 115-170-078, COMPRISE NOW PARCEL NUMBER 115-010-042.

EXHIBIT "A"

THAT PARCEL OF LAND BEING LOT 4 OF THAT CERTAIN RECORD OF SURVEY RECORDED UNDER BOOK 4 OF SURVEYS AT PAGE 181, AUDITOR'S FILE NUMBER 1943869, RECORDS OF FRANKLIN COUNTY, WASHINGTON AND A PORTION OF PARCEL 1 AND 2 OF THAT CERTAIN RECORD OF SURVEY RECORDED UNDER BOOK 4 OF SURVEYS AT PAGE 643, AUDITOR'S FILE NUMBER 1998115 RECORDS OF FRANKLIN COUNTY, WASHINGTON, LOCATED IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, FRANKLIN COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS; BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER;
THENCE NORTH 01°06'35" EAST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 671.87 FEET TO THE SOUTHWEST CORNER OF THE NORTH HALF OF THE SOUTH HALF OF SAID SOUTHWEST QUARTER AND BEING THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 01°06'35" EAST ALONG SAID WEST LINE, 1007.80 FEET TO THE NORTHWEST CORNER OF SAID LOT 4;
THENCE NORTH 89°28'55" EAST ALONG THE NORTH LINE OF SAID LOT 4 AND PARCEL 2, 1103.33 FEET;
THENCE SOUTH 00°31'05" EAST, 330.00 FEET;
THENCE NORTH 89°28'55" EAST, 9.00 FEET;
THENCE SOUTH 00°31'05" EAST, 160.00 FEET;
THENCE NORTH 89°28'55" EAST, 1126.53 FEET;
THENCE NORTH 15°00'50" WEST, 35.38 FEET;
THENCE NORTH 74°59'10" EAST, 171.98 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF ROAD 68 NORTH;
THENCE SOUTH 15°00'38" EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 619.73 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 1;
THENCE SOUTH 89°36'01" WEST ALONG THE SOUTH LINE OF SAID PARCEL 1 AND LOT 4, 2580.22 FEET TO THE TRUE POINT OF BEGINNING.

ALSO SHOWN AS ADJUSTED PARCEL 115-170-079 ON SURVEY RECORDED JUNE 5, 2025 UNDER AUDITOR'S FILE NO. 1999739.

Cascade Title Company of Benton-Franklin Counties

Privacy Policy Notice

PURPOSE OF THIS NOTICE

Title V of the Gramm-Leach-Bliley Act (GLBA) generally prohibits any financial institution, directly or through its affiliates, from sharing nonpublic personal information about you with a nonaffiliated third party unless the institution provides you with a notice of its privacy policies and practices, such as the type of information that it collects about you and the categories of persons or entities to whom it may be disclosed. In compliance with the GLBA, we are providing you with this document, which notifies you of the privacy policies and practices of **Cascade Title Company of Benton-Franklin Counties**

We may collect nonpublic personal information about you from the following sources:

Information we receive from you such as on applications or other forms.
Information about your transactions we secure from our files, or from [our affiliates or] others.
Information we receive from a consumer reporting agency.
Information that we receive from others involved in your transaction, such as the real estate agent or lender.

Unless it is specifically stated otherwise in an amended Privacy Policy Notice, no additional nonpublic personal information will be collected about you.

We may disclose any of the above information that we collect about our customers or former customers to our affiliates as permitted by law.

WE DO NOT DISCLOSE ANY NONPUBLIC PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT SPECIFICALLY PERMITTED BY LAW.

We restrict access to nonpublic personal information about you to those employees who need to know that information in order to provide products or services to you. We maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

ORT 287-C 5/07/01

Affidavit of Mailing

In regards to MF# PP2025-003

I, Carmen Patrick, hereby confirm that notification was sent by mail October 21, 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 21st day, October of 2025.

Carmen Patrick

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

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.

Proposal: Big Sky North submitted an application for the subdivision of one lot into two hundred thirteen lots. The project will be constructed in three phases and will consist of approximately 145 single-family homes and 34 duplexes. Features of the development include Right-of-Way (ROW) dedication, utility easements, and a roadway connection between Road 84 and Road 68. Project contains zoning of Low-Density Residential (R-1) and Medium-Density Residential (R-3), along with the Comprehensive Plan Land Use designations of Low-Density Residential and Medium-Density Residential. The proposal is located at parcel 115010042 in Pasco, WA 99301. 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 ***November 12, 2025,*** to be included in the Hearing Examiner packet. If you have questions on the proposal, contact the Planning Division at (509) 905-2604 or via e-mail to: gundersona@pasco-wa.gov.

Open Record Hearing: The Hearing Examiner will conduct the open record hearing at 6:00 p.m. on ***November 12, 2025,*** in the Council Chambers in Pasco City Hall at 525 N 3rd Avenue in Pasco, Washington. The Hearing Examiner will consider public testimony concerning the above application at this meeting.

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

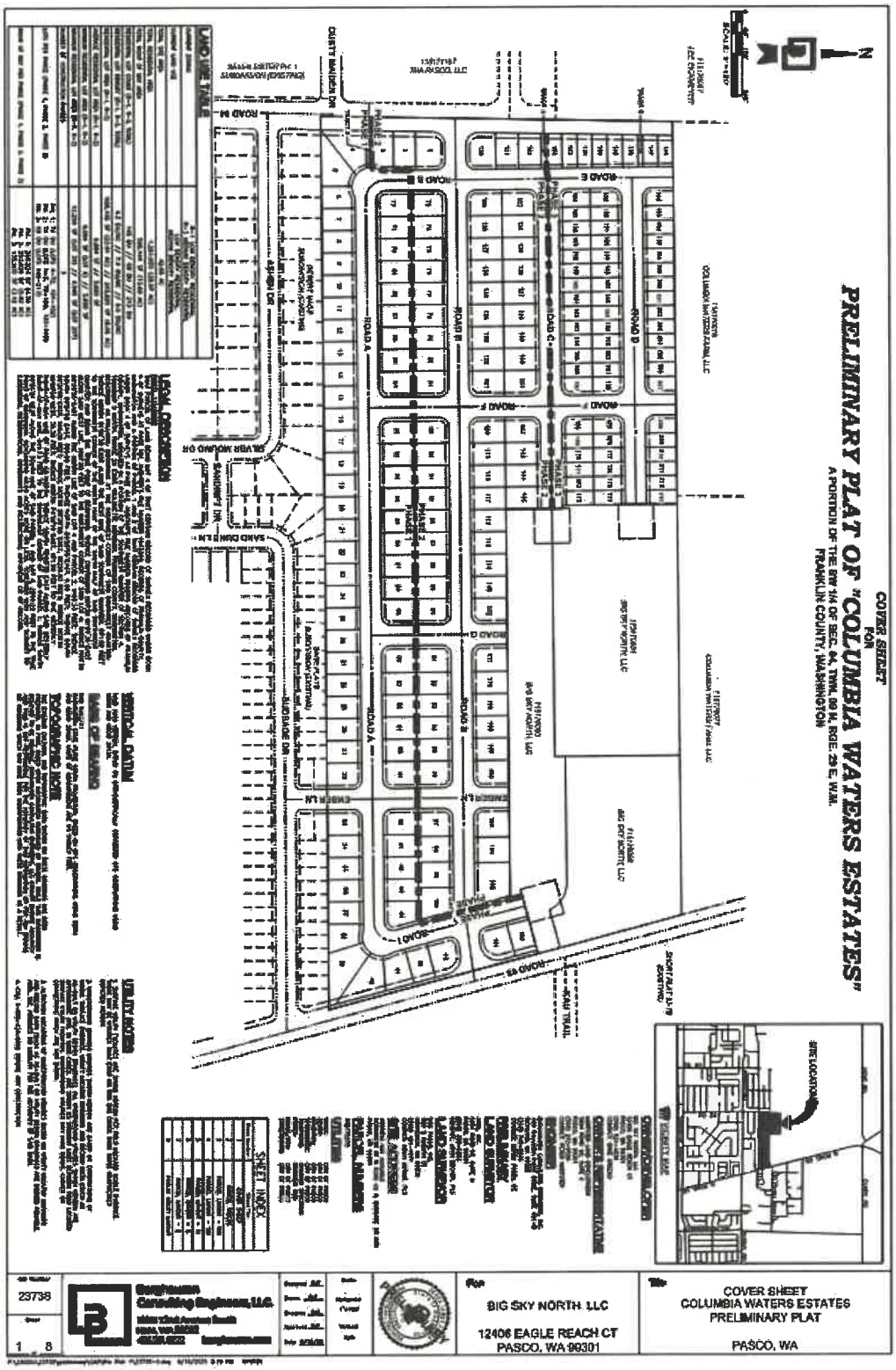
www.pasco-wa.gov/publiccomment

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 October 27, 2025, by: *Aaron Gunderson*, Planner II, PO Box 293 Pasco, WA 99301

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.


COVER SHEET
FOR
PRELIMINARY PLAT OF "COLUMBIA WATERS ESTATES"
A PORTION OF THE SW 1/4 OF SEC. 04, TWN. 09 N., RGE. 29 E., W.M.
FRANKLIN COUNTY, WASHINGTON
SHEET INDEX
23738
1 8
BIG SKY NORTH, LLC
12406 EAGLE REACH CT
PASCO, WA 99301
COVER SHEET
COLUMBIA WATERS ESTATES
PRELIMINARY PLAT
PASCO, WA

TAXPAYER_NAME	MAIL_ADDRESS	MAIL_CITYST	ZIP_CODE
ROSA E TORRES (ETVIR)	1620 ROAD 84	PASCO WA	99301-5600
YAKELINA A REYNA	6212 W MELVILLE RD	PASCO WA	99301-1939
BIG BEND ELECTRIC COOPERATIVE INC	PO BOX 348	RITZVILLE WA	99169-0348
ABEL & ADELIA GONZALEZ	9008 W RIO GRANDE AVE	KENNEWICK WA	99336-8207
SAMUEL GONZALEZ	3220 N CAPITOL AVE	PASCO WA	99301-8070
FIDEL SOTO PANDURO	7612 KAU TRL	PASCO WA	99301-9565
CR ACRES LLC	7212 KAU TRAIL	PASCO WA	99301-9568
TERRY EHLERS (ETAL)	6619 ROAD 68	PASCO WA	99301-9529
LEE A EICKMEYER (ETAL)	510 EASY ST	PASCO WA	99301-8910
SAGE FLATS LLC	5426 ROAD 68 # D113	PASCO WA	99301-5268
GARIN & MARLEEN HOTTELL	8017 ASHEN DR	PASCO WA	99301-0100
ALLISON KING	8318 ASHEN DR	PASCO WA	99301-0103
HUNTER JAMES WATKINS	8314 ASHEN DR	PASCO WA	99301-0103
SUSANA GUTIERREZ (ETVIR)	8310 ASHEN DR	PASCO WA	99301-0103
AMY IBARRA (ETAL)	8306 ASHEN DR	PASCO WA	99301-0103
LILY H LE (ETVIR)	8302 ASHEN DR	PASCO WA	99301-0103
MINH T HUYNH (ETUX-ETAL)	8218 ASHEN DR	PASCO WA	99301-0102
MICHELLE KENNEY	8214 ASHEN DR	PASCO WA	99301-0102
ARTURO URIOSTEGUI	8210 ASHEN DR	PASCO WA	99301-0102
AURELIANO & CASSIDY PAIGE YEPEZ (ETUX	8206 ASHEN DR	PASCO WA	99301-0102
ERIC PATRICK DENCER (ETUX)	8202 ASHEN DR	PASCO WA	99301-0102
TIM & DORIS ATKINS	8120 ASHEN DR	PASCO WA	99301-0101
WILLIAM L & BRANDY J LAFORCE (III)	8116 ASHEN DR	PASCO WA	99301-0101
ROBERT BURNS	8112 ASHEN DR	PASCO WA	99301-0101
LA'QUILLA & DEREK PORTER	6611 ROBINSON DR	PASCO WA	99301-9049
JENIFER BRAVO (ETVIR)	8021 ASHEN DR	PASCO WA	99301-0100
LILIANA M CUELLAR CORNEJO (ETAL)	9936 TANGELO AVE	BLOOMINGTON CA	92316-1988
MARK K QUESTAD	PO BOX 3230	PASCO WA	99302-3230
YUREMA YUILANA MENDOZA	8309 ASHEN DR	PASCO WA	99301-0103
SCOTT A WEISS (ETUX)	8305 ASHEN DR	PASCO WA	99301-0103
ANGEL DAVID BETANCOURT	8301 ASHEN DR	PASCO WA	99301-0103
GEORGE S MORENO	8219 ASHEN DR	PASCO WA	99301-0102
AMBER NICOLE & DANIEL CODY HAYMAN	8215 ASHEN DR	PASCO WA	99301-0102
PATRICK JOHN & KIMBERLY LYNN TAGGART	8211 ASHEN DR	PASCO WA	99301-0102
OLGA P SINYUK	8207 ASHEN DR	PASCO WA	99301-0102
APRIL K MILLER	8203 ASHEN DR	PASCO WA	99301-0102
SARA ABBERGER	8121 ASHEN DR	PASCO WA	99301-0101
RAMON & TAMARA K BARAJAS	8117 ASHEN DR	PASCO WA	99301-0101
RICHARD & NICOLE GARRETSON	8113 ASHEN DR	PASCO WA	99301-0101
JENNYVONE & JIMMY NGUYEN	8109 ASHEN DR	PASCO WA	99301
DANIEL G & DELINA L HOTTELL	8105 ASHEN DR	PASCO WA	99301-0101
ROSS E & WHITNEY J FIX LANES	8101 ASHEN DR	PASCO WA	99301-0101
BIG SKY NORTH LLC	12406 EAGLE REACH CT	PASCO WA	99301-9001
COLUMBIA WATERS FARM LLC	1281 FALLS RD	PASCO WA	99301-9610
AMANDA & NICHOLAS WINDOM	6501 ROAD 84 PL	PASCO WA	99301-7706
PENNY BELL	6505 ROAD 84 PL	PASCO WA	99301-7706
JULIO C GUZMAN CERVANTES (ETUX)(ETAL	8409 ASHEN DR	PASCO WA	99301-1100
DESIRAE LYALL (ETAL)	6509 ROAD 84 PL	PASCO WA	99301-7706
TULE RIVER HOMEBUYER EARNED EQUITY /	10885 S STATE ST	SANDY UT	84070-4104
VANESA QUIROZ SANCHEZ	8410 DUSTY MAIDEN DR	PASCO WA	99301-6156
REANNA L & DEREK A VAN RYN	6513 ROAD 84 PL	PASCO WA	99301-7706
JAN & YUKI STRUBE	6601 ROAD 84 PL	PASCO WA	99301
SARA ATKINSON	8413 DUSTY MAIDEN DR	PASCO WA	99301-6156
JAIME J SILVA	8409 DUSTY MAIDEN DR	PASCO WA	99301-6156
7HA PASCO L.L.C.	2090 KINGSTON RD	RICHLAND WA	99354-4922
BIG SKY DEVELOPERS LLC	5426 ROAD 68 BOX D-113	PASCO WA	99301-5268

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:
IPL0284463
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
TRI - Legal Ads
Site:
tricity
Final Cost:
$450.69
Referral Code:
NOPH
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
October 22, 2025 2:31:08 PM EDT
Amount:
$450.69

SCHEDULE FOR AD NUMBER IPL02844630

October 26, 2025
Tri-City Herald Print Publication

PREVIEW FOR AD NUMBER IPL02844630

3.22inches x 7.41inches

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 hearings at **6:00 p.m. on November 12, 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 applications at this hearing:**

Z2025-009 Rocky Hills Management LP "Wilson Estates" R-T to R-1: Notice is hereby given that the City of Pasco Hearing Examiner will hold a public hearing to consider a rezone application submitted by Big Sky North, LLC on behalf of Rocky Hills Management LP. The request proposes to rezone Parcel No. 115180030, approximately 156 acres in size, from R-T (Residential Transition) to R-1 (Low Density Residential). The subject property is located in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road. The proposal is subject to the provisions of the Pasco Municipal Code. A concurrent subdivision application proposes approximately 873 single-family detached homes and includes a SEPA submittal. This rezone is categorically exempt from SEPA review pursuant to WAC 197-11-800(6)(c)(i)-(iii). 509-544-4146 / barragani@pasco-wa.gov

PP2025-003 Columbia Waters Estates: Big Sky North has submitted an application to subdivide one lot into 213 lots, to be developed in three phases and consisting of approximately 145 single-family homes and 34 duplexes. The proposed development includes right-of-way dedication, utility easements, and a roadway connection between Road 84 and Road 68. The project area contains zoning designations of Low-Density Residential (R-1) and Medium-Density Residential (R-3), consistent with the Comprehensive Plan Land Use designations of Low- and Medium-Density Residential. The subject property is located at Parcel No. 115010042 in Pasco, WA 99301, and is subject to the applicable regulations of the Pasco Municipal Code. 509-544-4146 / barragani@pasco-wa.gov

Public Comment Period: Written comments must be submitted to the Community Development Department no later than **5:00 p.m. on November 12, 2025.** Any interested party may submit comments, attend the public hearing to provide testimony, or request notice of the Hearing Examiner's decisions.

To **submit comments, request notification,** or **ask questions** regarding these proposals, please contact the Planning Division using the phone numbers or email addresses provided after each project description, or by mail or in person at the address below. **Please note that only written comments submitted prior to the meeting will be accepted and included in the official record. Oral testimony provided during the meeting will also be accepted and entered into the record at that time.**

City of Pasco – Planning DivisionP.O. Box 293
Pasco, WA 99301

In Person:525 N. 3rd Avenue, 1st Floor (CED)
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: The Hearing Examiner will provide a **Recommendation** to the City Council on the Rezone application within **10 working days** following the public hearing and will issue a **Decision** on the Preliminary Plat application within the same **10-working-day** timeframe.

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.
IPL0284463
Oct 26 2025

<< Click here to print a printer friendly version >>

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 APPLICATION/SEPA DETERMINATION
(Optional DNS Process)

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.

SEPA Comment Period Deadlines: **August 06, 2025**

Proposal: Big Sky North submitted a SEPA checklist on June 16, 2025, for the subdivision of one lot into two hundred thirteen lots. The project will be constructed in three phases and will consist of approximately 145 single-family homes and 34 duplexes. Features of the development include Right-of-Way (ROW) dedication, utility easements, and a roadway connection between Road 84 and Road 68. Project contains zoning of Low-Density Residential (R-1) and Medium-Density Residential (R-3), along with the Comprehensive Plan Land Use designations of Low-Density Residential and Medium-Density Residential. The proposal is located at parcel 115010042 in Pasco, WA 99301. 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 **August 06, 2025**. Only comments received by the referenced date will be included in the SEPA record. If you have questions on the proposal, contact the Planning Division at (509) 905-2604 or via e-mail to: gundersona@pasco-wa.gov.

Open Record Hearing: No public hearing is required for the SEPA. The SEPA determination will be established administratively by the Pasco SEPA Administrator. An open record hearing with the Hearing Examiner for the plat will be conducted at a later undetermined date.

Determination of Completeness: The application has been declared complete for the purpose of processing.

Environmental Documents and/or Studies Applicable to this Application: Environmental Determination No. **SEPA2025-024** has been assigned to this proposal. The SEPA comment period will end **August 06, 2025.** It is probable that a Determination of Non-Significance or Mitigated Determination of Non-Significance will be issued for this proposal (WAC 197.11.355 optional DNS process). This may be the only opportunity to comment on the environmental impacts of this proposal or to appeal any State Environmental Policy Act related decisions. A copy of the subsequent threshold determination and any other information concerning this action may be obtained by contacting the City of Pasco Planning Department.

Required Permits: A building permit and right-of-way permit will be required before any ground disturbing activities begin.

Preliminary Determination of Regulations Used for Project Mitigation: To evaluate the impacts of the proposed project, the following may be used for mitigation, consistency, and the development of findings and conclusions:

- Title 12 (Streets and Sidewalks), Title 16 (Buildings and Construction), Title 21 (Subdivision), Title 25 (Zoning), regulations of the Pasco Municipal Code, and the land use policies contained in the Pasco Comprehensive Plan;
- Regulations of the Washington State Department of Fish and Wildlife, Washington State Department of Ecology, and Washington State Department of Natural Resources;
- Other required agency evaluations, approvals, permits, and mitigations as necessary.

Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
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Estimated Date of the Decision: A DNS or MDNS will be issued following the close of the comment period on **August 06, 2025**.

To Receive Notification of the Environmental Determination: Contact the Pasco Planning Division at the address or telephone number below.

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Prepared July 23, 2025 by: *Aaron Gunderson*, Planner II, PO Box 293 Pasco, WA 99301 (509) 545-3441

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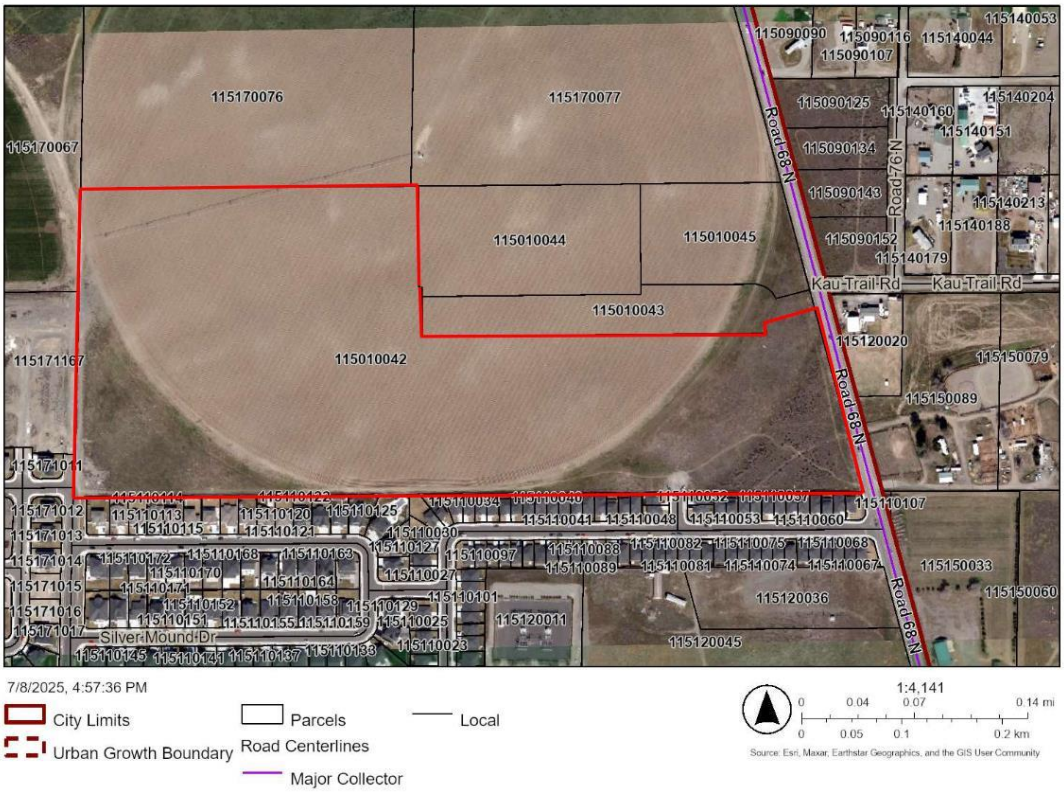
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Prepared July 23, 2025 by: *Aaron Gunderson*, Planner II, PO Box 293 Pasco, WA 99301 (509) 545-3441

PP2025-003 Columbia Waters Vicinity Map



City of Pasco
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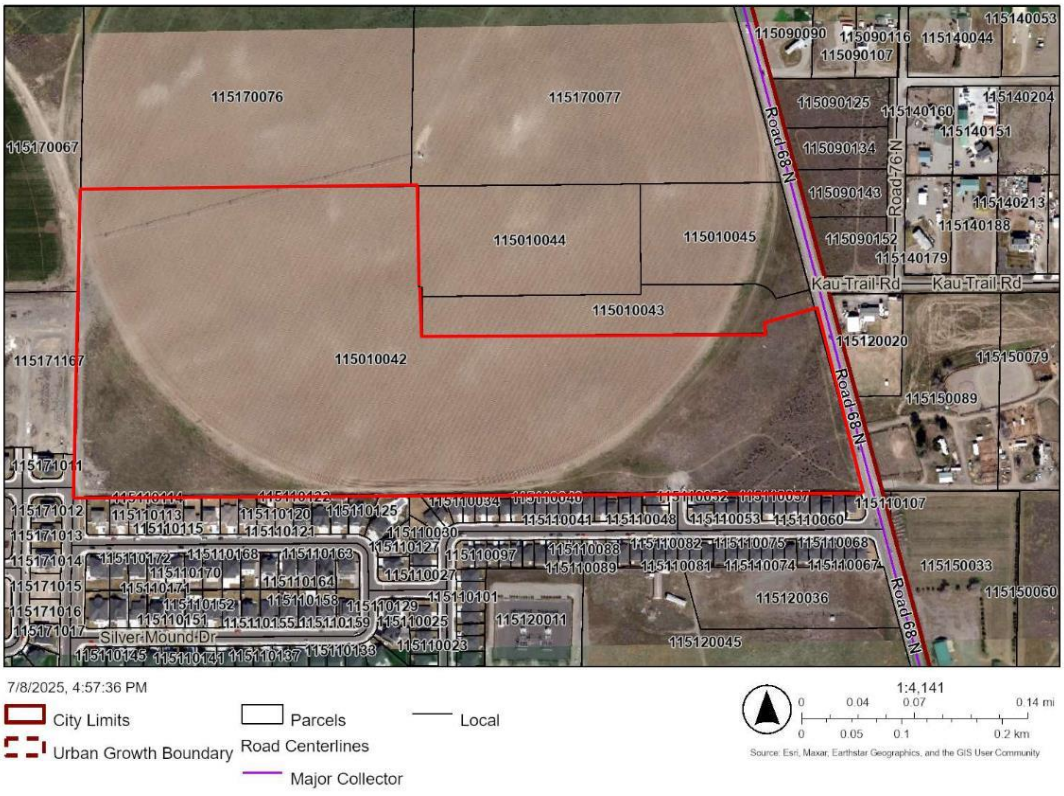
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Prepared July 23, 2025 by: *Aaron Gunderson*, Planner II, PO Box 293 Pasco, WA 99301 (509) 545-3441

PP2025-003 Columbia Waters Vicinity Map



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:

Columbia Waters Estates

2. Name of applicant:

Big Sky North

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

Applicant:
Big Sky North
c/o Dave Greeno
5810 Midland Ln, Unit 65
Pasco, WA 99301
ccolre@aol.com
(509) 521-4834

Contact Person:
Harpster Land Development
c/o Peter Harpster
5804 Rd 90, Suite C
Pasco, WA 99301
peter@harpsterld.com
(509) 212-9596

4. Date checklist prepared:

06/11/2025

5. Agency requesting checklist:

City of Pasco

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

Once permitted. The project will be constructed in three phases.

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.**

   - Storm drainage report to be developed which will outline the designed system that will be used to handle any stormwater runoff from the site.
   - A Geotechnical Report and Study will be completed. CED (07/08/2025): SEPA Checklist

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

   No.

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

    - Preliminary plat approval
    - Final Plat Approval
    - Construction permit approval

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 proposal is to subdivide 42.66 acres currently zoned R-3 and R-1, into 68 attached and 145 detached single-family residential lots for a total of 213 dwelling units. Typical street and utility improvements will be installed to support the subdivision.

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.

NKA. The site is located on parcel #115010042, North of Burns Road, East of Road 84, and West of Road 68. The parcels are located in a portion of the southwest corner of Section 4, Township 9, North, Range 29 East, W.M. within the City of Pasco, Franklin County, WA.

B. Environmental Elements

1. Earth Find help answering earth questions

a. General description of the site:

The site slopes downward from the southeast corner toward the northwest, with the steepest section occurring near the eastern property boundary along Road 68. The northern and western portions of the site, particularly near Budsage Drive, are relatively flat, with slopes less than 2%. Overall, the site's topography gently directs surface flow to the northwest.

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 on the site is approximately 1%.

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.

61.2% of the site consists of Winchester loamy coarse sand, and 38.8% Quincy loamy fine sand, per NRCS soils data.

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

No history or indication of unstable soil exists. Similar soils and slopes nearby contain existing developments.

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.

Grading quantities have not been determined at this time. It is likely that the site will be graded to balance the onsite material.

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

Yes, during the construction phase of the project soil erosion from stormwater runoff and fugitive dust emissions could occur.

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

Impervious surfaces will cover approximately 32% of the overall site for right-of-way after construction.

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

- Adherence to geotechnical recommendations for slope stability and compaction.
- Adherence to the Construction Stormwater Pollution Prevention Plan (SWPPP) implemented by the Contractor will provide measures to mitigate for any erosion caused by onsite stormwater runoff during construction of the project.
- ~~Compliance with Franklin County's Clear Air and dust control ordinances during construction.~~
- The subdivision drainage system will be designed to capture and dispose of stormwater runoff onsite.

CED (07/08/2025): Compliance with Pasco Municipal Code (PMC) Ch. 9.125 Dust Control ordinance.

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.

General exhaust will be caused by construction vehicles when in use. Once the project is completed, there will be emissions consistent with residential subdivisions that could occur, such as vehicle exhaust from homeowners.

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

There are none known.

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

Any vehicles not in use during the development of the project will be kept off to reduce emissions. Adequate dust control measures will be implemented during project construction.

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.**

None.

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.**

Not applicable.

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.**

Not applicable.

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

No.

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

The project site is located within Zone C of the FEMA Flood Insurance Rate Map (FIRM) panel 5300440690B, which does not lie within the 100-year floodplain.

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

   No.

b. Ground Water: 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.

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.**

There will not be any waste material that is discharged into the ground from septic tanks or other sources. The site will contain infrastructure for sanitary sewer disposal that will connect to the City of Pasco municipal system.

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.**

Any on site runoff will be mainly generated from new impervious surfaces which will be captured and infiltrated on site.

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

Vehicles and rooftops produce a potential for waste materials to be discharged for the site due to their status as point sources for pollution. In order to minimize the potential for a release, any runoff generated from the site will comply with the SWMMEW and City of Pasco standards. Stormwater runoff coming in contact with contamination sources could cause waste material to enter the ground.

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

No. Drain patterns in the vicinity of the site will not be altered.

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

Measures to reduce and control surface runoff will be met following SWMMEW and City of Pasco standards. Engineered stormwater design calculations will be submitted to the City for review.

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?

Existing vegetation on the site will be cleared for development purposes.

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

WDFW PHS map indicates "Shrub Steppe" over a portion of the southwest, and southeast corner of the property.

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

Typical residential vegetation. Lots will be landscaped in compliance with PMC 25.180 Landscaping and Screening.

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

None are known.

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:**
- **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.

Ferruginous Hawk.

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

Yes, the entire Columbia Basin is part of a migration route.

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

None.

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

None.

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.

Electrical utilities will be utilized to meet the proposed development's energy needs.

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

The proposed development will not impact the potential uses of solar energy by adjacent properties.

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 development will meet applicable state and local energy codes.

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.

No, the proposed development will not pose any environmental health hazards. Any waste that is generated will be disposed of consistent with city, county, and state regulations.

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

No known contamination is present at the proposed development site.

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 known hazardous chemicals/conditions or gas transmission pipelines that might affect project development.

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.**

Aside from equipment fueling during the construction phase, there are no other known toxic or hazardous chemicals that will be stored onsite during the life of the project

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

None.

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

Compliance with State standards.

b. Noise

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

Typical farm equipment, traffic, and residential use noises exist near the site. These noises will not affect the 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)?**

Short-term noise will be generated during the construction phase of the proposed development. Long-term noise will be typical of residential use.

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

Noise impacts produced during the construction phase will be limited in duration. To minimize noise impact, construction equipment will utilize mufflers and quieting devices. Compliance with the City of Pasco Municipal Code 9.130 with regards to noise will be followed.

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 presently used for agricultural farming. There is residential development directly to the south. Current land uses on nearby or adjacent properties will not be affected.

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?

The site is presently a working farmland. The site is in Pasco's Urban Growth Area and will be converted to residential use. This project does not convert any agricultural lands of long-term commercial significance.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No impacts due to farming are known or anticipated.

c. Describe any structures on the site.

None.

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

Not applicable.

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

The current zoning classification of the site is R-1 and R-3.

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

The current comprehensive plan designation of the site is Medium Density Residential, and Low 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.

No.

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

213 Dwellings x 3.32 persons per dwelling = 707 people.

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

None.

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

None.

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

Project proposal is compatible with existing and future land uses and plans including providing several hundred housing opportunities for families

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

None.

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.

213 Dwelling Units provided for low-income to middle-income housing.

CED (07/08/2025): Subdivision will contain market rate housing.

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

None.

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

None.

10. Aesthetics 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?

Structure height has not yet been determined but will not exceed the maximum height allowed, according to zoning code requirements established by the City of Pasco.

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

None.

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

The proposed development will improve the aesthetics of the area by providing new streets and landscaping within the development site. The site will conform to the City of Pasco's Residential Design Standards as detailed in PMC 25.165.100.

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?

Exterior building lighting will be generated by the completed project and occur during the evening and night hours, typical with other residential developments.

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

Unlikely, typical residential lighting is expected.

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

No off-site sources of light or glare will affect this proposal.

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

None. The site will comply with PMC 12.32 Outdoor Lighting.

12. Recreation Find help answering recreation questions

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

Vintage Park is approximately half a mile south of the site.

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

No.

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

None.

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.

None.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None.

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.

WISAARD (Washington Information System for Architectural and Archaeological Records Data) identifies the majority of the City of Pasco to be High Risk or Very High Risk. The site is mainly labeled High Risk.

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.

Contractor shall have an inadvertent discovery protocol in place prior to ground disturbing activities.

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 site will be serviced by three public road entrances from Road 68 to the east, and Road 84 to the west, along with the planned construction of Road B, which will allow access to the site from the east and the west.

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?

No, this site is not served by public transit. The nearest transit stop is situated along Sandifur Parkway, approximately 1 mile South of the project.

CED (07/08/2025): Nearest transit stop is near Burns and Road 68 approximately .15 miles south of the project.

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).

No existing parking spaces will be eliminated as part off this proposal.

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

No, the proposed development is over five miles from the Pasco Airport and the development will not obstruct air traffic.

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?

ITE Manual, Trip Generation 11th Edition was used to estimate vehicle trips per day:

- Category 210 – Single-Family Detached Housing: Average weekday rate: 9.43 trips/unit.
  - 9.43 trips/unit * 145 units = 1,367 vehicle trips per day.
- Category 215 – Single-Family Attached Housing: Average weekday rate: 7.20 trips/unit
  - 7.20 trips/unit * 68 units = 489 vehicle trips per day.

CED (07/08/2025): According to the submitted Columbia Waters Estates TIA, PM peak hour vehicle trip count is 178.

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.

Traffic impact fees (if applicable) will be paid at time of building permit. A Traffic Impact Analysis has been submitted to the City of Pasco.

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.

Yes, a project of this size will increase the need for public services.

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

The project will be constructed in accordance with the City's Comprehensive Plan, as well as Engineering and Planning standards.

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.

Water and Sewer: City of Pasco

Irrigation: City of Pasco

Electricity: Franklin PUD

Garbage Service: Basin Disposal Inc.

Communication: Charter

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.



Type name of signee: Peter Harpster

Position and agency/organization: Owner-Project Manager, Harpster Land Development

Date submitted: 6/13/2025

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.**

Columbia Waters Estates
Traffic Impact Analysis

Parcels 115170078 and 115170079
Pasco, Washington



Prepared for:
Big Sky Developers, LLC
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September 19, 2025
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Executive Summary

Purpose and Scope

The applicant proposes to develop 145 detached single-family homes and 34 duplexes (totaling 68 attached single-family dwelling units) in Pasco, Washington. This will be a three-phase project, but this study only considers the 2028 final design.

The following intersections were identified for this traffic impact analysis (TIA):

1. Road 84/Burns Road
2. Road 84/Sandifur Parkway
3. Road 68/Burns Road
4. Road 68/Sandifur Parkway
5. Road 68/Wrigley Drive

Findings

The findings of this TIA are listed below.

The Columbia Waters Estates development is anticipated to generate 1,888 vehicle trips during a typical weekday, including 178 during the PM peak hour.

All studied intersections will maintain an acceptable LOS and v/c ratio, both without and with the project trips through the 2028 year of opening.

All study intersections have a collision rate per MEV of less than 1. No trends were noticed; therefore, no additional study is needed.

Multimodal transportation options are readily available for pedestrians.

Based upon the access intersection's aerial view, it is unlikely there will be any barriers or challenges with sight obstruction.

Recommendations

This TIA supports the following recommendations.

> Assure all driveways, sidewalks, and curb ramps constructed with the subdivision project comply with the current ADA guidelines. Extension of the sidewalk at Road 68 to be connected with access intersections is beneficial.
>
> Design the proposed access points intersections in accordance with AASHTO design intersection sight distance Tables 9-7 and 9-9 guidelines for ISD. Install no objects within the sight distance triangles that would block exiting drivers' view of approaching traffic.

1 INTRODUCTION

The purpose of this study is to determine the impact of the traffic generated by the Columbia Waters Estates Project (CWE) 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 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 of Pasco (City) *Design and Construction Standards* (see References). The following intersections were identified for analysis:

1. Road 84 / Burns Road
2. Road 84 / Sandifur Parkway
3. Road 68 / Burns Road
4. Road 68 / Sandifur Parkway
5. Road 68 / Wrigley Drive

This TIA includes analysis of future background conditions growth based on an assumed 2.0% annual growth rate and the addition of traffic from in-process projects.

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 (2028) 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
- Access locations, vehicle circulation, and bicycle and pedestrian facilities and connections
- Recommendations for mitigation of traffic impacts and conclusions
- Address agency staff comments following the TIA's submittal

1.2 Existing Site Conditions

The existing site spans along N Burns Road between Road 68 on the east and Road 84 on the west. The site location is currently undeveloped and vacant, it is zoned as "R-3 Medium Density Residential"

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	C-1, R-1, R-T
Description	Retail Business District, Low-Density Residential District, Residential Transition District
Existing Use	Vacant

West of Site	
Zoning	R-1
Description	Low-Density Residential District
Existing Use	Vacant

SITE

East of Site	
Zoning	C-1
Description	Retail Business District
Existing Use	Vacant

South of Site	
Zoning	R-1, R-3
Description	Low-Density Residential District, Medium-Density Residential District
Existing Use	Residential

1.3.2 Existing Roadways

The two existing arterial roadways providing access to the site are Broadmoor Boulevard and Road 68. 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.

Table 2. Existing Roadway Information

Roadway Name	Classification	Speed Limit	Lane Configuration		
			Lanes	Sidewalks	Bike Lanes
Burns Road	Major Arterial	35	4/2[a]	Yes	Yes
Budsage Drive	Local Residential Street	25	2	Yes	No
Dusty-Maiden Drive	Local Residential Street	25	2	Yes	No
Road 68	Major Arterial	35	2/4[b]	No	No
Road 84	Local Residential Street	25	2	Yes	No
Sandifur Parkway	Major Arterial / Major Collector	35	2/4[c]	Yes	No
Wrigley Drive	Neighborhood Collector / Minor Collector	30	2	Partial	No

[a] Burns Road is four lanes west of Road 68 and two lanes east of it.
[b] Road 68 is two lanes north of Burns Road and four lanes south of it.
[c] Sandifur Parkway becomes four lanes approximately 500 feet east and west of Road 68 and then returns to two lanes.

1.3.3 Major Intersections and Traffic Control

The information shown in Table 3 was gathered and is relevant to the intersection operations analysis noted above. Table 3 presents the existing geometrics and traffic control at the study intersections.

Table 3. Major Intersections: Existing Lanes and Traffic Controls

Intersection	Road 84 / Burns Road			
Leg	**NB**	**SB**	**WB**	**EB**
Control	Stop	Stop	Unc.	Unc.
Number of Lanes	1	2	2	2

Intersection	Road 84 / Sandifur Parkway			
Leg	**NB**	**SB**	**WB**	**EB**
Control	NA	Stop	Unc.	Unc.
Number of Lanes	NA	1	1	2

Intersection	Road 68 / Burns Road			
Leg	**NB**	**SB**	**WB**	**EB**
Control	Unc.	Unc.	NA	Stop
Number of Lanes	2	1	NA	1

Intersection	Road 68 / Sandifur Parkway			
Leg	**NB**	**SB**	**WB**	**EB**

Control	Sig.	Sig.	Sig.	Sig.
Number of Lanes	3	3	3	3

Intersection	**Road 68 / Wrigley Drive**			
Leg	**NB**	**SB**	**WB**	**EB**
Control	Sig.	Sig.	Sig.	Sig.
Number of Lanes	3	3	2	2

EB = eastbound
NB = northbound
SB = southbound
Sig. = signalized controlled leg of intersection
Stop = stop-controlled leg of intersection
Unc. = uncontrolled leg approaching intersection; does not stop or yield
WB = westbound

The project area is defined as the vicinity of the site encompassed by the study intersections. The operation of the intersections can be controlled by signing, roundabouts, or signalization. Table 3 refers to the type of control and number of approach lanes for each leg of each intersection. The existing lane configurations and traffic controls for all intersections are shown in Figure 3.

1.4 Traffic Volumes

1.4.1 Existing Traffic Volumes

Traffic volume data was gathered from various sources for the site vicinity for the weekday PM peak hour (4:00 to 6:00 PM). Apex retained All Traffic Data (ATD) to gather the counts. ATD collected the data on May 6, 2025, which had a typical school schedule. Copies of the count data used are provided in Appendix A.

Following data collection, a system peak hour calculation was performed to identify the hour within the PM peak time frames that had the highest total entering volume. Traffic volume data was collected in 15-minute intervals over the PM peak time frames. To calculate the system peak hour, the total traffic volume from each intersection during a single 15-minute interval was summed into hourly totals. The resulting existing system peak hour volumes for the studied intersections are shown in Figure 4. These volumes were input to the intersection operations analyses addressed later in this TIA.

1.4.2 Background Growth

Background growth is a generic increase in traffic volumes that either is not attributable to specific developments or is attributable to influences outside the study area. As a conservative estimate, a background growth rate of 2% per year was applied to all 2025 existing peak hour movement volumes between public roadways at the studied intersections. The background growth volumes are included in Figure 6 for growth between 2025 and 2028.

1.4.3 In-Process Projects

In-process trips from approved projects were requested from the City. The in-process projects noted by the City are the following:

- The Columbia Basin Health Association (CBHA) Pasco Clinic: A two-story medical office building totaling 36,840 square feet (based on a TIA by Apex engineers dated February 13, 2024).

- Three Rivers Ranch (Burns Road Housing Development): A proposed residential single-family, detached housing development containing 140 lots (based on a traffic analysis report by Fehr & Peers dated January 2025).
- Hogback Caddis – Davita: The development is proposed to consist of one 11,500-square-foot structure for a kidney center use and one 6,200-square-foot structure of mixed retail/office use (based on a transportation impact study by Kimely Horn and Associates, Inc. dated December 2023).
- Madison Park North: 460 single-family homes (based on a traffic impact study by Transpogroup dated April 2024).
- Glacier Park Development Phase 1: 197 units of single-family homes (based on a traffic impact study by Apex dated August 2022).
- Pasco High School #3: A proposed development of the Pasco High School #3 project (based on a traffic impact study by DKS dated August 2023).
- Raven Place Development: 758 single-family detached homes (based on a traffic impact study by DKS dated September 2022).

All the in-process projects are understood to add some trips at one or more study area intersection. For each project, the City identified the current extent of occupied development so that the in-process trips accounted for only the unoccupied portions of the in-process projects' total trip volumes.

Figure 6 includes the sum of all in-process trips included in this analysis. Copies of the in-process projects' trip information are provided in Appendix B.

1.4.4 Transportation Improvement Projects

The City's 2025–2030 Transportation Improvement Plan (TIP) outlines plan for the following roadway and intersection improvement projects relating to impacting studied intersections or access intersections of the project:

1. Burns Road Extension: This project will extend Burns Road from Road 68 to Rio Grande Lane and provide intersection improvements (traffic signal/roundabout) at the intersection of Road 68 and Burns Road.
2. Sandifur Parkway/Road 84 Intersection Improvements: This project will install a traffic signal at the intersection of Sandifur Parkway and Road 84 and include any necessary Americans with Disabilities Act (ADA) improvements.

1.4.5 Future Volumes

The baseline volumes for 2025 intersection operations analysis, termed the 2028 Without Project volumes, represent the sum of existing traffic, in-process projects' trips, and background growth. Figure 7 presents the 2025 Without Project volumes for the weekday PM peak hour.

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 impacts 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 of these elements are important in assessing the traffic impacts of this project.

2.1 Project Description

This Project will construct 145 detached single-family homes and 34 duplexes, totaling 68 attached single-family homes. The new development will include 3 access points. The anticipated build-out date of this project is 2028.

2.2 Access and Circulation

The Project has no existing access points (driveways) and will have three after it is built, as shown in Figure 2. Three accesses are currently proposed into and out of the site development. One driveway is proposed on Road 68. The second access point is located on Ember Lane and serves as the main entrance. The third access is located on Road 84 and connects to Dusty Maiden Drive.

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 B.

2.3.1 Proposed Trip Generation

The weekday trip generation values are based on the ITE weighted average rates, and the independent variable is the number units for both detached and attached single-family homes.

Table 4. New Trip Generation for Columbia Waters Estates

Land Use (ITE Code)	Single-Family Detached Housing (210)	Single-Family Attached Housing (215)	Total
Independent Variable	Dwelling Units	Dwelling Units	-
Size	145	68	-
Average Weekday Trips (ADT)	1,420	468	1,888
Peak Hour Trips	**PM**		
In	89	22	111
Out	52	15	67
Total Trips	141	37	178

Findings: The Columbia Waters Estates development is anticipated to generate 1,888 vehicle trips during a typical weekday, including 178 during the PM peak hour.

2.3.2 Proposed Trip Distribution

The proposed distribution of new (primary) trips is based on a review of the land uses within the study area, on the distribution of existing traffic patterns, and on engineering judgment. The proposed distribution pattern is as follows:

- 40% to and from Broadmoor/Interstate 182 (I-182) interchange
- 40% to and from Road 68/I-182 interchange via Road 68
- 10% to and from west of Burns Road
- 5% to and from east of Burns Road
- 5% to and from north of Road 68

The distribution pattern above represents an external distribution of CWE development trips entering and exiting the study area. The distribution and assignment of the new trips to the Columbia CWE are shown in Figure 7.

2.3.3 Future Volumes with Project

Figure 8 presents the 2028 With Project volumes, or the sum of Without Project volumes and the net site-generated trips, for the weekday PM peak hour.

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*, 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 criteria are based on the theory of gap acceptance for stop-controlled approaches.

The volume-to-capacity (v/c) ratio quantifies the portion of the theoretical capacity consumed by traffic demand volume. A v/c ratio of 0.00 reflects none of the capacity is consumed and all the capacity is fully available. A v/c ratio of 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 LOS D for collectors. This standard applies to all studied intersections as well as to the proposed access intersections.

3.3 Analysis Methodology

Traffic impacts were estimated to determine the extent of change in traffic conditions caused by the development of this project. In order to make this determination, the following assumptions were employed:

- As noted previously, the system peak hour conditions were applied and analyzed. Analysis of the 2025 Existing Conditions volumes are analyzed.
- The analysis assumes that the Burns Road/Road 68 intersection TIP project will be done by the 2028 opening year.
- The analysis considers a roundabout alternative for the Burns Road/Road 68 intersection and shows the outcomes for the 2028 With Project conditions.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for each analysis scenario. No adjustments were made for future year scenarios.
- The heavy vehicle percentage (HV%) for each movement, as calculated from the count data, was applied for all analysis scenarios. A minimum value of 2% was assumed for each movement in the 2028 conditions.
- Baseline traffic volumes on the surrounding street system have been 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 a two-year design horizon (the 2028 Without Project volumes).
- 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 superimposing the project-generated traffic onto the background weekday AM and PM peak traffic at all studied intersections. These are termed the 2028 With Project conditions.
- The LOS for all signalized and stop-controlled intersections was calculated with Trafficware's Synchro software, Version 11, based on *Highway Capacity Manual* (HCM) 6th edition methodologies.

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

3.4 Level of Service Analyses

3.4.1 2025 Existing Conditions

Table 5. Estimated 2025 Level of Service for Existing Conditions for Study Area Intersections

INTERSECTION	PM Peak Hour		
	LOS	***Delay (sec/veh)***	***v/c (MVMT)***
Road 84 / Burns Road	C	15	0.18 (NBLTR)
Road 84 / Sandifur Parkway	C	18	0.17 (SBLR)
Road 68 / Burns Road	C	19	0.53 (EBLR)
Road 68 / Sandifur Parkway	C	22	0.77 (EBT)
Road 68 / Wrigley Drive	B	18	0.68 (NBR)
Road 68 / Road B (Proposed)	-	-	-

MVMT: movement
sec/veh: seconds per vehicle
NBLTR: northbound left/through/right
SBLR: southbound left/right
EBLR: eastbound left/right
EBT: eastbound through
NBR: northbound right

As shown in Table 5, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

3.4.2 2028 Future Conditions Without Project

Table 6. Estimated 2028 Level of Service Without Project for Study Area Intersections

INTERSECTION	PM Peak Hour		
	LOS	***Delay (sec/veh)***	***v/c (MVMT)***
Road 84 / Burns Road	C	16	0.20 (NBLTR)

INTERSECTION	PM Peak Hour		
	LOS	***Delay (sec/veh)***	***v/c (MVMT)***
Road 84 / Sandifur Parkway	C	19	0.19 (SBLR)
Road 68 / Burns Road	B	10	0.76 (EBR)
Road 68 / Sandifur Parkway	D	37	0.94 (EBT)
Road 68 / Wrigley Drive	C	21	0.75 (NBR)
Road 68 / Road B (Proposed)	-	-	-

MVMT: movement
sec/veh: seconds per vehicle

As shown in Table 6, all studied intersections will operate at an acceptable LOS in the 2028 year of opening Without Project conditions during the weekday PM peak hours.

3.4.3 2028 Future Conditions With Project

Table 7. Estimated 2028 Level of Service With Project for Study Area Intersections

INTERSECTION	PM Peak Hour		
	LOS	***Delay (sec/veh)***	***v/c (MVMT)***
Road 84 / Burns Road	C	23	0.31 (NBLTR)
Road 84 / Sandifur Parkway	C	19	0.20 (SBLR)
Road 68 / Burns Road	B	11	0.78 (EBR)
Road 68 / Burns Road *RAB Alternative*	A	4	0.60 (NBLTR)
Road 68 / Sandifur Parkway	D	39	0.96 (EBT)
Road 68 / Wrigley Drive	C	22	0.77 (NBTR)
Road 68 / Road B (Proposed)	B	12	0.06

MVMT: Movement
sec/veh: seconds per vehicle
RAB: Roundabout Alternative for Burns Road / Road 68, see Appendix C

As shown in Table 7, all studied intersections will operate at an acceptable LOS in the 2028 year of opening With Project conditions during the weekday PM peak hours.

Findings: All studied intersections will maintain an acceptable LOS and v/c ratio, both without and with the project trips, through the 2028 year of opening.

4 SAFETY ANALYSIS

4.1 Left-Turn Storage Analysis

The criteria for the analysis of left-turn lanes at uncontrolled intersection legs are based on the Washington State Department of Transportation (WSDOT) *Design Manual*, Exhibit 1310-9, Left-Turn Storage Guidelines: Two-Lane, Unsignalized. The exhibit provides guideline curves for posted speeds of 40, 50, and 60 miles per hours (mph).

The speeds of all uncontrolled roadways at study area intersections are 35 mph and below. With all study roadway speed limits set below the 40-mph threshold noted in the *WSDOT Design Manual* Left-Turn Lane Guidelines, no left-turn lane analyses are recommended for this project. See Appendix E. Although a further study is recommended for the proposed access intersection Road 68 / Road B, the 2028 with project LOS is determined to be B with a 12-minutes delay, and the queuing length for the north bound left-turn entering vehicles was about 75 feet. See Appendix E for SIM Traffic Queuing report.

4.2 Collision Analysis

Collision data from the study area was obtained from WSDOT for the five-year period spanning from January 2020 through December 2024. This analysis assumes that a collision rate of less than 1 per million entering vehicles (MEV) is acceptable and generally does not warrant further examination, provided there are no collision patterns present.

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. The detailed calculations of the critical rate and collision rate are in Appendix D, and the collision data is available upon request. Table 8 provides a summary of the crash history for each study intersection.

Table 8. Collision History

Intersection	Crash Type				Total Crashes	Collision Rate Per MEV
	Same Direction	Opposite Directions	Angle	Fixed Object / Animal		
Road 84 / Burns Road	0	0	2	0	2	0.18
Road 84 / Sandifur Parkway	3	1	2	0	6	0.23
Road 68 / Burns Road	3	1	0	0	4	0.19
Road 68 / Sandifur Parkway	15	7	3	1	26	0.51
Road 68 / Wrigley Drive	21	4	11	0	36	0.86

Findings: All study intersections have a collision rate of less than 1 per MEV. No trends were noticed; therefore, no additional study is needed.

4.3 Transit, Pedestrian, and Bicycle Facilities

Road 68 includes sidewalks on the western side for approximately 1,100 feet south of the Road 68/Burns Road intersection, and sidewalks on the western side for approximately 375 feet north of the Road 68/Sandifur Parkway intersection. There is an unfinished partial sidewalk on the western side of Road 68 at the Budsage Drive intersection.

Road 84 has sidewalks on both sides between the access intersection at Dusty Maiden Drive and the Sandifur Parkway intersection. North of Dusty Maiden Drive, Road 84 ends and no sidewalks are available beyond that point.

Ember Lane and Budsage Drive have sidewalks on both sides of their access intersection. The sidewalks on Budsage Drive extend all the way to the Road 68 intersection.

Non-adjacent roads such as Wrigley Drive, Road 76, Road 60, and Convention Drive will not be inventoried. No bicycle facilities exist in the study area.

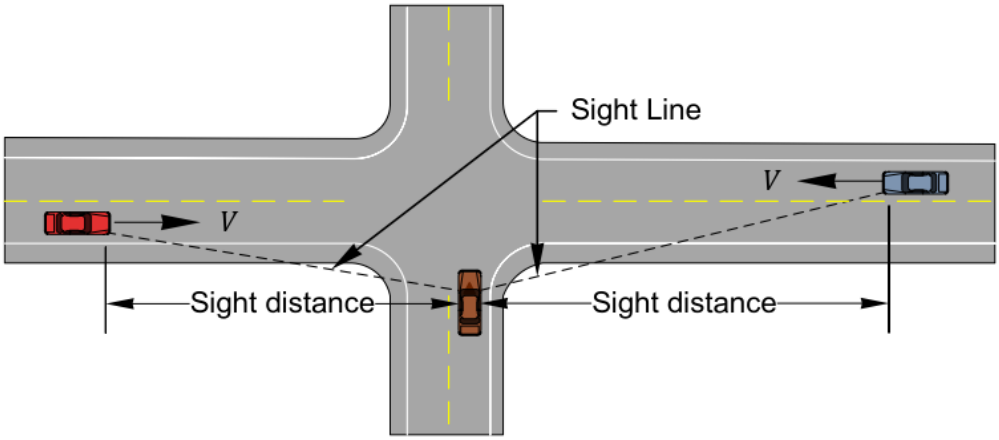
Nearby transit service is provided by Ben Franklin Transit Routes 67 and 225. Routes 67 and 225 have nearby bus stops on Sandifur Parkway 950 feet west of the Road 68/Sandifur Parkway intersection. Route 67 also has nearby bus stops 200 feet south of the Road 68/Sandifur Parkway intersection, at the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

Findings: Multimodal transportation options are readily available for pedestrians.

Recommendations: Assure all driveways, sidewalks, and curb ramps constructed with the subdivision project comply with the current ADA guidelines. Extension of the sidewalk at Road 68 to be connected with access intersections is beneficial.

4.4 Sight Distance at Site Access Locations

The existing accesses for the Project site require at least 240 feet of sight distance to the right and approximately 280 feet to the left, from the perspective of the exiting driver, to meet AASHTO intersection sight distance (ISD) recommendations based on the posted speed of 25 mph at Budsage Drive and Dusty Maiden Drive (see References). In contrast, the access intersections along Road 68, which has a posted speed of 35 mph, require at least 335 feet of sight distance to the right and approximately 390 feet to the left to meet AASHTO ISD recommendations. The following diagram illustrates how the ISD is measured.



Findings: Based upon the access intersection's aerial view, it is unlikely there will be any barriers or challenges with sight obstruction.

Recommendations: Design the proposed access intersections in accordance with ASSHTO Table 9-7 and 9-9 guidelines for intersection sight distance. Install no objects within the sight distance triangles that would block exiting drivers' view of approaching traffic.

5 TRANSPORTATION IMPACT FEES

5.1 Transportation Impact Fees per Pasco Municipal Code Section 3.35.230 Amended

The Transportation Impact Fee (TIF) is a per PM peak hour trip cost determined by the City based on the area in which a project is located. For the purposes of TIF determination, the Project is located in the north district. The City's TIF schedule in north district is included in Appendix F.

The 2025 TIF for north district is $2215.84 per new PM peak hour trip. The number of net new PM peak hour trips from the Project is 178 for the residential units. Table 10 presents a breakdown of TIF costs for CWE by district.

Table 9. Project Transportation Impact Fees

Land Use	PM Net New Peak Hour Trips	Cost Per Trip ($)	TIF Cost ($)
Medical-Dental Office Building (720)	178	2,215.84	394,419.52

Findings: The total TIF is $394,419.52 for residential development in the north district of Pasco.

6 STUDY FINDINGS

The findings of this TIA are listed below.

6.1 Trip Generation

The CWE development is anticipated to generate 1,888 vehicle trips during a typical weekday, including 178 during the PM peak hour.

6.2 Intersection Performance

All studied intersections will maintain an acceptable LOS and v/c ratio, both without and with the project trips through the 2028 year of opening. Further analysis at the proposed Road 68 / Road B intersection is recommended to assess whether left-turn storage is needed for northbound traffic.

6.3 Collision Analysis

All study intersections have a collision rate per MEV of less than 1. No trends were noticed; therefore, no additional study is needed.

6.4 Transit, Pedestrian, and Bicycle Facilities

Multimodal transportation options are readily available for pedestrians.

6.5 Driveway Sight Distance

Based upon the access intersection's aerial view, it is unlikely there will be any barriers or challenges with sight obstruction.

6.6 Transportation Impact Fees

Based upon the City's TIF schedule, the total TIF is $394,419.52 for residential development in the north district of Pasco.

7 RECOMMENDATIONS

The traffic impact analysis supports the following recommendations.

7.1 Accessibility

Assure all driveways, sidewalks, and curb ramps constructed with the subdivision project comply with the current ADA guidelines. Extension of the sidewalk at Road 68 to be connected with access intersections is beneficial.

7.2 Driveway Sight Lines

Design the proposed access points intersections in accordance with AASHTO design intersection sight distance Tables 9-7 and 9-9 guidelines for ISD. Install no objects within the sight distance triangles that would block exiting drivers' view of approaching traffic.

8 REFERENCES

AASHTO (American Association of State Highway and Transportation Officials). (2018). *A Policy on the Geometric Design of Highways and Streets*, 7th Edition.

ITE (Institute of Transportation Engineers). (2021). *Trip Generation Manual*, 11th Edition.

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Figures

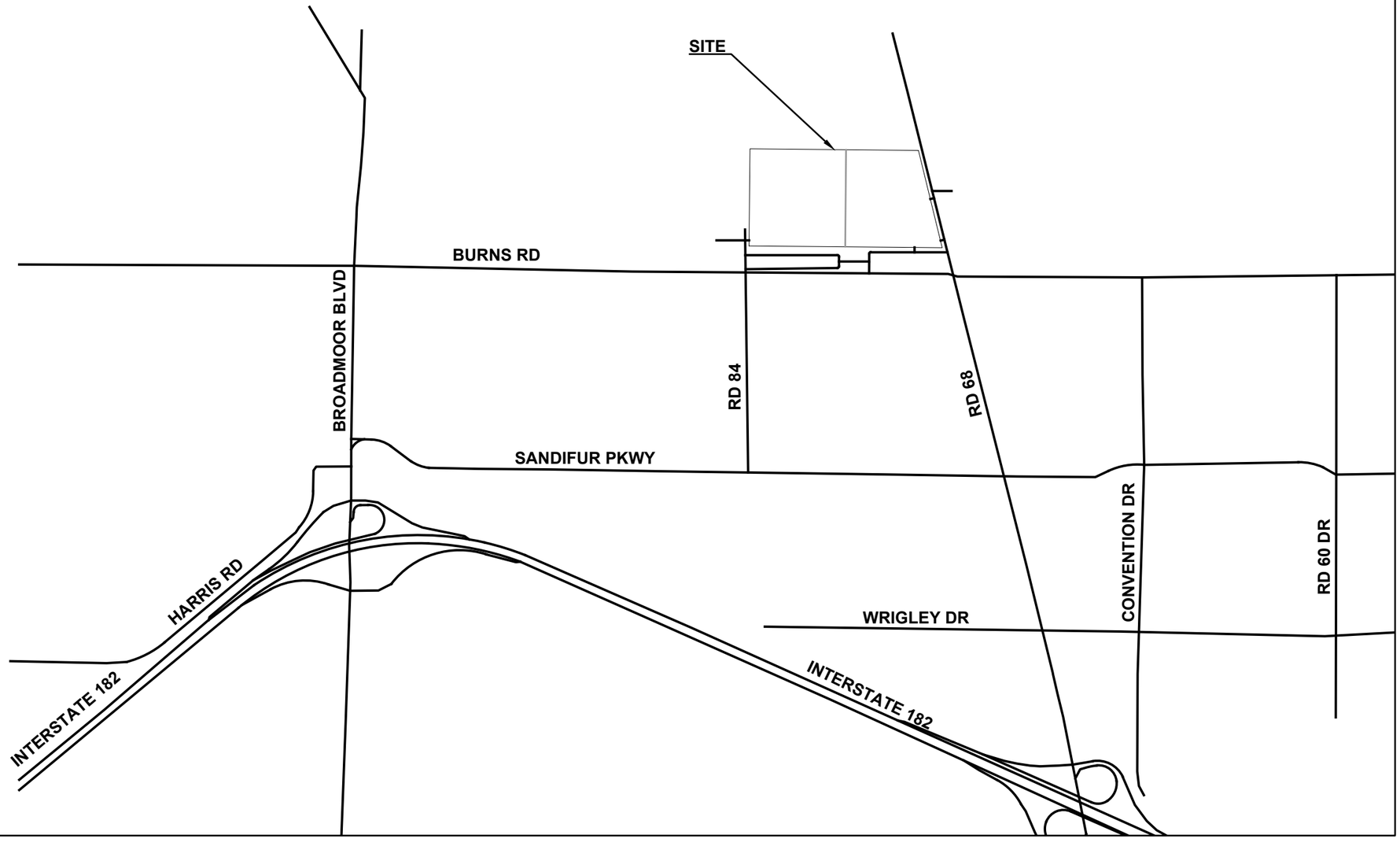


FIGURE 1

Vicinity Map

Columbia Waters Estates

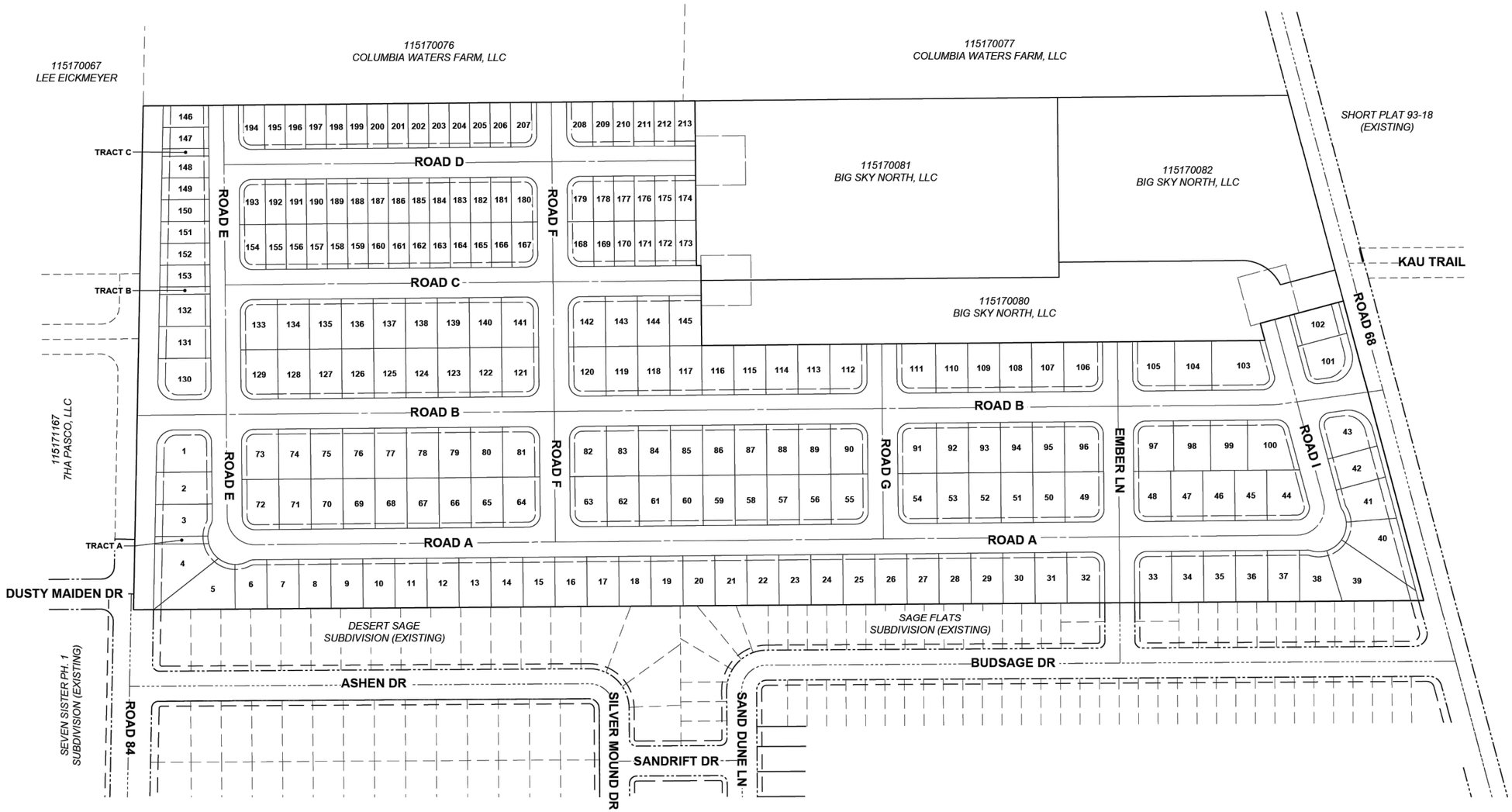
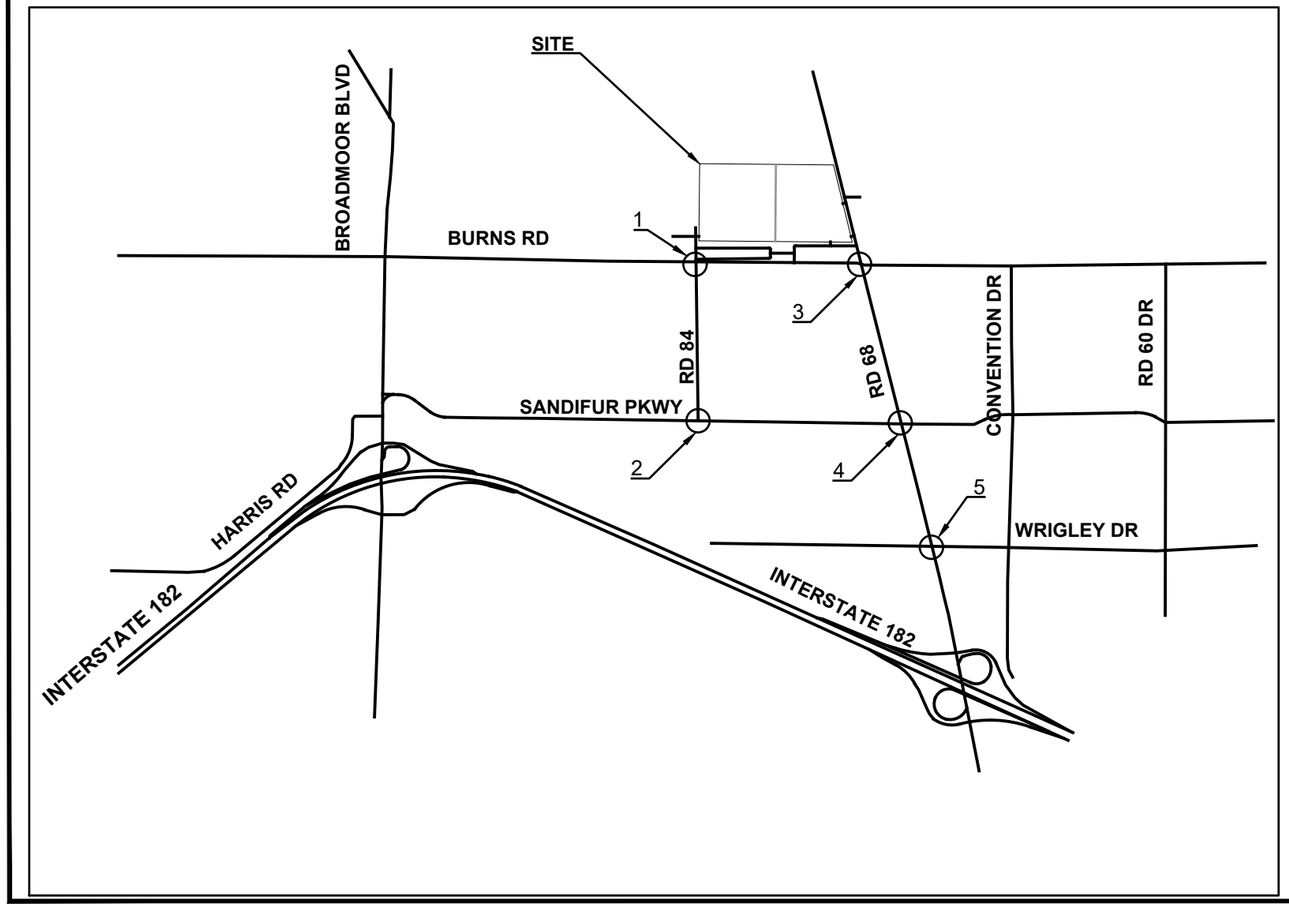
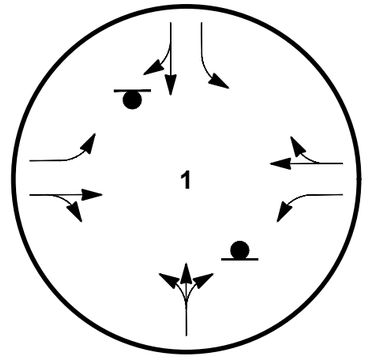


FIGURE 2

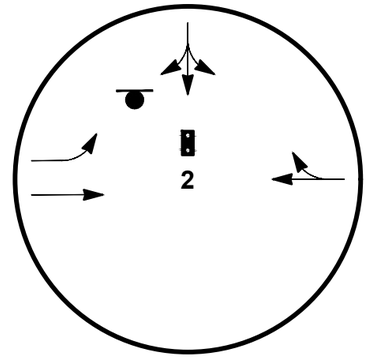
Site Plan

Columbia Waters Estates

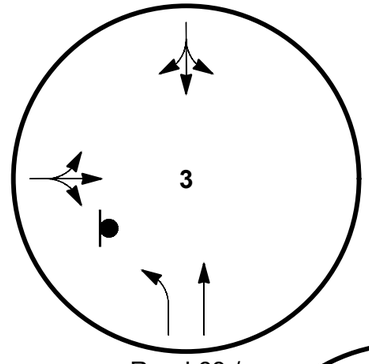




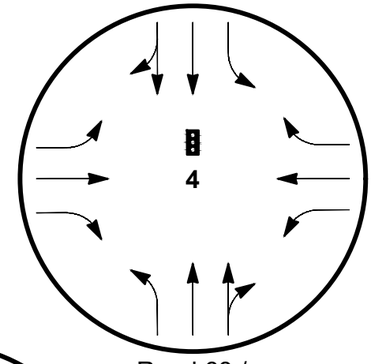
Road 84 /
Burns Rd



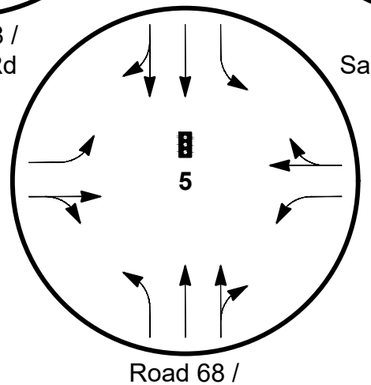
Road 84 / Sandifur
Parkway



Road 68 /
Burns Rd



Road 68 /
Sandifur Parkway



Road 68 /
Wrigley Dr

LEGEND

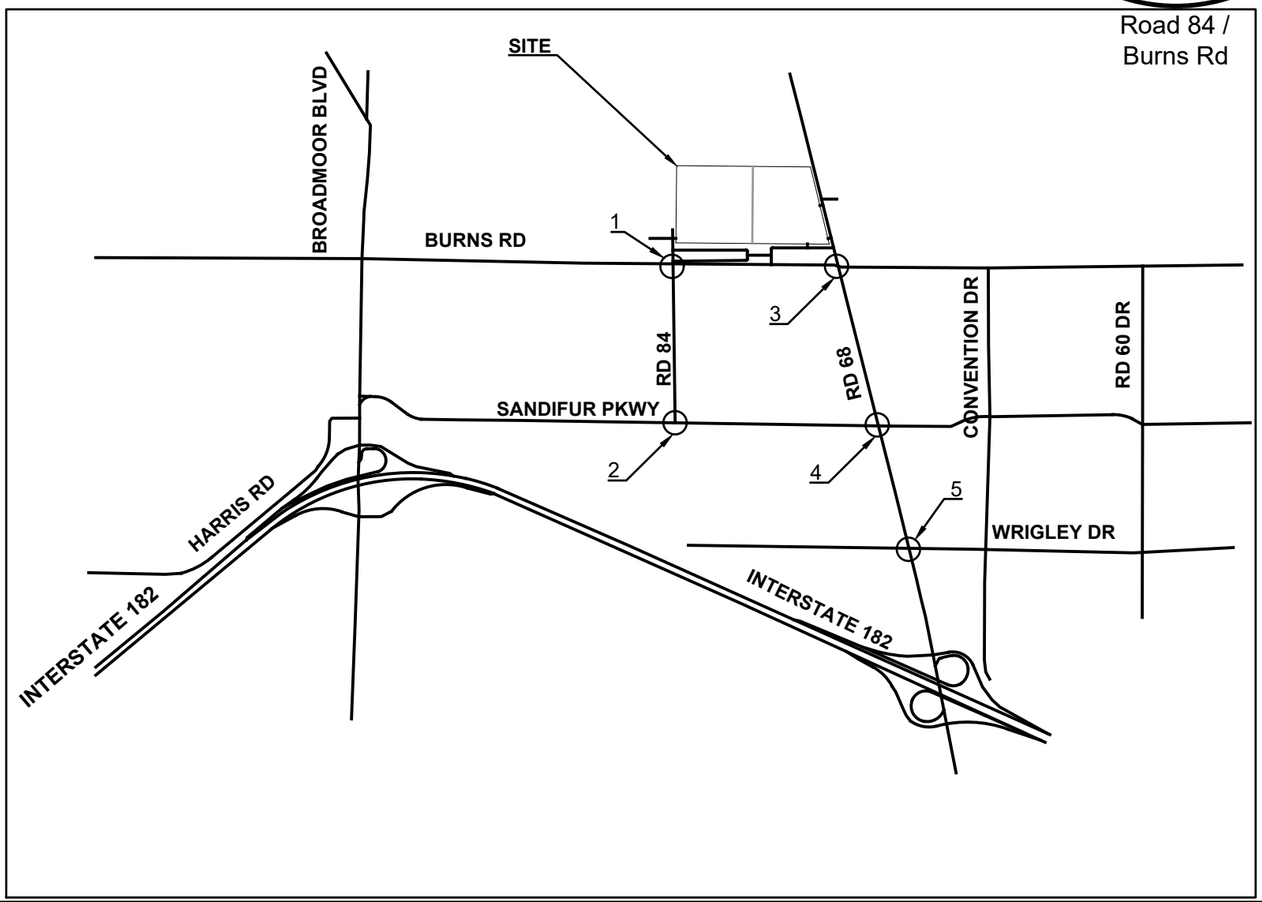
- INTERSECTION
- TRAFFIC SIGNAL
- STOP SIGN

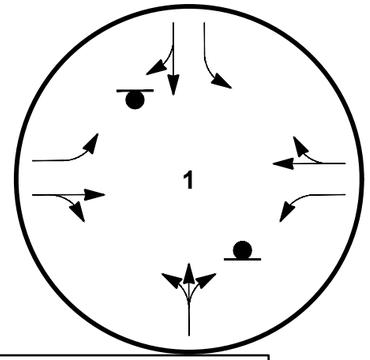
FIGURE 3

Existing Lane Configuration

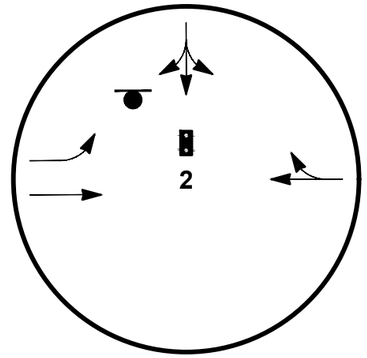
Columbia Waters Estates

* 3a & 3b ACCOUNTING FOR ALTERNATIVE FOR THE BURNS ROAD/ROAD 68 INTERSECTION AND SHOWS THE OUTCOMES FOR THE 2028 WITH PROJECT CONDITIONS

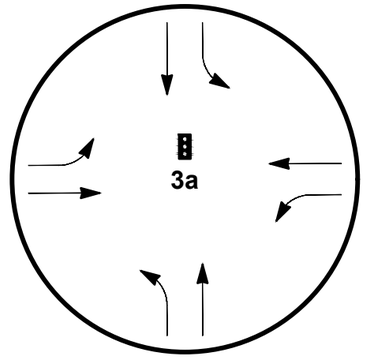




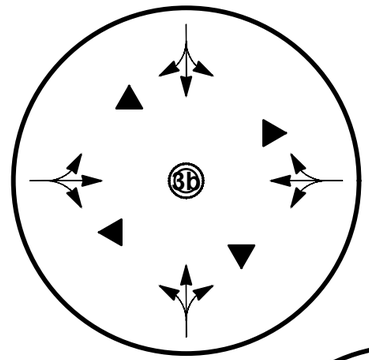
Road 84 / Burns Rd



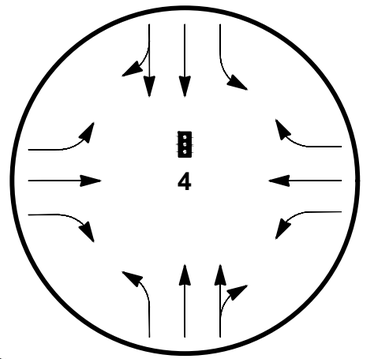
Road 84 / Sandifur Parkway



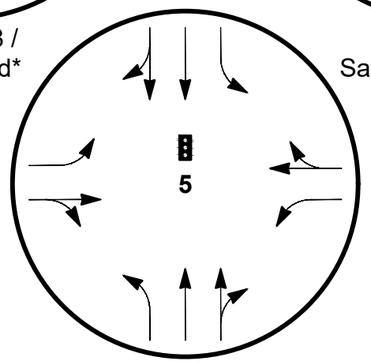
Road 68 / Burns Rd*



Road 68 / Burns Rd*



Road 68 / Sandifur Parkway



Road 68 / Wrigley Dr

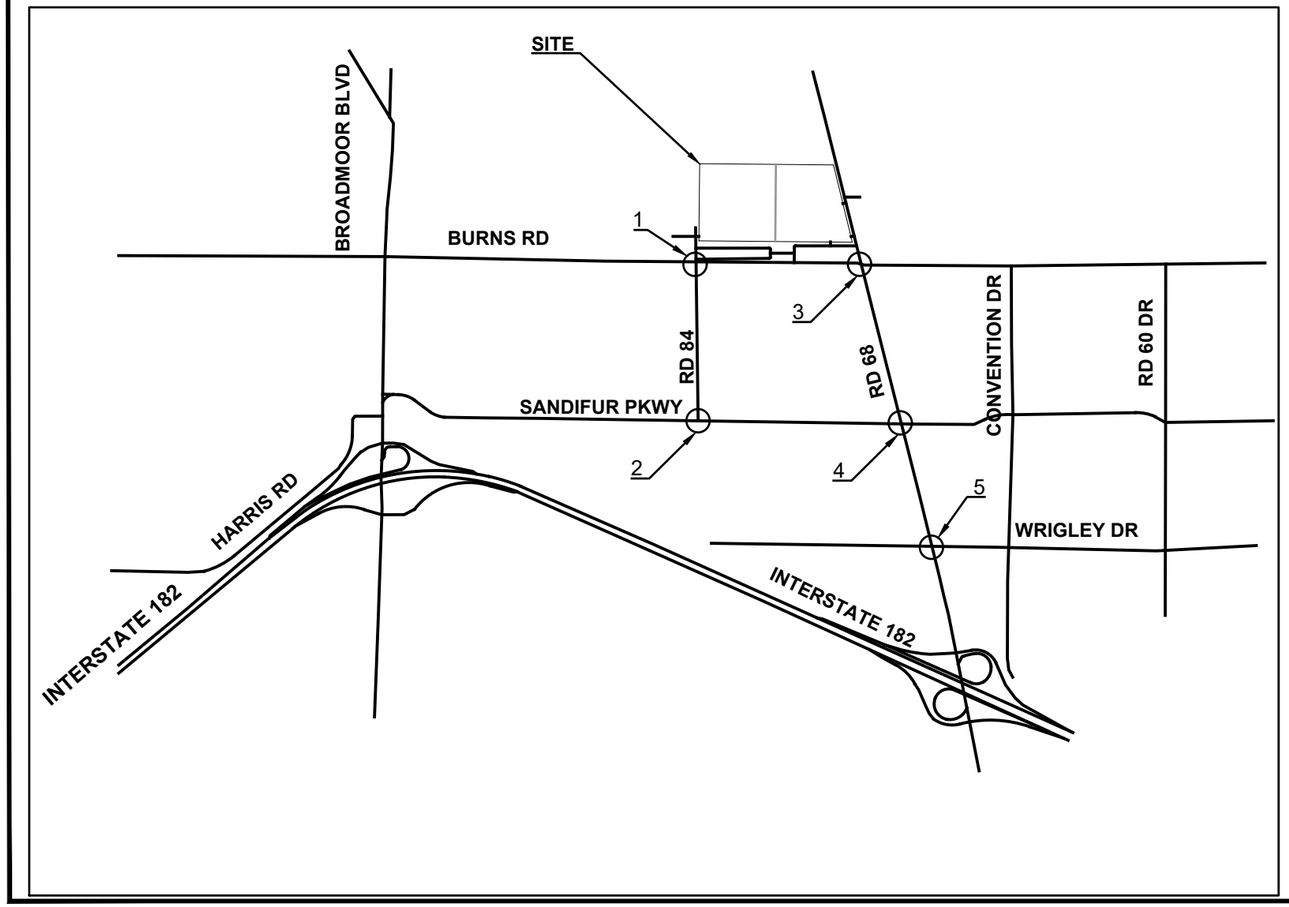
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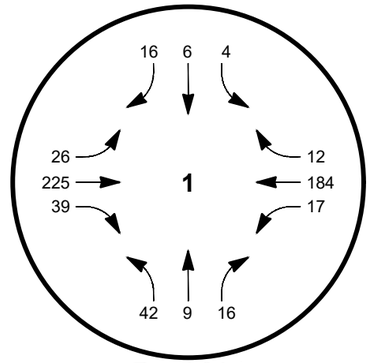
- INTERSECTION
- ROUNDABOUT
- STOP SIGN
- TRAFFIC SIGNAL
- YIELD

FIGURE 4

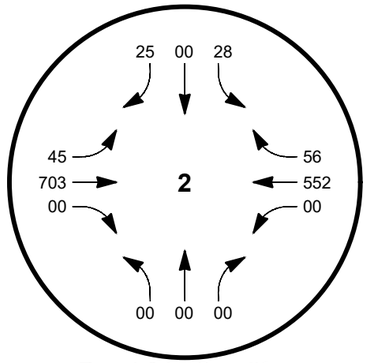
Future Lane Configuration

Columbia Waters Estates

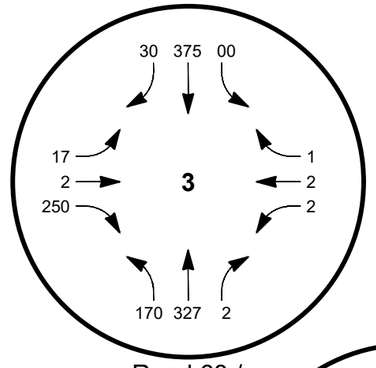




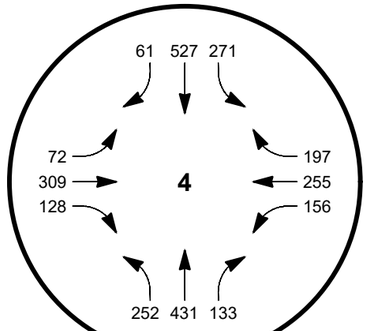
Road 84 /
Burns Rd



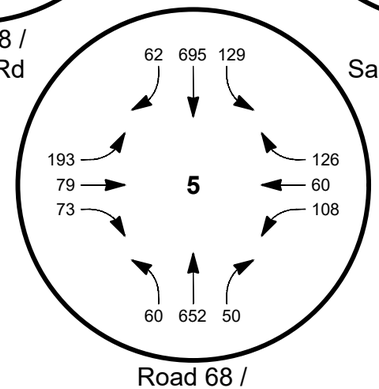
Road 84 / Sandifur
Parkway



Road 68 /
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Road 68 /
Sandifur Parkway



Road 68 /
Wrigley Dr

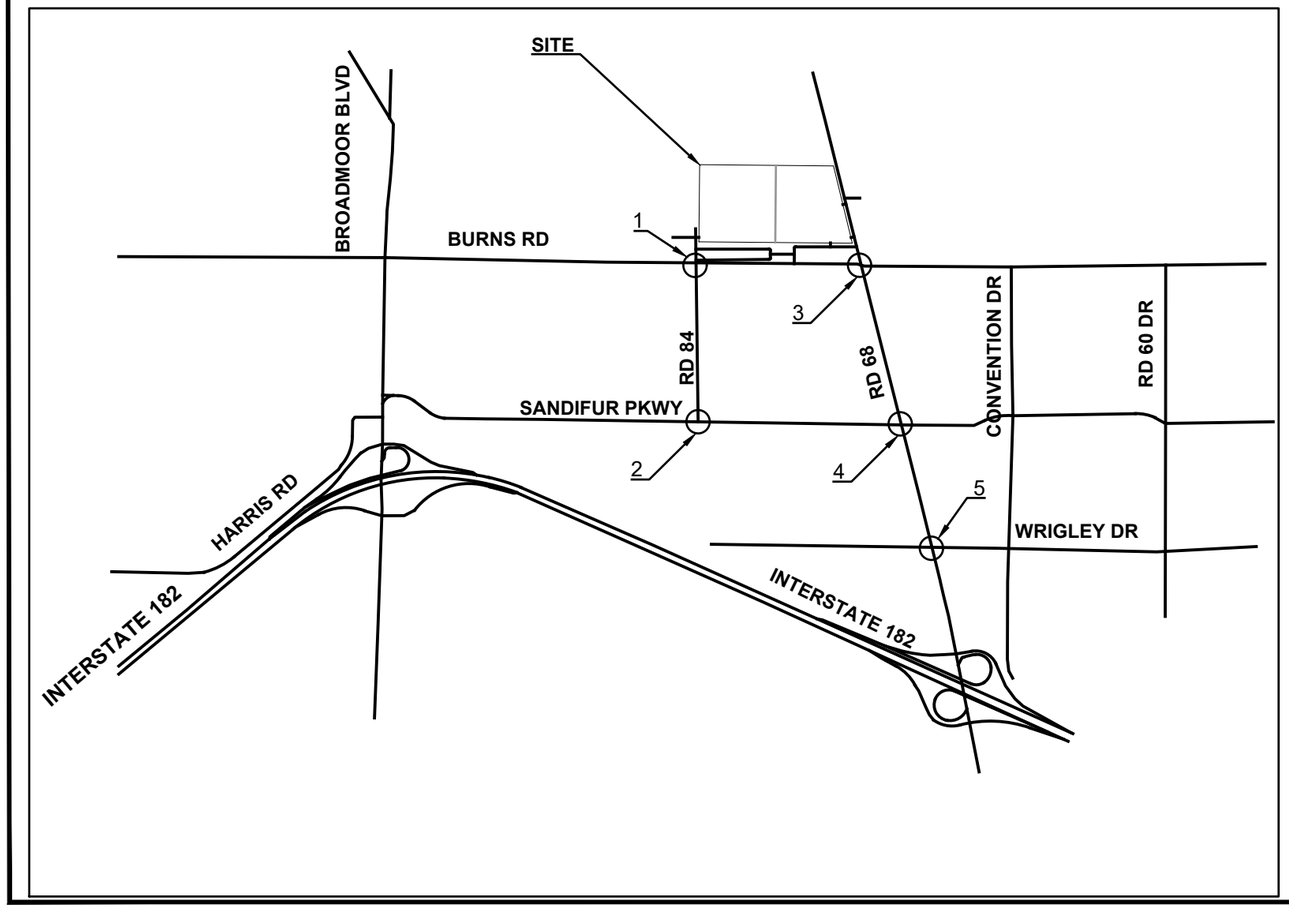
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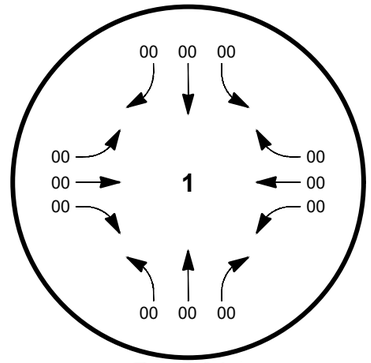
○	INTERSECTION
XXX	PM PEAK HOUR

FIGURE 5

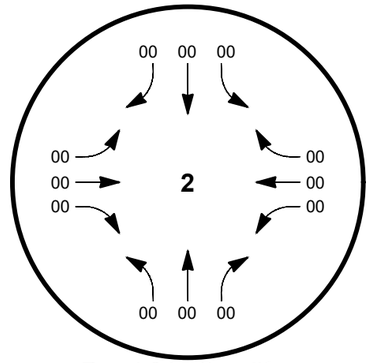
Existing 2025 PM Peak Hour Traffic Volumes

Columbia Waters Estates

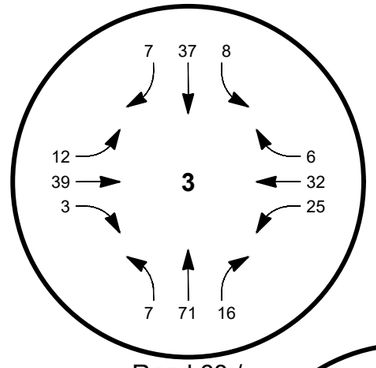




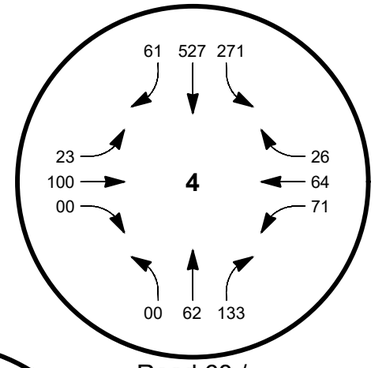
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Burns Rd



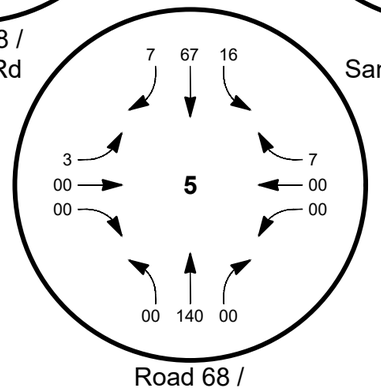
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Parkway



Road 68 /
Burns Rd



Road 68 /
Sandifur Parkway



Road 68 /
Wrigley Dr

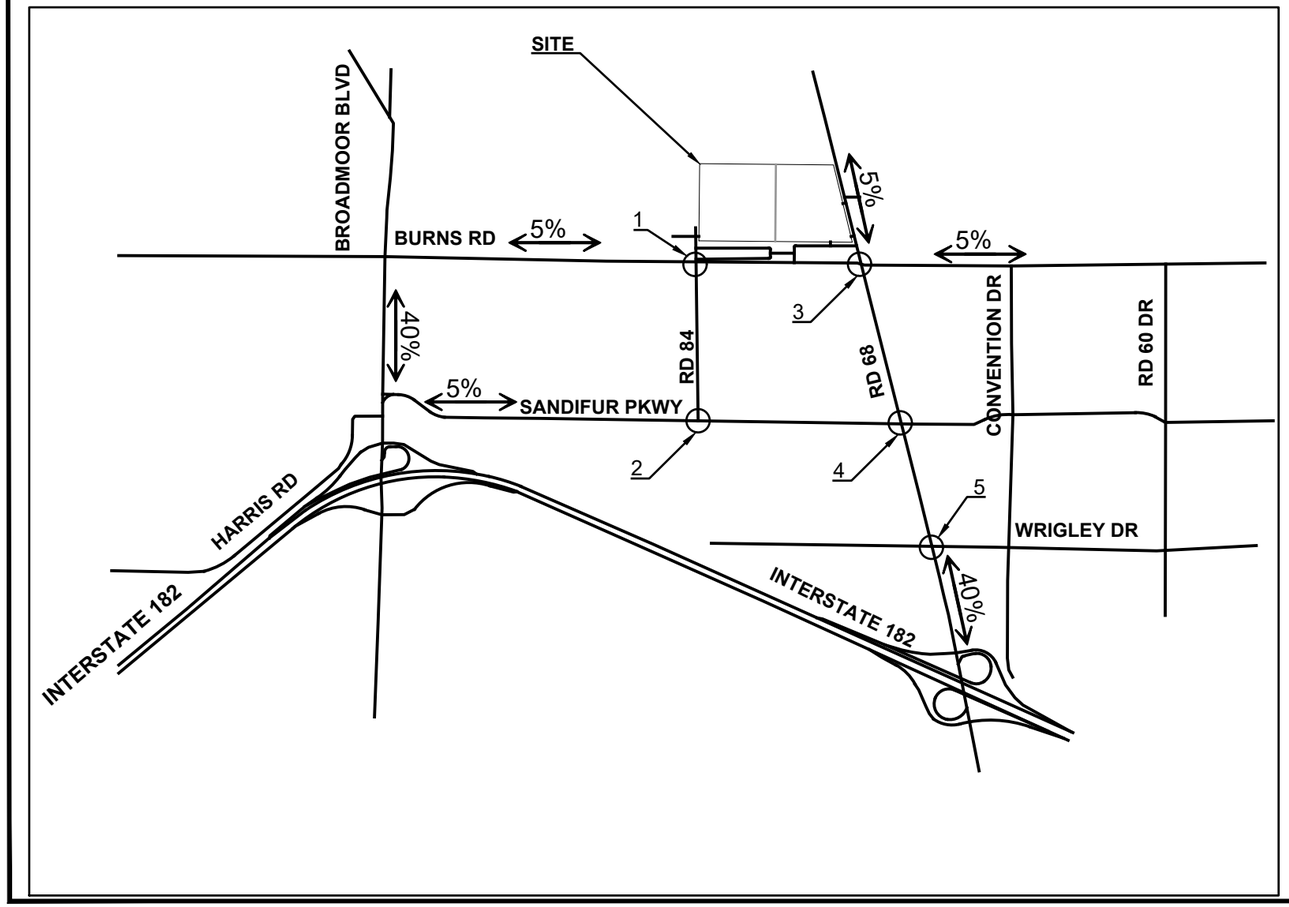
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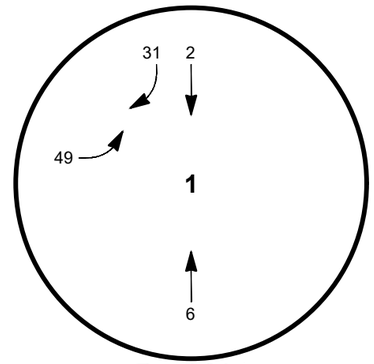
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XXX	PM PEAK HOUR

FIGURE 6

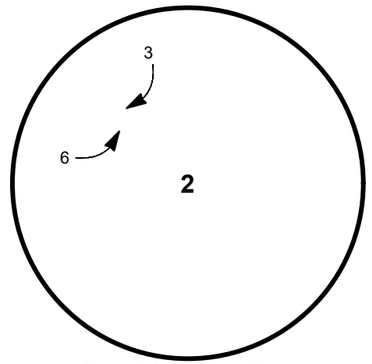
In-process Projects Trip Assignment

Columbia Waters Estates

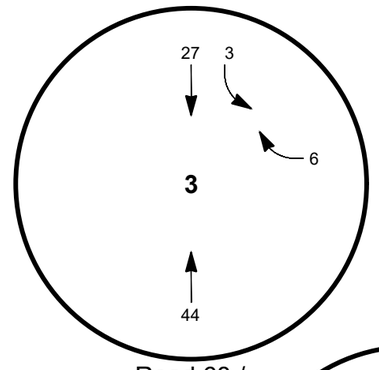




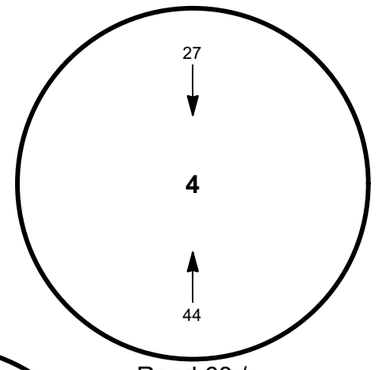
Road 84 /
Burns Rd



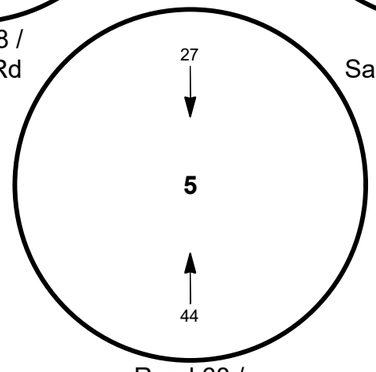
Road 84 / Sandifur
Parkway



Road 68 /
Burns Rd



Road 68 /
Sandifur Parkway



Road 68 /
Wrigley Dr

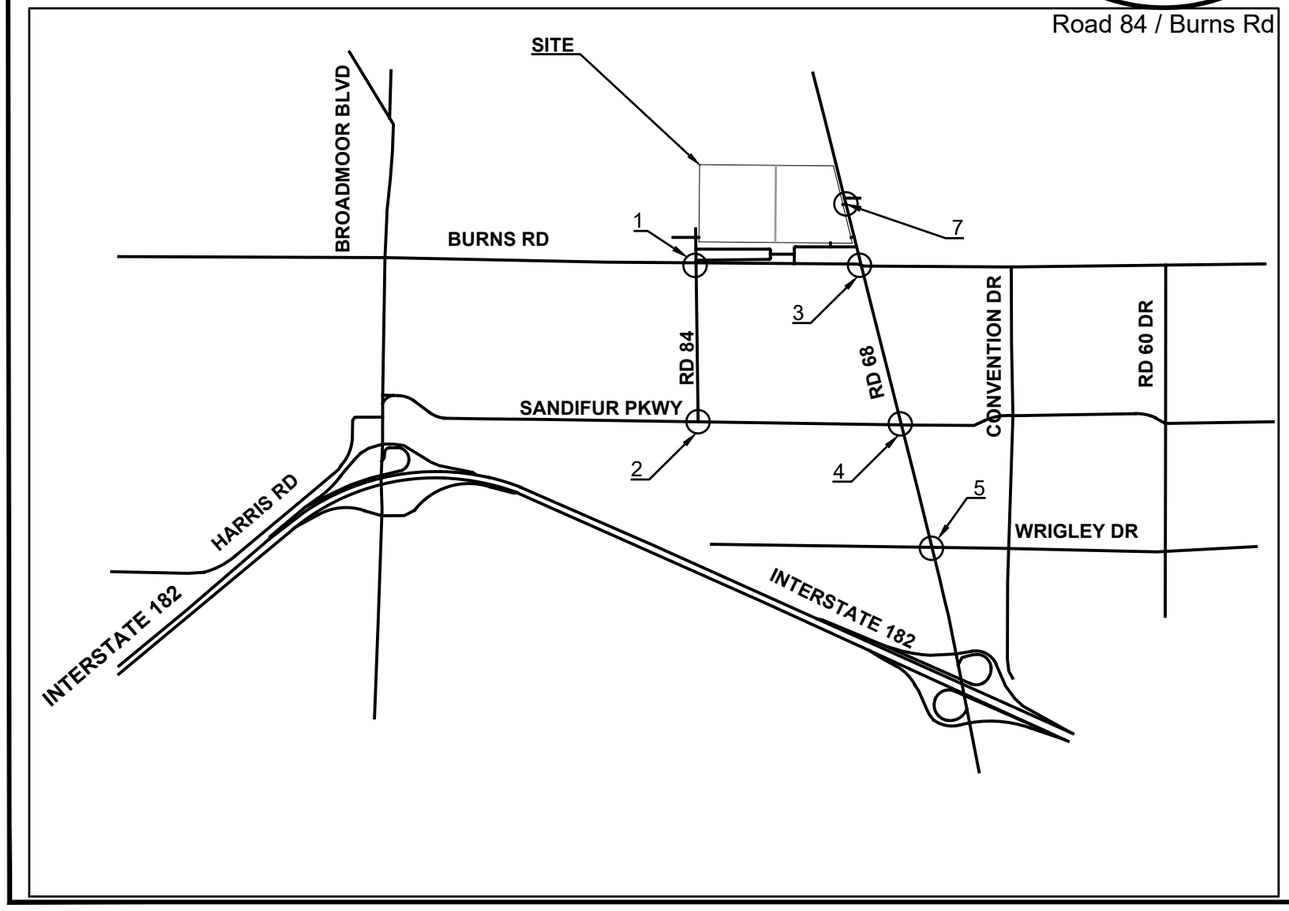
LEGEND

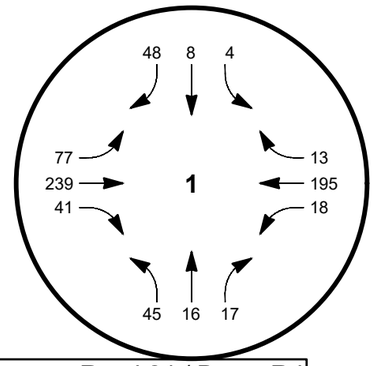
○	INTERSECTION
XXX	PM PEAK HOUR

FIGURE 7

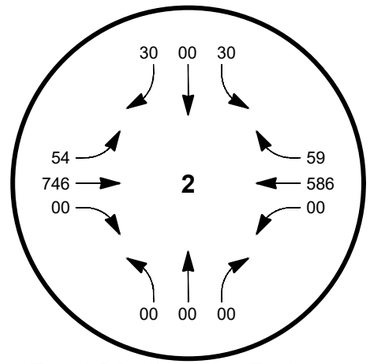
PM Peak Hour Trip Assignment & Distribution

Columbia Waters Estates

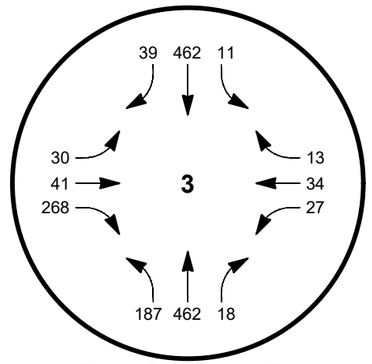




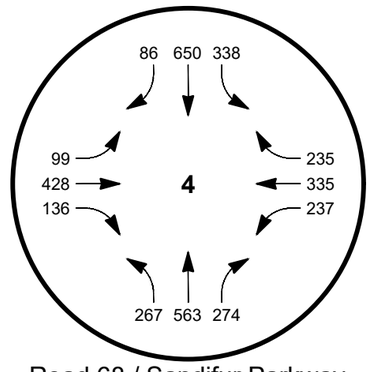
Road 84 / Burns Rd



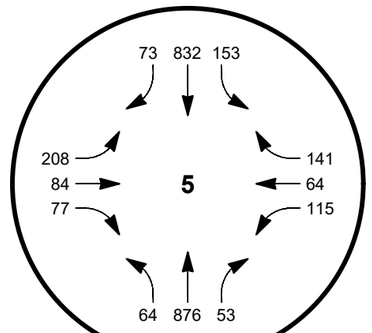
Road 84 / Sandifur Parkway



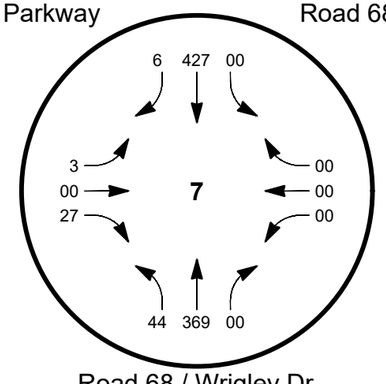
Road 68 / Burns Rd



Road 68 / Sandifur Parkway



Road 68 / Wrigley Dr



Road 68 / Wrigley Dr

LEGEND

○	INTERSECTION
XXX	PM PEAK HOUR

FIGURE 8

Future 2028 PM Peak Hour Traffic Volumes

Columbia Waters Estates

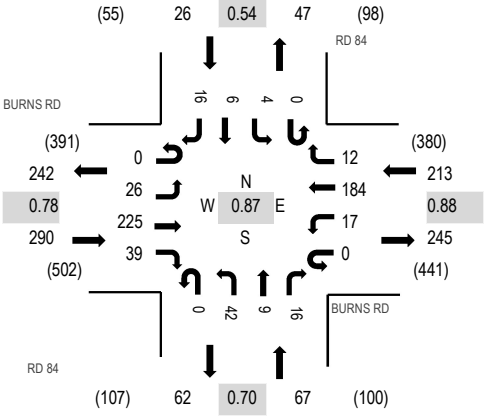
Appendix A
Traffic Counts

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

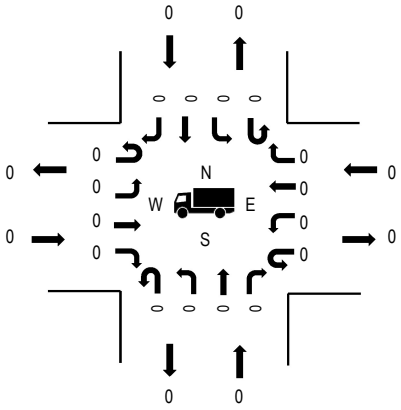
Location: 1 RD 84 & BURNS RD PM
Date: Tuesday, May 6, 2025
Peak Hour: 04:10 PM - 05:10 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour

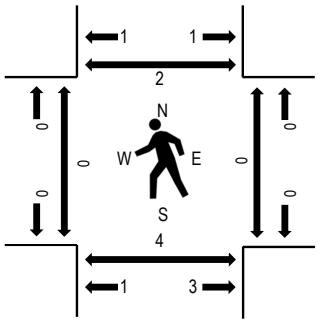
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.78
WB	0.0%	0.88
NB	0.0%	0.70
SB	0.0%	0.54
All	0.0%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	BURNS RD Eastbound				BURNS RD Westbound				RD 84 Northbound				RD 84 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	4	12	4	0	3	10	4	0	1	0	4	0	0	0	2	44	593
4:05 PM	0	2	16	3	0	1	11	3	0	1	0	2	0	1	0	3	43	584
4:10 PM	0	4	8	2	0	2	15	1	0	8	0	2	0	2	1	1	46	596
4:15 PM	0	3	7	3	0	2	21	2	0	3	1	2	0	0	0	0	44	585
4:20 PM	0	6	11	2	0	0	15	2	0	3	2	0	0	0	0	2	43	587
4:25 PM	0	0	17	9	0	1	19	0	0	5	0	1	0	1	2	0	55	580
4:30 PM	0	0	30	2	0	0	16	0	0	5	2	2	0	0	1	1	59	561
4:35 PM	0	0	16	1	0	2	23	1	0	6	1	2	0	0	0	1	53	538
4:40 PM	0	1	32	7	0	2	11	0	0	4	0	1	0	0	0	1	59	522
4:45 PM	0	5	23	5	0	3	14	0	0	2	0	2	0	0	0	3	57	493
4:50 PM	0	2	20	2	0	2	14	2	0	2	1	0	0	0	0	3	48	470
4:55 PM	0	2	17	2	0	1	14	2	0	0	0	2	0	0	2	0	42	453
5:00 PM	0	1	14	2	0	1	10	0	0	3	0	1	0	1	0	2	35	444
5:05 PM	0	2	30	2	0	1	12	2	0	1	2	1	0	0	0	2	55	
5:10 PM	0	1	18	1	0	0	11	2	0	2	0	0	0	0	0	0	35	
5:15 PM	0	4	16	0	0	0	17	3	0	2	0	1	0	1	1	1	46	
5:20 PM	0	0	18	0	0	4	7	3	0	0	1	0	0	1	1	1	36	
5:25 PM	0	1	15	1	0	1	11	3	0	1	0	0	0	1	1	1	36	
5:30 PM	0	1	15	0	0	4	9	1	0	3	1	2	0	0	0	0	36	
5:35 PM	0	0	19	2	0	2	11	1	0	0	0	1	0	0	0	1	37	
5:40 PM	0	1	13	2	0	1	8	1	0	1	3	0	0	0	0	0	30	
5:45 PM	0	4	9	1	0	2	10	0	0	1	0	3	0	1	2	1	34	
5:50 PM	0	1	11	3	0	0	7	2	0	1	0	1	0	3	0	2	31	
5:55 PM	0	2	9	3	0	2	10	2	0	0	0	1	0	2	0	2	33	
Count Total	0	47	396	59	0	37	306	37	0	55	14	31	0	14	11	30	1,037	
Peak Hour	0	26	225	39	0	17	184	12	0	42	9	16	0	4	6	16	596	

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

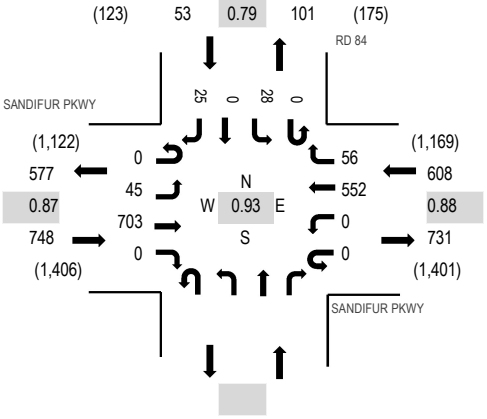
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	2	0	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	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	2	0	0	2
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
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	2	0	0	2
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	1	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	1	0	1	2
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
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	1	0	0	0	1	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	1	0	0	1
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	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1	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	2	1	0	3
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	3	0	0	3
Count Total	0	0	0	0	0	Count Total	1	0	0	1	2	Count Total	0	17	1	4	22
Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1	Peak Hour	0	6	0	2	8

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

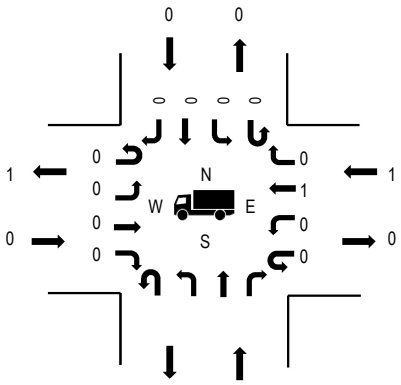
Location: 2 RD 84 & SANDIFUR PKWY PM
Date: Tuesday, May 6, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour

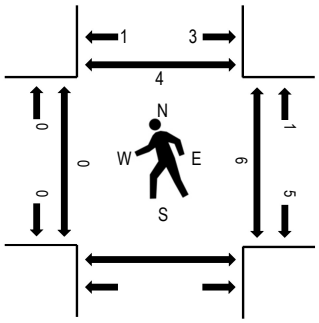
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.87
WB	0.2%	0.88
NB		
SB	0.0%	0.79
All	0.1%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SANDIFUR PKWY Eastbound				SANDIFUR PKWY Westbound				Northbound				RD 84 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	5	41	0	0	0	43	5					0	5	0	3	102	1,305
4:05 PM	0	2	59	0	0	0	43	1					0	3	0	1	109	1,322
4:10 PM	0	2	53	0	0	0	43	3					0	3	0	5	109	1,356
4:15 PM	0	3	59	0	0	0	40	1					0	3	0	2	108	1,361
4:20 PM	0	0	49	0	0	0	45	6					0	3	0	4	107	1,370
4:25 PM	0	2	50	0	0	0	39	13					0	4	0	6	114	1,398
4:30 PM	0	5	41	0	0	0	41	6					0	2	0	4	99	1,409
4:35 PM	0	8	46	0	0	0	48	6					0	1	0	1	110	1,401
4:40 PM	0	4	56	0	0	0	41	8					0	5	0	8	122	1,401
4:45 PM	0	5	62	0	0	0	41	3					0	5	0	2	118	1,390
4:50 PM	0	4	60	0	0	0	45	1					0	3	0	1	114	1,380
4:55 PM	0	1	44	0	0	0	44	2					0	1	0	1	93	1,387
5:00 PM	0	2	70	0	0	0	35	7					0	2	0	3	119	1,393
5:05 PM	0	2	77	0	0	0	56	6					0	1	0	1	143	
5:10 PM	0	6	61	0	0	0	43	2					0	1	0	1	114	
5:15 PM	0	4	60	0	0	0	45	7					0	0	0	1	117	
5:20 PM	0	4	62	0	0	0	61	4					0	3	0	1	135	
5:25 PM	0	0	64	0	0	0	52	4					0	4	0	1	125	
5:30 PM	0	2	51	0	0	0	33	2					0	2	0	1	91	
5:35 PM	0	4	56	0	0	0	41	4					0	4	0	1	110	
5:40 PM	0	4	46	0	0	0	54	3					0	3	0	1	111	
5:45 PM	0	2	65	0	0	0	34	0					0	3	0	4	108	
5:50 PM	0	2	51	0	0	0	57	5					0	5	0	1	121	
5:55 PM	0	1	49	0	0	0	44	2					0	3	0	0	99	
Count Total	0	74	1,332	0	0	0	1,068	101					0	69	0	54	2,698	
Peak Hour	0	45	703	0	0	0	552	56					0	28	0	25	1,409	

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

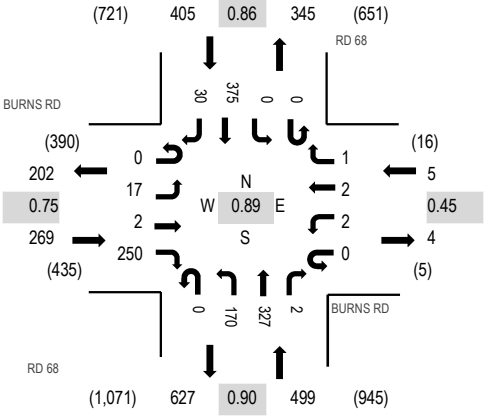
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0		0	0	0	4:00 PM	0		0	0	0	4:00 PM	0		2	0	2
4:05 PM	0		0	0	0	4:05 PM	0		0	0	0	4:05 PM	0		0	0	0
4:10 PM	0		0	0	0	4:10 PM	0		0	0	0	4:10 PM	0		0	0	0
4:15 PM	0		0	0	0	4:15 PM	0		0	0	0	4:15 PM	0		0	0	0
4:20 PM	0		0	0	0	4:20 PM	0		0	0	0	4:20 PM	0		0	0	0
4:25 PM	0		0	0	0	4:25 PM	0		0	0	0	4:25 PM	0		0	0	0
4:30 PM	0		0	0	0	4:30 PM	0		0	0	0	4:30 PM	0		1	1	2
4:35 PM	0		0	0	0	4:35 PM	0		0	0	0	4:35 PM	0		2	2	4
4:40 PM	0		0	0	0	4:40 PM	0		0	0	0	4:40 PM	0		2	0	2
4:45 PM	0		0	0	0	4:45 PM	0		0	0	0	4:45 PM	0		3	0	3
4:50 PM	0		0	0	0	4:50 PM	0		0	0	0	4:50 PM	0		0	0	0
4:55 PM	0		0	0	0	4:55 PM	0		0	0	0	4:55 PM	0		0	0	0
5:00 PM	0		0	0	0	5:00 PM	0		0	0	0	5:00 PM	0		0	0	0
5:05 PM	0		0	0	0	5:05 PM	1		0	0	1	5:05 PM	0		0	1	1
5:10 PM	0		1	0	1	5:10 PM	0		0	0	0	5:10 PM	0		0	0	0
5:15 PM	0		0	0	0	5:15 PM	0		0	0	0	5:15 PM	0		1	1	2
5:20 PM	0		0	0	0	5:20 PM	0		0	0	0	5:20 PM	0		0	1	1
5:25 PM	0		0	0	0	5:25 PM	0		0	0	0	5:25 PM	0		0	0	0
5:30 PM	0		0	0	0	5:30 PM	0		0	0	0	5:30 PM	0		0	0	0
5:35 PM	0		0	0	0	5:35 PM	0		0	0	0	5:35 PM	0		1	1	2
5:40 PM	0		0	0	0	5:40 PM	0		0	0	0	5:40 PM	0		2	0	2
5:45 PM	0		0	0	0	5:45 PM	0		0	0	0	5:45 PM	0		2	0	2
5:50 PM	0		0	0	0	5:50 PM	0		0	0	0	5:50 PM	0		1	0	1
5:55 PM	0		0	0	0	5:55 PM	0		1	0	1	5:55 PM	0		2	0	2
Count Total	0		1	0	1	Count Total	1		1	0	2	Count Total	0		19	7	26
Peak Hour	0		1	0	1	Peak Hour	1		0	0	1	Peak Hour	0		9	6	15

ALL TRAFFIC DATA SERVICES
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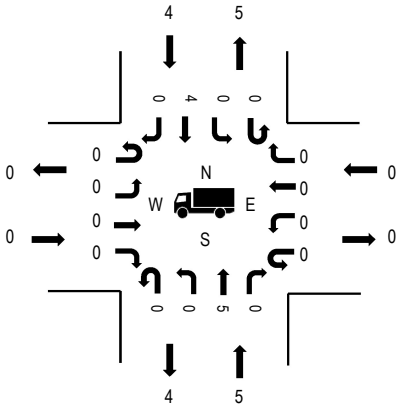
Location: 3 RD 68 & BURNS RD PM
Date: Tuesday, May 6, 2025
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour

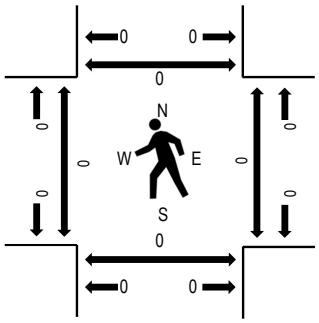
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.45
NB	1.0%	0.90
SB	1.0%	0.86
All	0.8%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	BURNS RD Eastbound				BURNS RD Westbound				RD 68 Northbound				RD 68 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	3	0	7	0	1	1	0	0	17	30	0	0	0	23	0	82	1,142
4:05 PM	0	2	0	24	0	0	0	0	0	9	28	0	0	0	26	4	93	1,155
4:10 PM	0	1	0	9	0	0	1	0	0	19	23	0	0	0	28	3	84	1,151
4:15 PM	0	2	0	8	0	0	2	0	0	17	16	0	0	0	28	3	76	1,149
4:20 PM	0	2	0	8	0	1	0	1	0	18	27	0	0	0	18	1	76	1,164
4:25 PM	0	1	0	12	0	0	0	0	0	19	23	1	0	0	34	2	92	1,178
4:30 PM	0	1	0	34	0	0	0	0	0	13	33	0	0	0	28	2	111	1,160
4:35 PM	0	2	0	16	0	1	0	0	0	24	29	1	0	0	40	4	117	1,125
4:40 PM	0	2	1	34	0	0	0	0	0	8	33	0	0	0	21	4	103	1,100
4:45 PM	0	1	0	28	0	0	0	0	0	12	24	0	0	0	24	6	95	1,063
4:50 PM	0	0	0	13	0	0	0	0	0	13	34	0	0	0	37	4	101	1,045
4:55 PM	0	2	0	23	0	0	1	0	0	15	26	0	0	0	43	2	112	1,018
5:00 PM	0	2	0	13	0	0	0	0	0	10	38	0	0	0	31	1	95	975
5:05 PM	0	3	0	26	0	0	0	1	0	15	18	0	0	0	26	0	89	
5:10 PM	0	1	0	15	0	0	0	0	0	11	24	0	0	0	29	2	82	
5:15 PM	0	1	0	11	0	0	0	0	0	18	20	0	0	0	40	1	91	
5:20 PM	0	1	1	25	0	1	1	0	0	12	25	0	0	0	22	2	90	
5:25 PM	0	1	0	9	0	0	1	0	0	12	28	0	0	0	20	3	74	
5:30 PM	0	0	0	20	0	0	1	0	0	11	16	0	0	0	27	1	76	
5:35 PM	0	0	0	21	0	1	1	0	0	12	25	0	0	0	31	1	92	
5:40 PM	0	0	0	11	0	0	0	0	0	9	25	0	0	0	19	2	66	
5:45 PM	0	2	0	14	0	0	0	0	0	10	24	0	0	0	25	2	77	
5:50 PM	0	0	0	11	0	0	0	0	0	9	30	0	0	1	21	2	74	
5:55 PM	0	1	0	10	0	0	0	0	0	12	19	0	0	0	23	4	69	
Count Total	0	31	2	402	0	5	9	2	0	325	618	2	0	1	664	56	2,117	
Peak Hour	0	17	2	250	0	2	2	1	0	170	327	2	0	0	375	30	1,178	

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

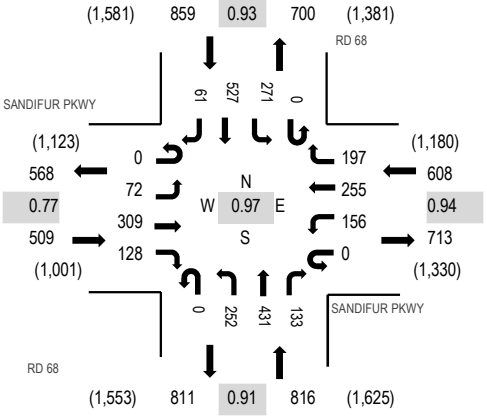
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	2	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	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	0	0
4:25 PM	0	1	0	1	2	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	1	0	1	2	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	2	0	1	3	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	1	0	1	2	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	2	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	1	0	0	1	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	2	0	2	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	9	0	7	16	Count Total	0	0	2	0	2	Count Total	1	0	0	0	1
Peak Hour	0	5	0	4	9	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

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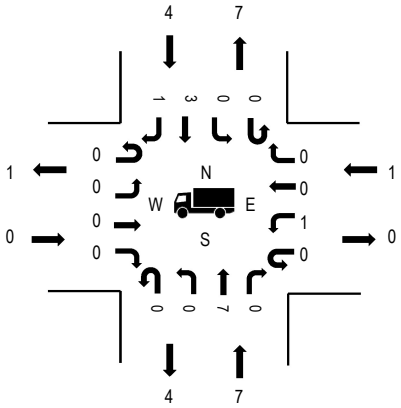
Location: 4 RD 68 & SANDIFUR PKWY PM
Date: Tuesday, May 6, 2025
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:50 PM - 05:05 PM

Peak Hour

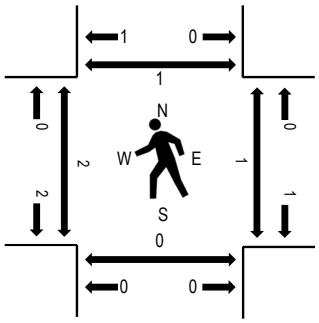
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.77
WB	0.2%	0.94
NB	0.9%	0.91
SB	0.5%	0.93
All	0.4%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	SANDIFUR PKWY Eastbound				SANDIFUR PKWY Westbound				RD 68 Northbound				RD 68 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	11	30	12	0	15	25	18	0	18	34	10	0	25	43	4	245	2,764
4:05 PM	0	7	19	17	0	13	19	15	0	17	48	13	0	16	49	7	240	2,769
4:10 PM	0	8	27	13	0	20	20	12	0	19	35	14	0	18	42	3	231	2,740
4:15 PM	0	7	27	14	0	13	21	19	0	18	29	11	0	13	34	4	210	2,758
4:20 PM	0	7	19	9	0	10	21	20	0	26	41	10	0	15	31	8	217	2,779
4:25 PM	0	2	30	8	0	15	20	20	0	22	34	7	0	18	39	4	219	2,792
4:30 PM	0	4	22	7	0	13	20	24	0	16	41	15	0	24	54	6	246	2,769
4:35 PM	0	4	21	7	0	10	18	17	0	14	55	13	0	14	54	4	231	2,728
4:40 PM	0	5	15	12	0	19	23	16	0	23	37	6	0	25	47	3	231	2,734
4:45 PM	0	9	19	16	0	12	27	14	0	13	27	9	0	33	38	10	227	2,727
4:50 PM	0	9	25	4	0	15	24	16	0	25	36	10	0	25	40	3	232	2,692
4:55 PM	0	6	28	10	0	14	9	17	0	17	36	15	0	20	55	8	235	2,669
5:00 PM	0	9	33	14	0	9	26	20	0	17	39	6	0	24	47	6	250	2,623
5:05 PM	0	3	32	20	0	16	28	7	0	27	25	5	0	19	26	3	211	
5:10 PM	0	9	35	14	0	13	19	18	0	20	32	15	0	21	51	2	249	
5:15 PM	0	9	27	8	0	8	23	13	0	26	37	17	0	22	36	5	231	
5:20 PM	0	3	22	8	0	12	18	15	0	32	32	15	0	26	40	7	230	
5:25 PM	0	2	20	10	0	11	25	13	0	25	34	8	0	16	28	4	196	
5:30 PM	0	7	20	7	0	16	17	11	0	13	36	9	0	21	43	5	205	
5:35 PM	0	5	27	10	0	7	22	13	0	30	39	12	0	19	48	5	237	
5:40 PM	0	5	23	14	0	12	21	14	0	19	37	14	0	20	40	5	224	
5:45 PM	0	4	24	11	0	13	15	6	0	19	39	5	0	16	36	4	192	
5:50 PM	0	7	24	12	0	10	27	11	0	23	43	6	0	13	27	6	209	
5:55 PM	0	2	23	8	0	17	20	10	0	15	32	8	0	22	27	5	189	
Count Total	0	144	592	265	0	313	508	359	0	494	878	253	0	485	975	121	5,387	
Peak Hour	0	72	309	128	0	156	255	197	0	252	431	133	0	271	527	61	2,792	

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

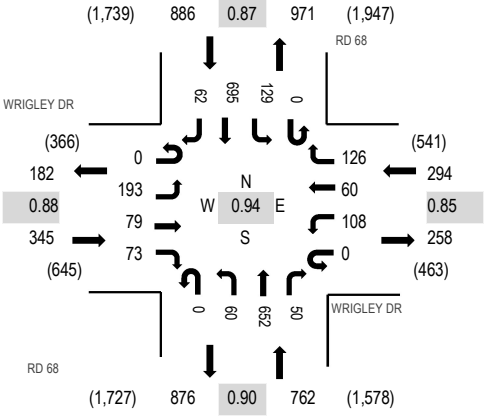
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	2	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1	4:05 PM	3	0	0	0	3
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	1	1
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	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	1	2	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	1	0	0	0	1
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	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1	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	1	1	5:10 PM	1	0	0	0	1	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	1	1
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1
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	1	0	0	1	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	1	0	1	2	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	1	0	0	0	1
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	9	1	7	17	Count Total	1	0	0	1	2	Count Total	6	0	1	3	10
Peak Hour	0	7	1	4	12	Peak Hour	1	0	0	0	1	Peak Hour	2	0	1	1	4

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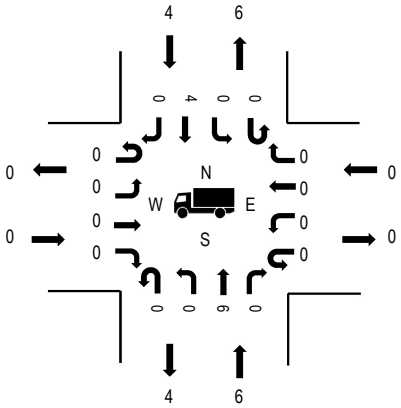
Location: 5 RD 68 & WRIGLEY DR PM
Date: Tuesday, May 6, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour

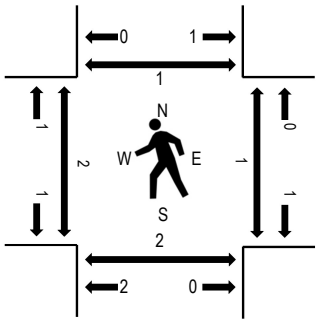
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.88
WB	0.0%	0.85
NB	0.8%	0.90
SB	0.5%	0.87
All	0.4%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	WRIGLEY DR Eastbound				WRIGLEY DR Westbound				RD 68 Northbound				RD 68 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	9	8	8	0	4	3	5	0	5	62	4	0	8	84	8	208	2,280
4:05 PM	0	10	8	7	0	6	5	12	0	7	54	4	0	9	50	6	178	2,255
4:10 PM	0	14	8	10	0	7	6	5	0	7	63	2	0	13	78	8	221	2,275
4:15 PM	0	17	11	9	0	7	6	6	0	5	54	3	0	8	63	1	190	2,267
4:20 PM	0	11	9	7	0	6	5	14	0	5	72	3	0	7	41	8	188	2,276
4:25 PM	0	12	3	6	0	7	3	6	0	6	50	0	0	5	52	6	156	2,264
4:30 PM	0	19	3	3	0	3	1	11	0	4	77	4	0	13	65	4	207	2,287
4:35 PM	0	22	4	3	0	10	7	9	0	3	58	1	0	11	59	6	193	2,269
4:40 PM	0	7	9	10	0	6	4	13	0	6	51	2	0	13	71	8	200	2,252
4:45 PM	0	16	6	6	0	1	5	3	0	5	56	5	0	11	57	7	178	2,239
4:50 PM	0	12	9	5	0	6	3	12	0	6	59	6	0	7	56	0	181	2,269
4:55 PM	0	12	9	6	0	15	8	10	0	3	43	1	0	5	62	6	180	2,246
5:00 PM	0	20	8	10	0	9	10	11	0	5	35	4	0	6	57	8	183	2,223
5:05 PM	0	16	3	6	0	10	6	10	0	7	52	5	0	12	67	4	198	
5:10 PM	0	16	8	11	0	8	7	20	0	8	43	6	0	18	60	8	213	
5:15 PM	0	19	5	7	0	16	5	11	0	3	58	8	0	17	46	4	199	
5:20 PM	0	22	7	2	0	14	2	5	0	3	65	4	0	7	40	5	176	
5:25 PM	0	12	8	4	0	10	2	11	0	7	55	4	0	9	55	2	179	
5:30 PM	0	13	4	4	0	14	3	10	0	6	57	6	0	11	55	6	189	
5:35 PM	0	13	4	7	0	9	5	7	0	4	62	4	0	6	51	4	176	
5:40 PM	0	13	4	5	0	9	3	13	0	5	55	4	0	9	59	8	187	
5:45 PM	0	15	9	3	0	7	2	12	0	3	82	1	0	7	61	6	208	
5:50 PM	0	13	5	2	0	8	5	7	0	5	52	2	0	4	48	7	158	
5:55 PM	0	10	5	4	0	8	2	10	0	4	56	2	0	5	45	6	157	
Count Total	0	343	157	145	0	200	108	233	0	122	1,371	85	0	221	1,382	136	4,503	
Peak Hour	0	193	79	73	0	108	60	126	0	60	652	50	0	129	695	62	2,287	

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

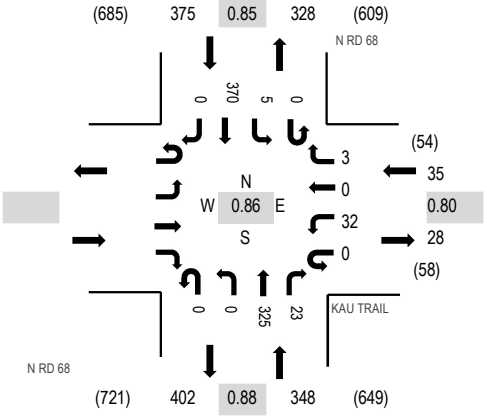
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	2	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	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	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	1	0	1	2	4:30 PM	1	0	0	0	1	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	1	1	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	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	1	1	2
4:55 PM	0	0	0	2	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1	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	1	1	0	0	2
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	2	0	0	2	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	1	0	0	0	1
5:30 PM	0	1	0	0	1	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	1	0	0	1
5:40 PM	0	1	0	1	2	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	9	0	7	16	Count Total	1	0	0	1	2	Count Total	2	3	1	1	7
Peak Hour	0	6	0	4	10	Peak Hour	1	0	0	1	2	Peak Hour	2	2	1	1	6

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

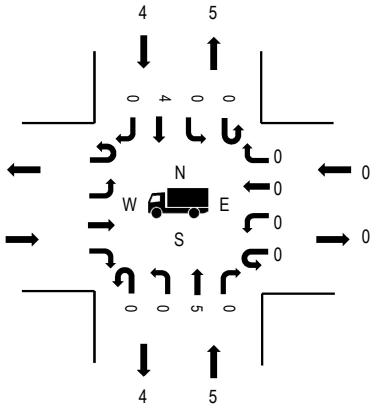
Location: 6 N RD 68 & KAU TRAIL PM
Date: Tuesday, May 6, 2025
Peak Hour: 04:25 PM - 05:25 PM
Peak 15-Minutes: 04:50 PM - 05:05 PM

Peak Hour

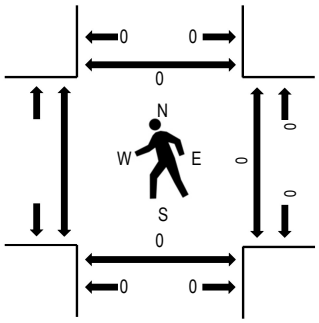
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.80
NB	1.4%	0.88
SB	1.1%	0.85
All	1.2%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				KAU TRAIL Westbound				N RD 68 Northbound				N RD 68 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	0	27	2	0	0	26	0	55	741
4:05 PM					0	0	0	0	0	0	31	2	0	0	26	0	59	755
4:10 PM					0	5	0	0	0	0	25	2	0	0	25	0	57	748
4:15 PM					0	0	0	0	0	0	16	1	0	1	33	0	51	745
4:20 PM					0	0	0	0	0	0	27	0	0	1	18	0	46	757
4:25 PM					0	2	0	0	0	0	19	3	0	2	35	0	61	758
4:30 PM					0	2	0	1	0	0	33	1	0	0	26	0	63	749
4:35 PM					0	4	0	0	0	0	31	3	0	0	41	0	79	733
4:40 PM					0	3	0	1	0	0	33	2	0	1	19	0	59	720
4:45 PM					0	2	0	0	0	0	29	1	0	0	28	0	60	707
4:50 PM					0	1	0	0	0	0	32	1	0	0	43	0	77	697
4:55 PM					0	3	0	0	0	0	30	2	0	0	39	0	74	672
5:00 PM					0	3	0	0	0	0	33	5	0	0	28	0	69	647
5:05 PM					0	2	0	0	0	0	20	1	0	2	27	0	52	
5:10 PM					0	5	0	0	0	0	24	1	0	0	24	0	54	
5:15 PM					0	2	0	0	0	0	18	3	0	0	40	0	63	
5:20 PM					0	3	0	1	0	0	23	0	0	0	20	0	47	
5:25 PM					0	1	0	0	0	0	28	1	0	1	21	0	52	
5:30 PM					0	4	0	0	0	0	14	2	0	1	26	0	47	
5:35 PM					0	1	0	1	0	0	19	4	0	0	41	0	66	
5:40 PM					0	1	0	0	0	0	22	2	0	2	19	0	46	
5:45 PM					0	1	0	1	0	0	22	4	0	0	22	0	50	
5:50 PM					0	0	0	1	0	0	27	1	0	0	23	0	52	
5:55 PM					0	2	0	1	0	0	19	3	0	0	24	0	49	
Count Total					0	47	0	7	0	0	602	47	0	11	674	0	1,388	
Peak Hour					0	32	0	3	0	0	325	23	0	5	370	0	758	

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	2	2	4:00 PM		0	0	0	0	4:00 PM		0	0	0	0
4:05 PM		0	0	0	0	4:05 PM		0	0	0	0	4:05 PM		0	0	0	0
4:10 PM		0	0	0	0	4:10 PM		0	0	0	0	4:10 PM		0	0	0	0
4:15 PM		0	0	0	0	4:15 PM		0	0	0	0	4:15 PM		0	0	0	0
4:20 PM		0	0	0	0	4:20 PM		0	0	0	0	4:20 PM		0	0	0	0
4:25 PM		0	0	1	1	4:25 PM		0	0	0	0	4:25 PM		0	0	0	0
4:30 PM		1	0	0	1	4:30 PM		0	0	0	0	4:30 PM		0	0	0	0
4:35 PM		1	0	1	2	4:35 PM		0	0	0	0	4:35 PM		0	0	0	0
4:40 PM		0	0	0	0	4:40 PM		0	0	0	0	4:40 PM		0	0	0	0
4:45 PM		0	0	0	0	4:45 PM		0	0	0	0	4:45 PM		0	0	0	0
4:50 PM		0	0	0	0	4:50 PM		0	0	0	0	4:50 PM		0	0	0	0
4:55 PM		2	0	1	3	4:55 PM		0	0	0	0	4:55 PM		0	0	0	0
5:00 PM		0	0	0	0	5:00 PM		0	0	0	0	5:00 PM		0	0	0	0
5:05 PM		1	0	1	2	5:05 PM		0	0	0	0	5:05 PM		0	0	0	0
5:10 PM		0	0	0	0	5:10 PM		0	0	0	0	5:10 PM		0	0	0	0
5:15 PM		0	0	0	0	5:15 PM		0	0	0	0	5:15 PM		0	0	0	0
5:20 PM		0	0	0	0	5:20 PM		0	0	0	0	5:20 PM		0	0	0	0
5:25 PM		2	0	0	2	5:25 PM		0	0	0	0	5:25 PM		0	0	0	0
5:30 PM		1	0	0	1	5:30 PM		0	0	0	0	5:30 PM		1	0	0	1
5:35 PM		0	0	1	1	5:35 PM		0	0	0	0	5:35 PM		0	0	0	0
5:40 PM		1	0	0	1	5:40 PM		0	0	0	0	5:40 PM		0	0	0	0
5:45 PM		0	0	0	0	5:45 PM		0	0	0	0	5:45 PM		0	0	0	0
5:50 PM		0	0	0	0	5:50 PM		0	0	0	0	5:50 PM		0	0	0	0
5:55 PM		0	0	0	0	5:55 PM		0	0	0	0	5:55 PM		0	0	0	0
Count Total		9	0	7	16	Count Total		0	0	0	0	Count Total		1	0	0	1
Peak Hour		5	0	4	9	Peak Hour		0	0	0	0	Peak Hour		0	0	0	0

Appendix B
Trip Generation Calculations

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

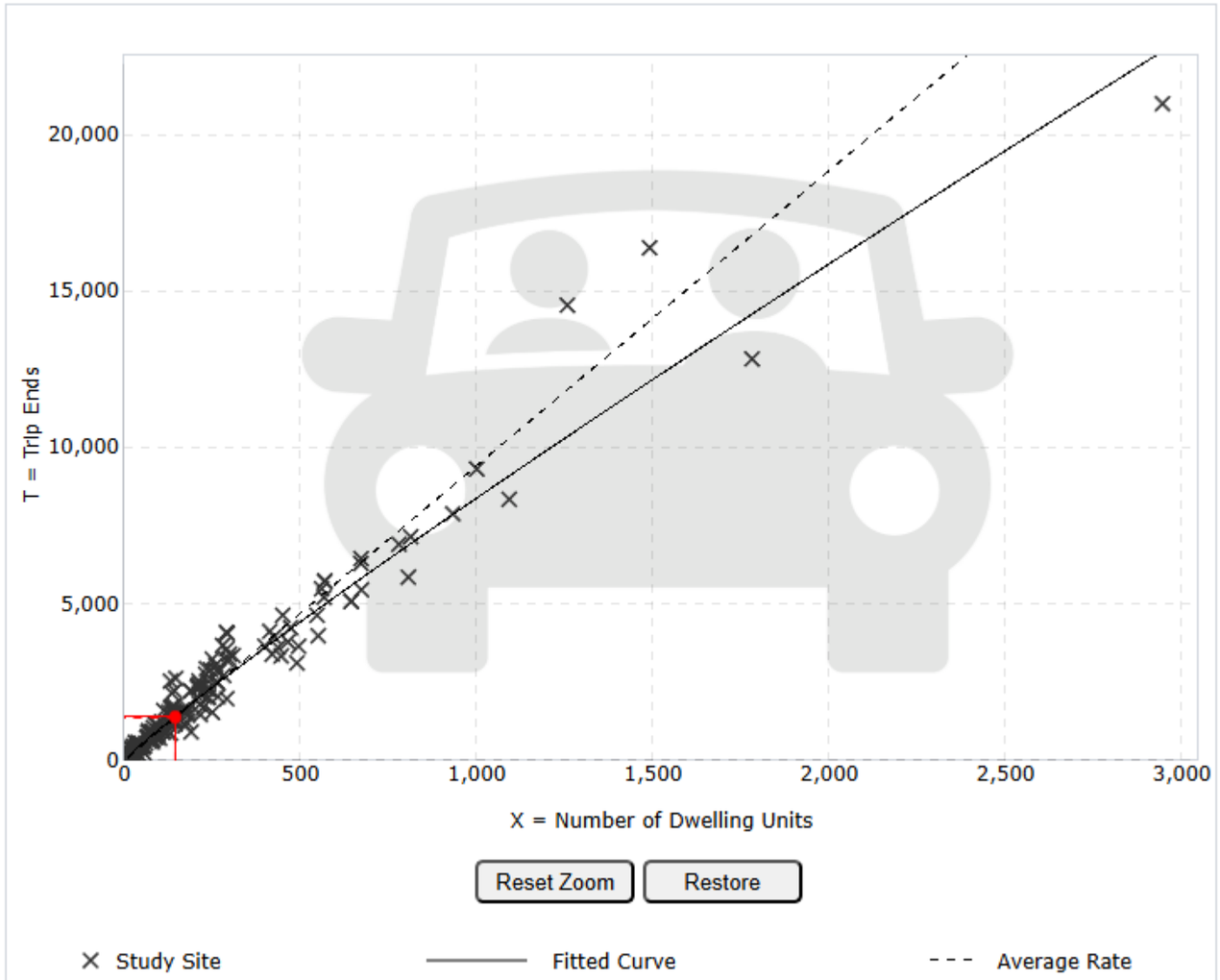
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
145 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
246

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 1367 (Total), 684 (Entry), 683 (Exit)
Fitted Curve: 1420 (Total), 710 (Entry), 710 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

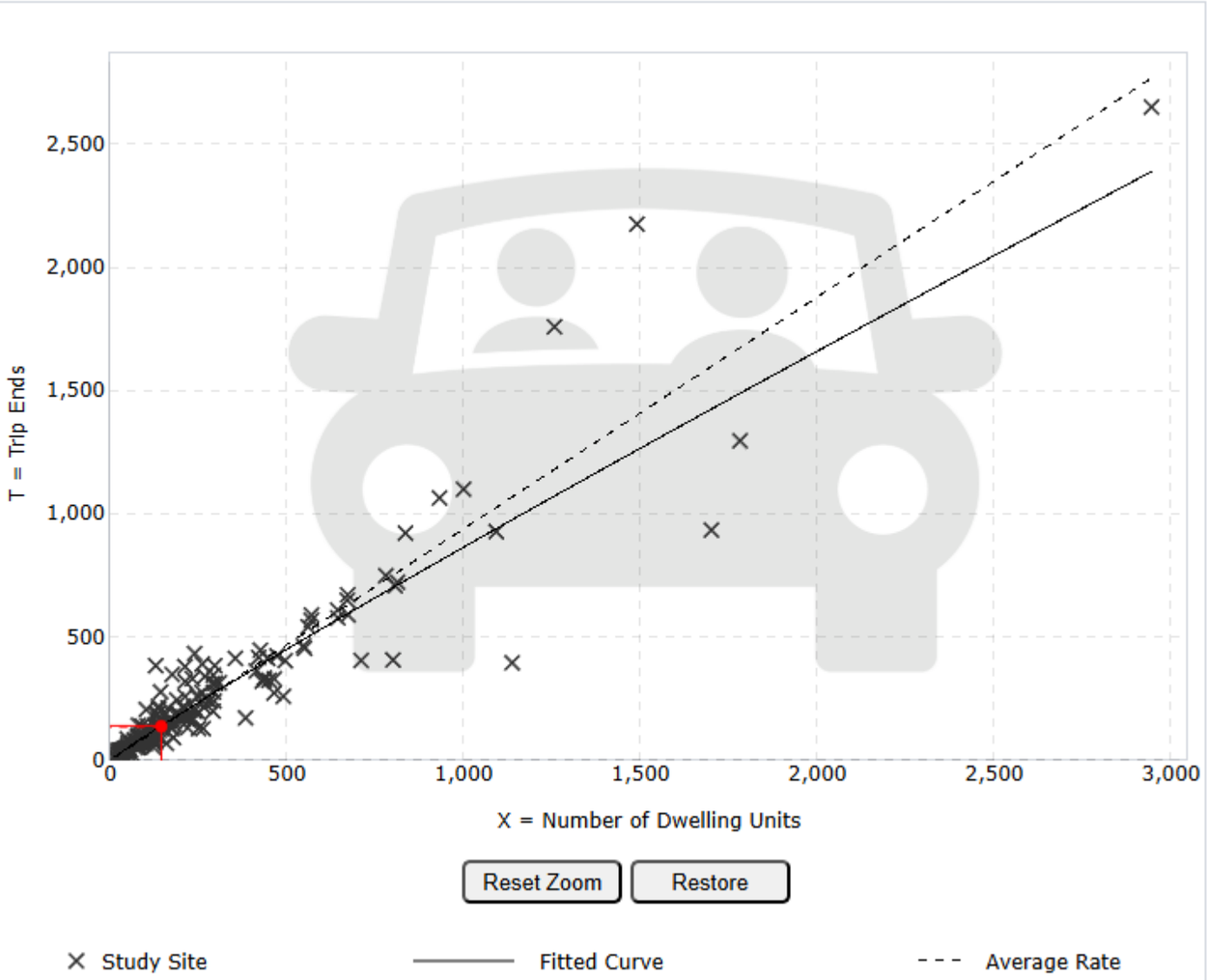
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
145 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) 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:
208

Avg. Num. of Dwelling Units:
248

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 136 (Total), 86 (Entry), 50 (Exit)
Fitted Curve: 141 (Total), 89 (Entry), 52 (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

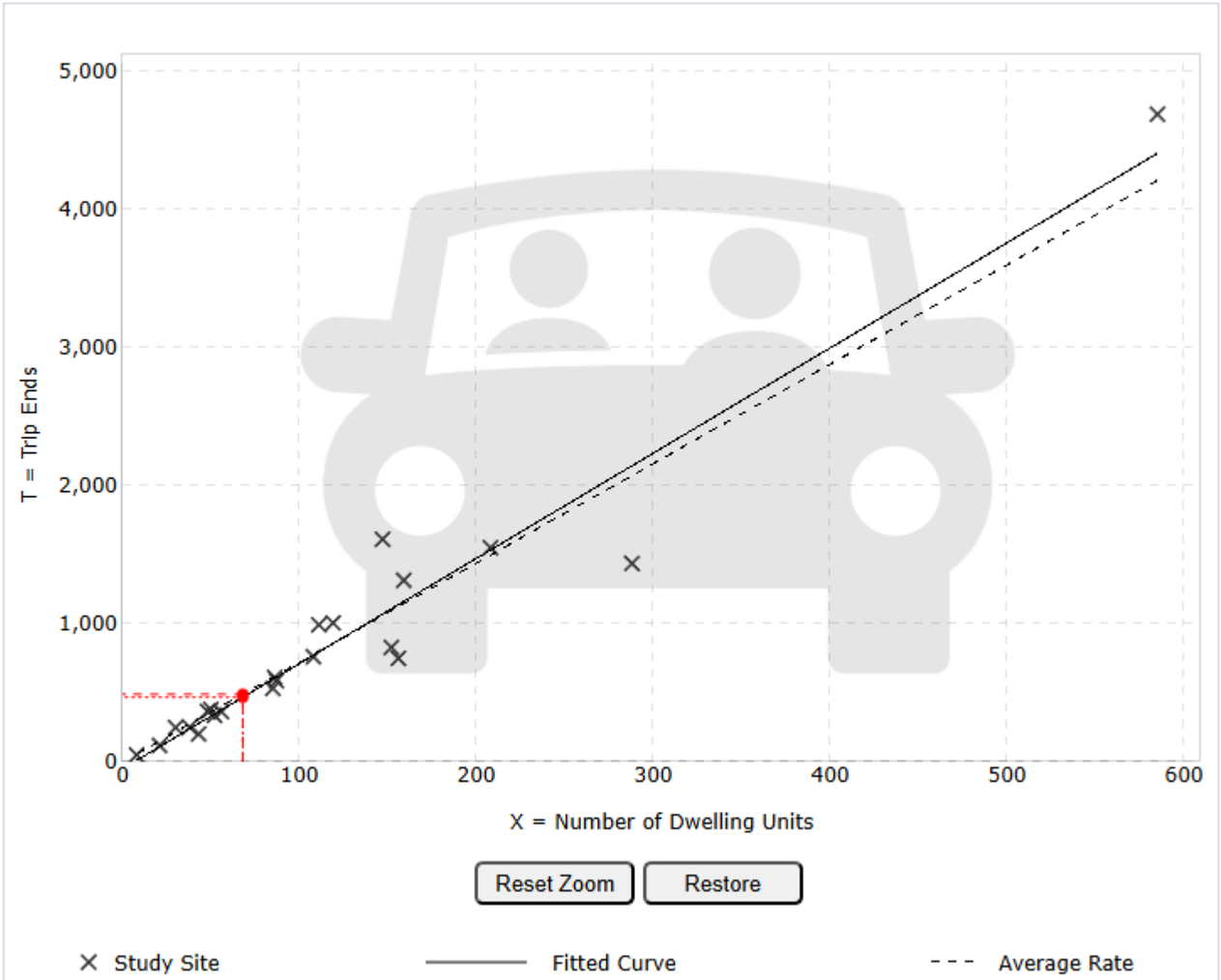
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
68 Calculate

Data Plot and Equation



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: 490 (Total), 245 (Entry), 245 (Exit)
Fitted Curve: 468 (Total), 234 (Entry), 234 (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

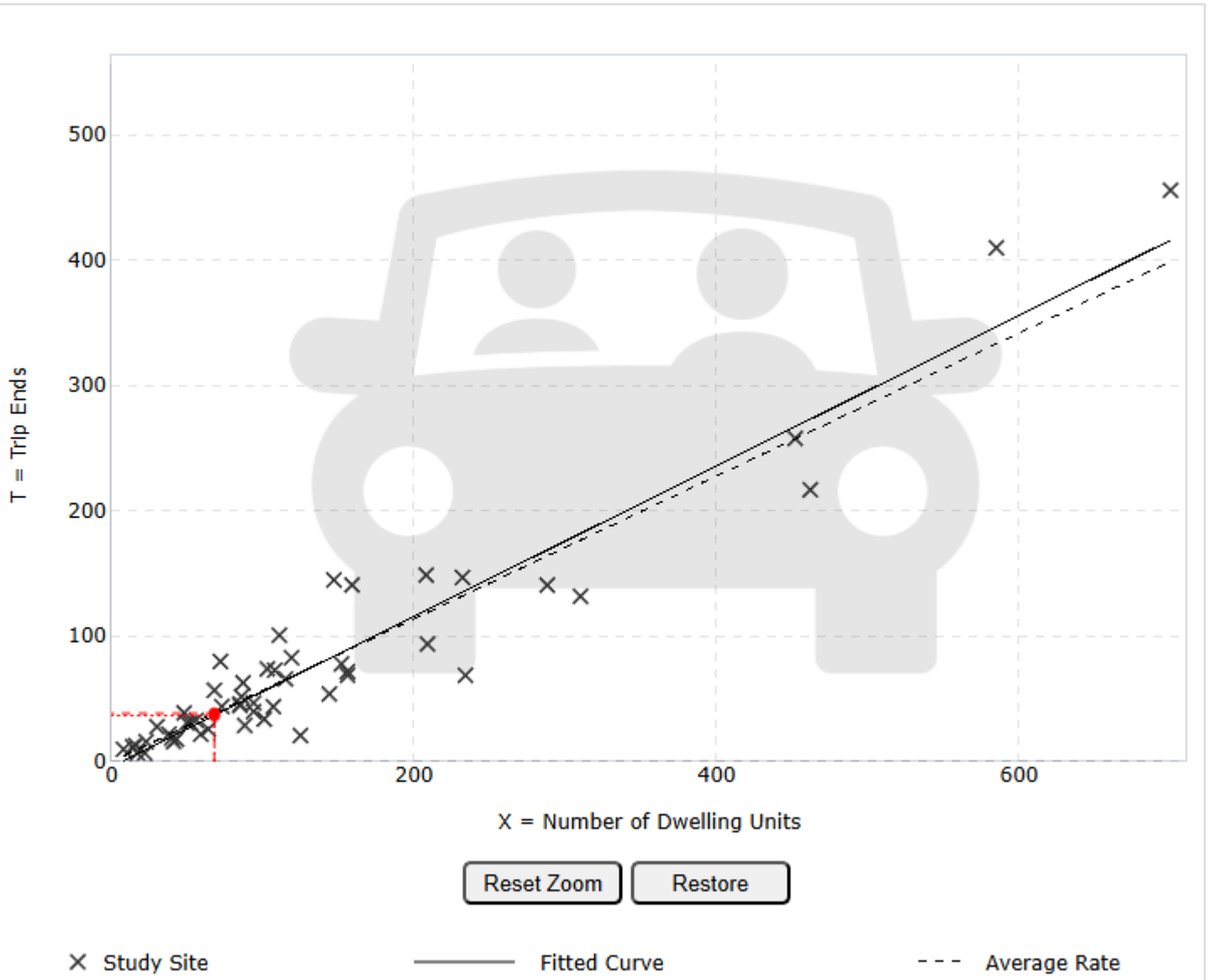
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
68
Calculate

Data Plot and Equation



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: 39 (Total), 23 (Entry), 16 (Exit)
Fitted Curve: 37 (Total), 22 (Entry), 15 (Exit)

Appendix C
Level of Service Calculations

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	225	39	17	184	12	42	9	16	4	6	16
Future Vol, veh/h	26	225	39	17	184	12	42	9	16	4	6	16
Conflicting Peds, #/hr	2	0	4	4	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	259	45	20	211	14	48	10	18	5	7	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	308	0	0	617	613	286	616	628	220
Stage 1	-	-	-	-	-	-	346	346	-	260	260	-
Stage 2	-	-	-	-	-	-	271	267	-	356	368	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1341	-	-	1253	-	-	402	408	753	403	400	820
Stage 1	-	-	-	-	-	-	670	635	-	745	693	-
Stage 2	-	-	-	-	-	-	735	688	-	661	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1248	-	-	375	390	750	373	383	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	390	-	373	383	-
Stage 1	-	-	-	-	-	-	653	618	-	727	681	-
Stage 2	-	-	-	-	-	-	700	676	-	620	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	15.2	11.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	428	1338	-	-	1248	-	-	373	625
HCM Lane V/C Ratio	0.18	0.022	-	-	0.016	-	-	0.012	0.04
HCM Control Delay (s)	15.2	7.8	-	-	7.9	-	-	14.8	11
HCM Lane LOS	C	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	703	552	56	28	25
Future Vol, veh/h	45	703	552	56	28	25
Conflicting Peds, #/hr	4	0	0	0	6	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	756	594	60	30	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1486	628
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	858	-
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	930	-	-	-	137	483
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	415	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	129	481
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	413	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	336
HCM Lane V/C Ratio	0.052	-	-	-	0.17
HCM Control Delay (s)	9.1	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

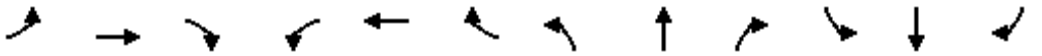
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	250	170	327	375	30
Future Vol, veh/h	17	250	170	327	375	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	272	185	355	408	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1150	425	441	0	-	0
Stage 1	425	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	219	629	1119	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	183	629	1119	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1119	-	545	-	-
HCM Lane V/C Ratio	0.165	-	0.533	-	-
HCM Control Delay (s)	8.9	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	3.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	309	128	156	255	197	252	431	133	271	527	61
Future Volume (veh/h)	72	309	128	156	255	197	252	431	133	271	527	61
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	74	319	132	161	263	203	260	444	137	279	543	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	415	351	348	456	385	447	677	207	462	856	99
Arrive On Green	0.08	0.22	0.22	0.10	0.24	0.24	0.14	0.25	0.25	0.15	0.27	0.27
Sat Flow, veh/h	1781	1870	1583	1781	1870	1582	1781	2678	819	1781	3208	371
Grp Volume(v), veh/h	74	319	132	161	263	203	260	293	288	279	300	306
Grp Sat Flow(s),veh/h/ln	1781	1870	1583	1781	1870	1582	1781	1777	1721	1781	1777	1802
Q Serve(g_s), s	1.9	10.5	4.6	4.4	8.1	7.3	6.7	9.7	9.8	7.3	9.8	9.8
Cycle Q Clear(g_c), s	1.9	10.5	4.6	4.4	8.1	7.3	6.7	9.7	9.8	7.3	9.8	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		0.21
Lane Grp Cap(c), veh/h	362	415	351	348	456	385	447	449	435	462	474	481
V/C Ratio(X)	0.20	0.77	0.38	0.46	0.58	0.53	0.58	0.65	0.66	0.60	0.63	0.64
Avail Cap(c_a), veh/h	764	699	592	711	699	591	748	949	919	739	949	962
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	23.9	21.7	17.5	21.8	21.5	14.8	21.9	22.0	15.0	21.2	21.2
Incr Delay (d2), s/veh	0.3	3.0	0.7	1.4	1.2	1.1	0.4	0.6	0.6	1.3	2.0	2.0
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	0.8	4.7	1.7	1.8	3.5	2.7	2.5	3.8	3.8	2.8	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	27.0	22.3	18.9	23.0	22.6	15.2	22.5	22.6	16.2	23.2	23.2
LnGrp LOS	B	C	C	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		525			627			841			885	
Approach Delay, s/veh		24.3			21.8			20.3			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	22.5	9.2	20.5	14.3	21.6	10.6	19.0
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	20.0	35.0	20.0	24.5	20.0	35.0	20.0	24.5
Max Q Clear Time (g_c+I1), s	8.7	11.8	3.9	10.1	9.3	11.8	6.4	12.5
Green Ext Time (p_c), s	0.3	5.4	0.1	1.9	0.6	2.4	0.5	1.9

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	79	73	108	60	126	60	652	50	129	695	62
Future Volume (veh/h)	193	79	73	108	60	126	60	652	50	129	695	62
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	205	84	78	115	64	134	64	694	53	137	739	66
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	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	135	125	482	96	201	324	1027	78	363	1090	97
Arrive On Green	0.13	0.15	0.15	0.15	0.18	0.18	0.06	0.31	0.31	0.08	0.33	0.33
Sat Flow, veh/h	1781	891	827	1781	538	1126	1781	3345	255	1781	3299	294
Grp Volume(v), veh/h	205	0	162	115	0	198	64	368	379	137	398	407
Grp Sat Flow(s),veh/h/ln	1781	0	1718	1781	0	1663	1781	1777	1823	1781	1777	1816
Q Serve(g_s), s	5.0	0.0	4.9	0.0	0.0	6.1	1.3	10.0	10.0	2.8	10.7	10.7
Cycle Q Clear(g_c), s	5.0	0.0	4.9	0.0	0.0	6.1	1.3	10.0	10.0	2.8	10.7	10.7
Prop In Lane	1.00		0.48	1.00		0.68	1.00		0.14	1.00		0.16
Lane Grp Cap(c), veh/h	436	0	260	482	0	297	324	545	560	363	587	600
V/C Ratio(X)	0.47	0.00	0.62	0.24	0.00	0.67	0.20	0.68	0.68	0.38	0.68	0.68
Avail Cap(c_a), veh/h	693	0	870	561	0	872	706	1125	1154	703	1125	1150
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	0.00	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	15.5	0.0	22.0	18.6	0.0	21.2	11.9	16.8	16.8	12.4	16.0	16.0
Incr Delay (d2), s/veh	0.8	0.0	2.4	0.3	0.0	2.6	0.3	1.5	1.4	0.7	1.4	1.4
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	1.9	0.0	2.0	1.2	0.0	2.4	0.5	3.8	3.9	1.0	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	24.4	18.9	0.0	23.8	12.2	18.2	18.2	13.0	17.3	17.3
LnGrp LOS	B	A	C	B	A	C	B	B	B	B	B	B
Approach Vol, veh/h		367			313			811			942	
Approach Delay, s/veh		19.9			22.0			17.7			16.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	23.3	11.0	13.9	8.4	22.0	12.5	12.4
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	35.0	15.0	29.0	15.0	35.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	3.3	12.7	7.0	8.1	4.8	12.0	2.0	6.9
Green Ext Time (p_c), s	0.1	5.3	0.3	1.1	0.2	4.9	0.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	239	41	18	195	13	45	10	17	4	6	17
Future Vol, veh/h	28	239	41	18	195	13	45	10	17	4	6	17
Conflicting Peds, #/hr	2	0	4	4	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	275	47	21	224	15	52	11	20	5	7	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	326	0	0	654	650	303	654	666	234
Stage 1	-	-	-	-	-	-	367	367	-	276	276	-
Stage 2	-	-	-	-	-	-	287	283	-	378	390	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1234	-	-	380	388	737	380	380	805
Stage 1	-	-	-	-	-	-	653	622	-	730	682	-
Stage 2	-	-	-	-	-	-	720	677	-	644	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1229	-	-	353	370	734	349	363	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	370	-	349	363	-
Stage 1	-	-	-	-	-	-	635	605	-	711	669	-
Stage 2	-	-	-	-	-	-	683	664	-	600	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	16.2	11.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	405	1323	-	-	1229	-	-	349	610
HCM Lane V/C Ratio	0.204	0.024	-	-	0.017	-	-	0.013	0.043
HCM Control Delay (s)	16.2	7.8	-	-	8	-	-	15.5	11.2
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0	0.1

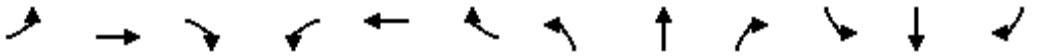
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	746	586	59	30	27
Future Vol, veh/h	48	746	586	59	30	27
Conflicting Peds, #/hr	4	0	0	0	6	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	802	630	63	32	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	697	0	-	0	1578	666
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	912	-
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	899	-	-	-	120	459
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	896	-	-	-	112	457
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	390	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	896	-	-	-	316
HCM Lane V/C Ratio	0.058	-	-	-	0.194
HCM Control Delay (s)	9.3	-	-	-	19.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	41	268	27	34	7	187	418	18	8	435	39
Future Volume (veh/h)	30	41	268	27	34	7	187	418	18	8	435	39
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	33	45	291	29	37	8	203	454	20	9	473	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	518	59	381	258	405	88	459	909	40	490	866	77
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1361	217	1401	1044	1490	322	886	1778	78	920	1693	150
Grp Volume(v), veh/h	33	0	336	29	0	45	203	0	474	9	0	515
Grp Sat Flow(s),veh/h/ln	1361	0	1618	1044	0	1812	886	0	1856	920	0	1843
Q Serve(g_s), s	0.8	0.0	7.9	1.1	0.0	0.8	8.4	0.0	7.0	0.3	0.0	7.9
Cycle Q Clear(g_c), s	1.5	0.0	7.9	9.0	0.0	0.8	16.2	0.0	7.0	7.2	0.0	7.9
Prop In Lane	1.00		0.87	1.00		0.18	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	518	0	440	258	0	492	459	0	949	490	0	943
V/C Ratio(X)	0.06	0.00	0.76	0.11	0.00	0.09	0.44	0.00	0.50	0.02	0.00	0.55
Avail Cap(c_a), veh/h	742	0	706	430	0	791	602	0	1248	638	0	1240
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	13.9	18.0	0.0	11.3	12.4	0.0	6.6	9.0	0.0	6.9
Incr Delay (d2), s/veh	0.1	0.0	2.8	0.2	0.0	0.1	0.7	0.0	0.4	0.0	0.0	0.5
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	0.2	0.0	2.7	0.2	0.0	0.3	1.4	0.0	1.8	0.0	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	16.7	18.2	0.0	11.4	13.0	0.0	7.1	9.0	0.0	7.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		369			74			677			524	
Approach Delay, s/veh		16.3			14.0			8.9			7.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.7		15.8		25.7		15.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.9		18.1		27.9		18.1				
Max Q Clear Time (g_c+I1), s		18.2		9.9		9.9		11.0				
Green Ext Time (p_c), s		3.0		1.4		3.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	428	136	237	335	235	267	519	274	338	623	86
Future Volume (veh/h)	99	428	136	237	335	235	267	519	274	338	623	86
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	102	441	140	244	345	242	275	535	282	348	642	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	470	398	316	580	491	395	621	326	395	978	135
Arrive On Green	0.07	0.25	0.25	0.13	0.31	0.31	0.13	0.28	0.28	0.16	0.31	0.31
Sat Flow, veh/h	1781	1870	1583	1781	1870	1582	1781	2249	1183	1781	3134	434
Grp Volume(v), veh/h	102	441	140	244	345	242	275	422	395	348	364	367
Grp Sat Flow(s),veh/h/ln	1781	1870	1583	1781	1870	1582	1781	1777	1654	1781	1777	1791
Q Serve(g_s), s	3.7	22.5	7.1	9.6	15.2	12.1	10.0	22.0	22.1	13.3	17.3	17.3
Cycle Q Clear(g_c), s	3.7	22.5	7.1	9.6	15.2	12.1	10.0	22.0	22.1	13.3	17.3	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.24
Lane Grp Cap(c), veh/h	321	470	398	316	580	491	395	491	457	395	555	559
V/C Ratio(X)	0.32	0.94	0.35	0.77	0.59	0.49	0.70	0.86	0.86	0.88	0.66	0.66
Avail Cap(c_a), veh/h	567	470	398	456	580	491	537	638	594	472	638	642
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	35.8	30.0	24.9	28.5	27.4	20.7	33.5	33.6	22.6	29.0	29.0
Incr Delay (d2), s/veh	0.6	26.9	0.5	6.5	1.6	0.8	1.1	7.7	8.4	15.3	2.5	2.5
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	1.6	13.6	2.7	4.5	6.9	4.6	4.1	10.3	9.7	7.0	7.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	62.7	30.5	31.4	30.1	28.2	21.8	41.2	42.0	38.0	31.5	31.5
LnGrp LOS	C	E	C	C	C	C	C	D	D	D	C	C
Approach Vol, veh/h		683			831			1092			1079	
Approach Delay, s/veh		50.0			29.9			36.6			33.6	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	35.5	10.6	34.8	20.3	31.9	16.3	29.0
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	20.0	35.0	20.0	24.5	20.0	35.0	20.0	24.5
Max Q Clear Time (g_c+I1), s	12.3	19.3	5.7	17.2	15.3	24.1	11.6	24.5
Green Ext Time (p_c), s	0.3	5.6	0.2	1.8	0.5	2.8	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	84	77	115	64	141	64	832	53	153	805	73
Future Volume (veh/h)	208	84	77	115	64	141	64	832	53	153	805	73
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	221	89	82	122	68	150	68	885	56	163	856	78
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	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	132	122	464	94	207	301	1180	75	332	1253	114
Arrive On Green	0.13	0.15	0.15	0.16	0.18	0.18	0.05	0.35	0.35	0.09	0.38	0.38
Sat Flow, veh/h	1781	894	824	1781	518	1142	1781	3393	215	1781	3292	300
Grp Volume(v), veh/h	221	0	171	122	0	218	68	463	478	163	462	472
Grp Sat Flow(s),veh/h/ln	1781	0	1718	1781	0	1660	1781	1777	1831	1781	1777	1815
Q Serve(g_s), s	6.5	0.0	6.3	0.0	0.0	8.3	1.5	15.4	15.4	3.8	14.6	14.6
Cycle Q Clear(g_c), s	6.5	0.0	6.3	0.0	0.0	8.3	1.5	15.4	15.4	3.8	14.6	14.6
Prop In Lane	1.00		0.48	1.00		0.69	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	406	0	254	464	0	301	301	618	637	332	676	691
V/C Ratio(X)	0.54	0.00	0.67	0.26	0.00	0.72	0.23	0.75	0.75	0.49	0.68	0.68
Avail Cap(c_a), veh/h	574	0	719	466	0	720	605	929	958	577	929	950
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	0.00	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	18.7	0.0	27.0	22.4	0.0	25.8	12.9	19.3	19.3	14.2	17.3	17.3
Incr Delay (d2), s/veh	1.1	0.0	3.1	0.3	0.0	3.3	0.4	1.9	1.8	1.1	1.2	1.2
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	2.6	0.0	2.7	1.6	0.0	3.4	0.6	6.1	6.3	1.5	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	30.1	22.7	0.0	29.1	13.3	21.1	21.1	15.3	18.6	18.5
LnGrp LOS	B	A	C	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		392			340			1009			1097	
Approach Delay, s/veh		24.3			26.8			20.6			18.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	30.5	12.7	16.1	9.8	28.3	15.0	13.9
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	35.0	15.0	29.0	15.0	35.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	3.5	16.6	8.5	10.3	5.8	17.4	2.0	8.3
Green Ext Time (p_c), s	0.1	6.0	0.3	1.2	0.3	5.9	0.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	239	41	18	195	13	45	16	17	4	8	48
Future Vol, veh/h	77	239	41	18	195	13	45	16	17	4	8	48
Conflicting Peds, #/hr	2	0	4	4	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	275	47	21	224	15	52	18	20	5	9	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	326	0	0	787	764	303	772	780	234
Stage 1	-	-	-	-	-	-	481	481	-	276	276	-
Stage 2	-	-	-	-	-	-	306	283	-	496	504	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1234	-	-	309	334	737	317	327	805
Stage 1	-	-	-	-	-	-	566	554	-	730	682	-
Stage 2	-	-	-	-	-	-	704	677	-	556	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1229	-	-	262	305	734	275	298	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	305	-	275	298	-
Stage 1	-	-	-	-	-	-	526	515	-	680	669	-
Stage 2	-	-	-	-	-	-	636	664	-	487	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.6	20.9	11.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	315	1323	-	-	1229	-	-	275	646
HCM Lane V/C Ratio	0.285	0.067	-	-	0.017	-	-	0.017	0.1
HCM Control Delay (s)	20.9	7.9	-	-	8	-	-	18.3	11.2
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.1	-	-	0.1	0.3

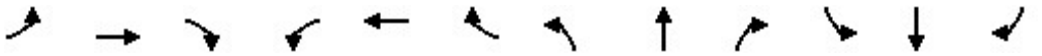
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	746	586	59	30	30
Future Vol, veh/h	54	746	586	59	30	30
Conflicting Peds, #/hr	4	0	0	0	6	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	802	630	63	32	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	697	0	-	0	1590	666
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	924	-
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	899	-	-	-	118	459
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	387	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	896	-	-	-	110	457
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	19.2
HCM LOS			C

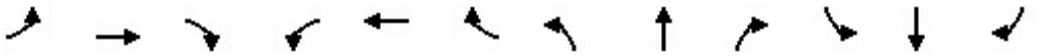
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	896	-	-	-	318
HCM Lane V/C Ratio	0.065	-	-	-	0.203
HCM Control Delay (s)	9.3	-	-	-	19.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	41	268	27	34	13	187	462	18	11	462	39
Future Volume (veh/h)	30	41	268	27	34	13	187	462	18	11	462	39
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	33	45	291	29	37	14	203	502	20	12	502	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	58	373	239	344	130	451	950	38	469	906	76
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1354	217	1401	1044	1293	489	862	1786	71	880	1702	142
Grp Volume(v), veh/h	33	0	336	29	0	51	203	0	522	12	0	544
Grp Sat Flow(s),veh/h/ln	1354	0	1618	1044	0	1782	862	0	1858	880	0	1845
Q Serve(g_s), s	0.8	0.0	8.6	1.2	0.0	1.0	9.1	0.0	8.2	0.4	0.0	8.7
Cycle Q Clear(g_c), s	1.8	0.0	8.6	9.8	0.0	1.0	17.8	0.0	8.2	8.6	0.0	8.7
Prop In Lane	1.00		0.87	1.00		0.27	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	492	0	431	239	0	474	451	0	988	469	0	982
V/C Ratio(X)	0.07	0.00	0.78	0.12	0.00	0.11	0.45	0.00	0.53	0.03	0.00	0.55
Avail Cap(c_a), veh/h	681	0	657	384	0	723	629	0	1370	650	0	1361
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	15.2	19.7	0.0	12.4	12.8	0.0	6.8	9.6	0.0	6.9
Incr Delay (d2), s/veh	0.1	0.0	3.4	0.2	0.0	0.1	0.7	0.0	0.4	0.0	0.0	0.5
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	0.2	0.0	3.0	0.3	0.0	0.3	1.5	0.0	2.2	0.1	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	18.5	19.9	0.0	12.5	13.5	0.0	7.2	9.6	0.0	7.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		369			80			725			556	
Approach Delay, s/veh		18.0			15.2			9.0			7.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		16.4		28.2		16.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.9		18.1		32.9		18.1				
Max Q Clear Time (g_c+I1), s		19.8		10.6		10.7		11.8				
Green Ext Time (p_c), s		3.9		1.3		3.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	428	136	237	335	235	267	563	274	338	650	86
Future Volume (veh/h)	99	428	136	237	335	235	267	563	274	338	650	86
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	102	441	140	244	345	242	275	580	282	348	670	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	461	390	309	574	485	391	664	322	387	1015	135
Arrive On Green	0.07	0.25	0.25	0.13	0.31	0.31	0.12	0.29	0.29	0.16	0.32	0.32
Sat Flow, veh/h	1781	1870	1583	1781	1870	1582	1781	2317	1125	1781	3152	418
Grp Volume(v), veh/h	102	441	140	244	345	242	275	445	417	348	377	382
Grp Sat Flow(s),veh/h/ln	1781	1870	1583	1781	1870	1582	1781	1777	1665	1781	1777	1794
Q Serve(g_s), s	3.8	23.1	7.3	9.9	15.6	12.4	10.1	23.7	23.7	13.4	18.2	18.2
Cycle Q Clear(g_c), s	3.8	23.1	7.3	9.9	15.6	12.4	10.1	23.7	23.7	13.4	18.2	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.23
Lane Grp Cap(c), veh/h	315	461	390	309	574	485	391	509	477	387	572	578
V/C Ratio(X)	0.32	0.96	0.36	0.79	0.60	0.50	0.70	0.87	0.88	0.90	0.66	0.66
Avail Cap(c_a), veh/h	555	461	390	443	574	485	529	626	586	462	626	632
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	36.9	30.9	25.6	29.3	28.2	20.8	33.7	33.8	22.8	29.0	29.0
Incr Delay (d2), s/veh	0.6	30.9	0.6	7.6	1.8	0.8	1.3	9.8	10.5	18.1	2.7	2.7
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	1.6	14.3	2.8	4.7	7.2	4.7	4.2	11.4	10.8	7.3	8.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	67.9	31.5	33.2	31.0	29.0	22.0	43.5	44.2	40.9	31.7	31.7
LnGrp LOS	C	E	C	C	C	C	C	D	D	D	C	C
Approach Vol, veh/h		683			831			1137			1107	
Approach Delay, s/veh		53.7			31.1			38.6			34.6	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	37.0	10.6	35.0	20.4	33.5	16.6	29.0
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	20.0	35.0	20.0	24.5	20.0	35.0	20.0	24.5
Max Q Clear Time (g_c+I1), s	12.1	20.2	5.8	17.6	15.4	25.7	11.9	25.1
Green Ext Time (p_c), s	0.3	5.7	0.2	1.7	0.5	2.7	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	84	77	115	64	141	64	876	53	153	832	73
Future Volume (veh/h)	208	84	77	115	64	141	64	876	53	153	832	73
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	221	89	82	122	68	150	68	932	56	163	885	78
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	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	131	121	458	93	206	296	1220	73	323	1290	114
Arrive On Green	0.13	0.15	0.15	0.16	0.18	0.18	0.05	0.36	0.36	0.09	0.39	0.39
Sat Flow, veh/h	1781	894	824	1781	518	1142	1781	3405	205	1781	3303	291
Grp Volume(v), veh/h	221	0	171	122	0	218	68	486	502	163	476	487
Grp Sat Flow(s),veh/h/ln	1781	0	1718	1781	0	1660	1781	1777	1833	1781	1777	1817
Q Serve(g_s), s	6.7	0.0	6.5	0.0	0.0	8.5	1.5	16.6	16.6	3.9	15.4	15.4
Cycle Q Clear(g_c), s	6.7	0.0	6.5	0.0	0.0	8.5	1.5	16.6	16.6	3.9	15.4	15.4
Prop In Lane	1.00		0.48	1.00		0.69	1.00		0.11	1.00		0.16
Lane Grp Cap(c), veh/h	401	0	252	458	0	299	296	636	656	323	694	710
V/C Ratio(X)	0.55	0.00	0.68	0.27	0.00	0.73	0.23	0.76	0.76	0.51	0.69	0.69
Avail Cap(c_a), veh/h	558	0	699	458	0	700	590	904	932	559	904	924
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	0.00	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	19.4	0.0	27.8	23.2	0.0	26.6	13.0	19.5	19.5	14.6	17.5	17.5
Incr Delay (d2), s/veh	1.2	0.0	3.2	0.3	0.0	3.4	0.4	2.5	2.4	1.2	1.5	1.4
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	2.7	0.0	2.8	1.6	0.0	3.5	0.6	6.7	6.9	1.5	6.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	31.0	23.5	0.0	30.0	13.4	22.0	21.9	15.8	18.9	18.9
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		392			340			1056			1126	
Approach Delay, s/veh		25.1			27.7			21.4			18.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	31.9	12.9	16.4	9.9	29.7	15.2	14.1
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	35.0	15.0	29.0	15.0	35.0	11.0	28.0
Max Q Clear Time (g_c+I1), s	3.5	17.4	8.7	10.5	5.9	18.6	2.0	8.5
Green Ext Time (p_c), s	0.1	6.1	0.3	1.2	0.3	6.0	0.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	27	44	369	427	6
Future Vol, veh/h	3	27	44	369	427	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	29	48	401	464	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	965	468	471	0	-	0
Stage 1	468	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	283	595	1091	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	595	1091	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.9	0
HCM LOS	B		

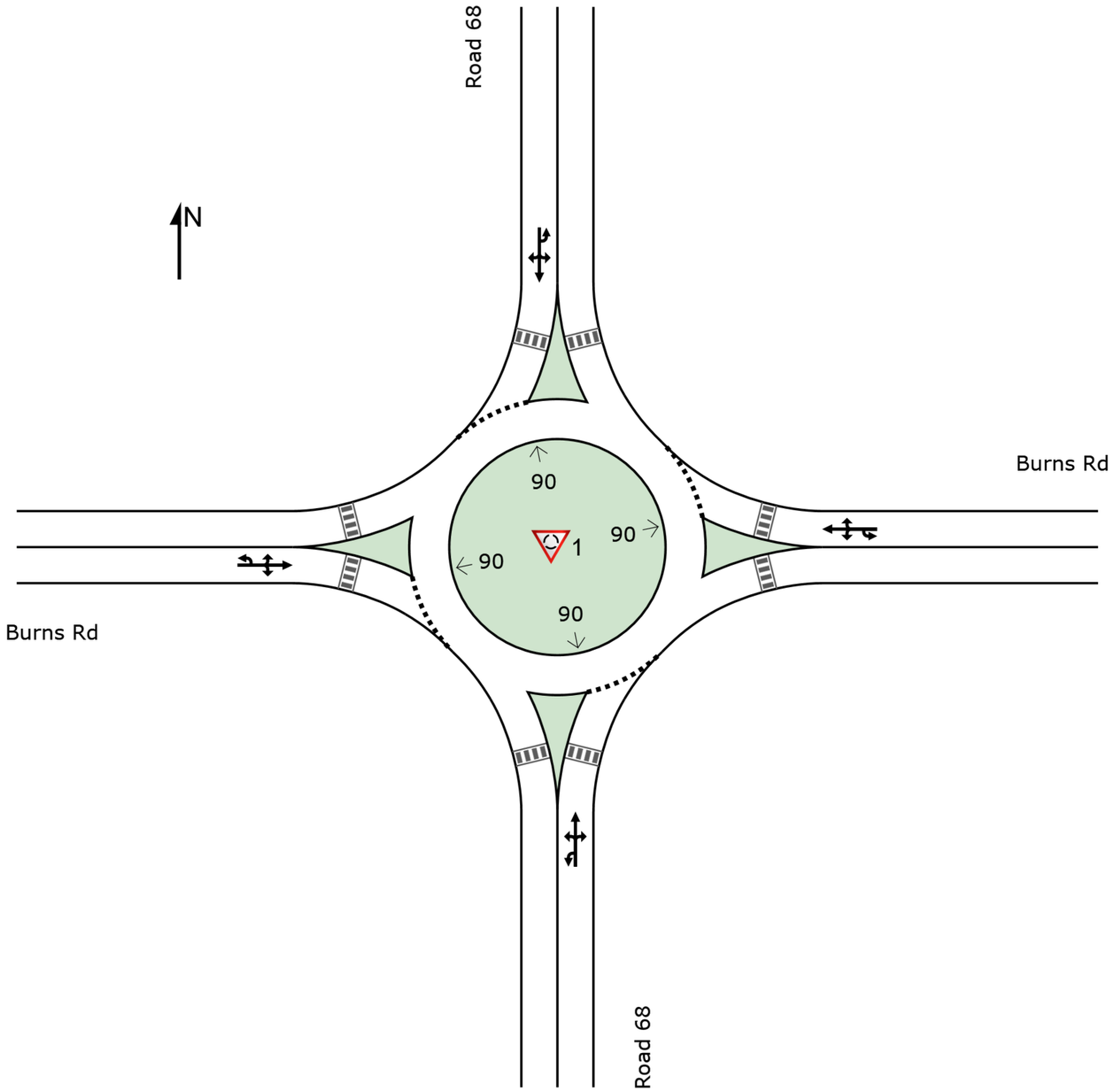
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1091	-	530	-	-
HCM Lane V/C Ratio	0.044	-	0.062	-	-
HCM Control Delay (s)	8.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

SITE LAYOUT

Site: 1 [Burns Rd / Road 68 - PM (Site Folder: Single-Lane)]

Burns Rd / Rd 68 - PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 1 [Burns Rd / Road 68 - PM (Site Folder: Single-Lane)]

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Burns Rd / Rd 68 - PM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Road 68															
3u	U	All MCs	1	0.0	1	0.0	0.592	12.6	LOS B	5.4	137.2	0.45	0.30	0.45	28.0
3	L2	All MCs	208	2.0	208	2.0	0.592	6.2	LOS A	5.4	137.2	0.45	0.30	0.45	26.9
8	T1	All MCs	513	2.0	513	2.0	0.592	1.1	LOS A	5.4	137.2	0.45	0.30	0.45	24.0
18	R2	All MCs	20	2.0	20	2.0	0.592	2.1	LOS A	5.4	137.2	0.45	0.30	0.45	27.2
Approach			742	2.0	742	2.0	0.592	2.6	LOS A	5.4	137.2	0.45	0.30	0.45	24.8
East: Burns Rd															
1u	U	All MCs	1	0.0	1	0.0	0.116	15.9	LOS B	0.7	17.1	0.71	0.70	0.71	31.3
1	L2	All MCs	30	2.0	30	2.0	0.116	12.6	LOS B	0.7	17.1	0.71	0.70	0.71	26.0
6	T1	All MCs	38	2.0	38	2.0	0.116	7.0	LOS A	0.7	17.1	0.71	0.70	0.71	30.4
16	R2	All MCs	16	2.0	16	2.0	0.116	7.4	LOS A	0.7	17.1	0.71	0.70	0.71	26.2
Approach			84	2.0	84	2.0	0.116	9.2	LOS A	0.7	17.1	0.71	0.70	0.71	27.9
North: Road 68															
7u	U	All MCs	1	0.0	1	0.0	0.519	13.7	LOS B	3.6	91.8	0.58	0.37	0.58	28.1
7	L2	All MCs	13	2.0	13	2.0	0.519	7.3	LOS A	3.6	91.8	0.58	0.37	0.58	27.0
4	T1	All MCs	513	2.0	513	2.0	0.519	2.2	LOS A	3.6	91.8	0.58	0.37	0.58	24.0
14	R2	All MCs	43	2.0	43	2.0	0.519	3.2	LOS A	3.6	91.8	0.58	0.37	0.58	27.2
Approach			571	2.0	571	2.0	0.519	2.4	LOS A	3.6	91.8	0.58	0.37	0.58	24.3
West: Burns Rd															
5u	U	All MCs	1	0.0	1	0.0	0.440	15.4	LOS B	3.0	77.1	0.75	0.69	0.77	32.0
5	L2	All MCs	33	2.0	33	2.0	0.440	12.1	LOS B	3.0	77.1	0.75	0.69	0.77	26.5
2	T1	All MCs	46	2.0	46	2.0	0.440	6.5	LOS A	3.0	77.1	0.75	0.69	0.77	31.1
12	R2	All MCs	298	2.0	298	2.0	0.440	6.8	LOS A	3.0	77.1	0.75	0.69	0.77	26.6
Approach			378	2.0	378	2.0	0.440	7.3	LOS A	3.0	77.1	0.75	0.69	0.77	27.1
All Vehicles			1775	2.0	1775	2.0	0.592	3.8	LOS A	5.4	137.2	0.57	0.42	0.57	25.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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LANE SUMMARY

Site: 1 [Burns Rd / Road 68 - PM (Site Folder: Single-Lane)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Burns Rd / Rd 68 - PM
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Road 68															
Lane 1[d]	742	2.0	742	2.0	1254	0.592	100	2.6	LOS A	5.4	137.2	Full	1600	0.0	0.0
Approach	742	2.0	742	2.0		0.592		2.6	LOS A	5.4	137.2				
East: Burns Rd															
Lane 1[d]	84	2.0	84	2.0	731	0.116	100	9.2	LOS A	0.7	17.1	Full	1600	0.0	0.0
Approach	84	2.0	84	2.0		0.116		9.2	LOS A	0.7	17.1				
North: Road 68															
Lane 1[d]	571	2.0	571	2.0	1099	0.519	100	2.4	LOS A	3.6	91.8	Full	1600	0.0	0.0
Approach	571	2.0	571	2.0		0.519		2.4	LOS A	3.6	91.8				
West: Burns Rd															
Lane 1[d]	378	2.0	378	2.0	858	0.440	100	7.3	LOS A	3.0	77.1	Full	1600	0.0	0.0
Approach	378	2.0	378	2.0		0.440		7.3	LOS A	3.0	77.1				
All Vehicles	1775	2.0	1775	2.0		0.592		3.8	LOS A	5.4	137.2				

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Road 68

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	208	513	20	742	2.0	1254	0.592	100	NA	NA
Approach	1	208	513	20	742	2.0		0.592			

East: Burns Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	30	38	16	84	2.0	731	0.116	100	NA	NA
Approach	1	30	38	16	84	2.0		0.116			

North: Road 68

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	1	13	513	43	571	2.0	1099	0.519	100	NA	NA
Approach	1	13	513	43	571	2.0		0.519			
West: Burns Rd											
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	W	N	E	S			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	1	33	46	298	378	2.0	858	0.440	100	NA	NA
Approach	1	33	46	298	378	2.0		0.440			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1775	2.0	0.592

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Road 68				
Lane 1	0.0	0.0	0.0	0.0
East: Burns Rd				
Lane 1	0.0	0.0	0.0	0.0
North: Road 68				
Lane 1	0.0	0.0	0.0	0.0
West: Burns Rd				
Lane 1	0.0	0.0	0.0	0.0

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Appendix D

Collision Rate Calculations and Data

Intersection:	Road 84 and Burns Rd	Date	6/5/2025

Average Daily cars passing Through intersection

PM Peak Hour	NB	670
Movement Counts	SB	260
	EB	2900
	WB	2130
	ADT	5960
Millions of Entering Vehicles for a five year period =		**10.877**

Collision Rate

Number of Collisions =	2
Number of years =	5
Collision Rate =	**0.18**

Collision Rate Goal: Less than 1.0 per MEV

ADT = 2024 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Intersection:	Road 84 and Sandifur Pkwy	Date	6/5/2025

Average Daily cars passing Through intersection

PM Peak Hour	NB	0
Movement Counts	SB	530
	EB	7480
	WB	6080
	ADT	14090
Millions of Entering Vehicles for a five year period =		**25.71425**

Collision Rate

Number of Collisions =	6
Number of years =	5
Collision Rate =	**0.23**

Collision Rate Goal: Less than 1.0 per MEV

ADT = 2024 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Intersection:	Road 68 and Burns Rd	Date	6/5/2025

Average Daily cars passing Through intersection

PM Peak Hour	NB	4970
Movement Counts	SB	4050
	EB	2690
	WB	50
	ADT	11760
Millions of Entering Vehicles for a five year period =		**21.462**

Collision Rate

Number of Collisions =	4
Number of years =	5
Collision Rate =	**0.19**

Collision Rate Goal: Less than 1.0 per MEV

ADT = 2024 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Intersection:	Road 68 and Sandifur Pkwy	Date	6/5/2025

Average Daily cars passing Through intersection

PM Peak Hour	NB	8160
Movement Counts	SB	8590
	EB	5090
	WB	6080
	ADT	27920
Millions of Entering Vehicles for a five year period =		**50.954**

Collision Rate

Number of Collisions =	26
Number of years =	5
Collision Rate =	**0.51**

Collision Rate Goal: Less than 1.0 per MEV

ADT = 2024 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Intersection:	Road 68 and Wrigley Dr	Date	6/5/2025

Average Daily cars passing Through intersection

PM Peak Hour	NB	7620
Movement Counts	SB	8860
	EB	3450
	WB	2940
	ADT	22870
Millions of Entering Vehicles for a five year period =		**41.73775**

Collision Rate

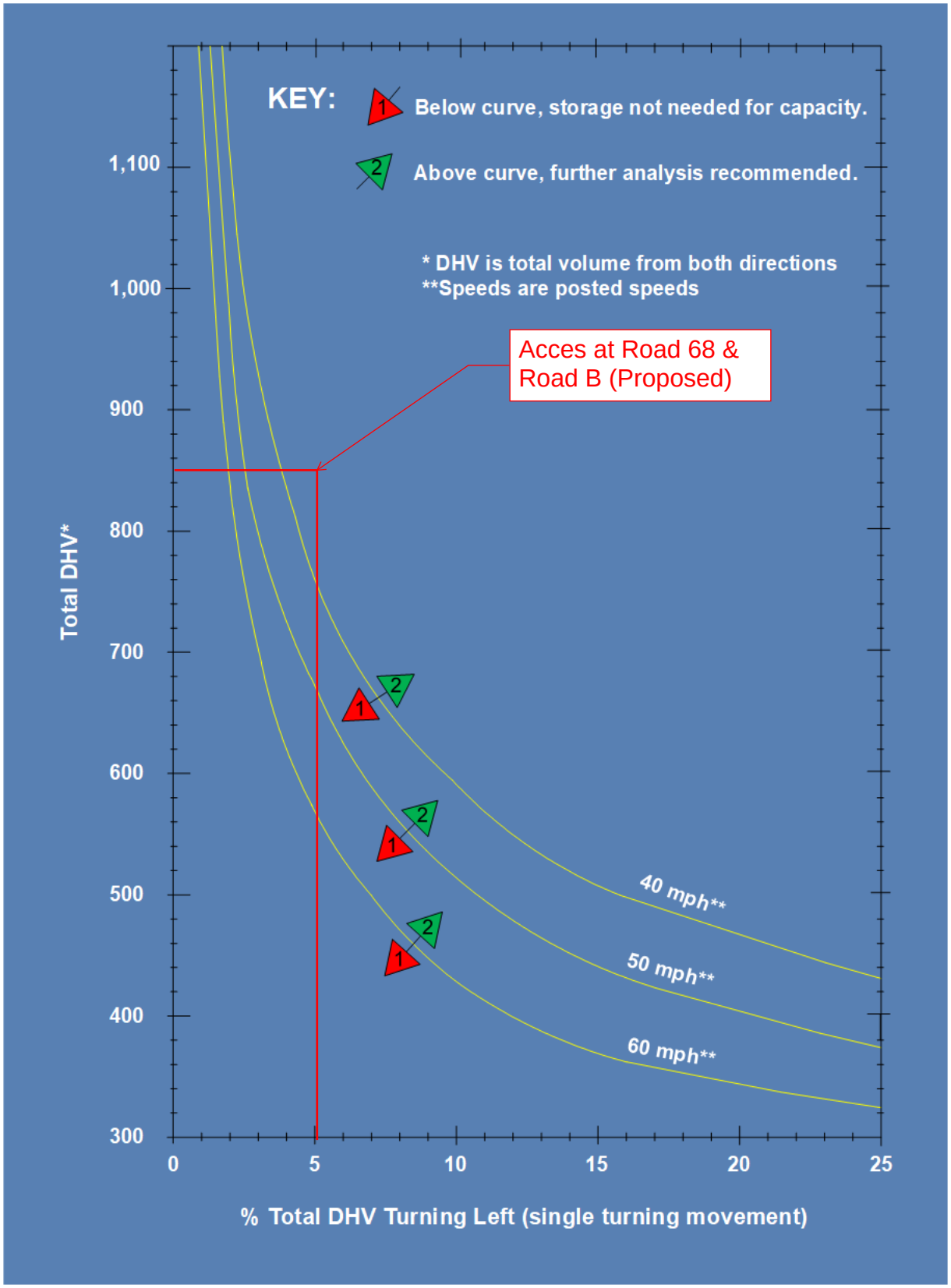
Number of Collisions =	36
Number of years =	5
Collision Rate =	**0.86**

Collision Rate Goal: Less than 1.0 per MEV

ADT = 2024 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Appendix E
Left-Turn Lane Analysis

Exhibit 1310-9 Left-Turn Storage Guidelines: Two-Lane, Unsignalized



Intersection: 7: Road 68 & Road B

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	101
Average Queue (ft)	20	18
95th Queue (ft)	44	64
Link Distance (ft)	135	990
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Appendix F

Transportation Impact Fees Per Pasco Municipal Code Section 3.35.230

and 3.40 of the Pasco Municipal Code ("PMC") at the time that an applicable development permit is available for issuance; and

WHEREAS, the City of Pasco is in the process of adopting a periodic update of its Comprehensive Plan in order to comply with GMA mandates in RCW 36.70A.130; and

WHEREAS, the City has updated its capital facilities planning and identified transportation capital facilities that are needed to serve projected new growth and development; and

WHEREAS, the City of Pasco has not updated its transportation impact fee since 2009; and

WHEREAS, using a carefully crafted regional transportation model other engineering review, the City has analyzed the extent to which new development in different areas of the City require, and would benefit from, the transportation capital projects identified as needed to serve projected new growth and development; and

WHEREAS, the results of the City's analysis are set forth in the April, 2025 Pasco Transportation Impact Fee (TIF) Rate Study prepared by Fehr & Peers; and

WHEREAS, the Pasco City Council desires to amend applicable provisions of the PMC in order to update the City's transportation impact fee and fee schedule, in order to ensure that new growth and development pays a proportionate share of, the cost of new transportation facilities needed to serve that new growth and development; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PASCO, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. PMC Section 3.35.230 Amended. Pasco Municipal Code Section 3.35.230 is hereby amended as follows:

3.35.230 Transportation impact fees.

	~~Fee/Charge~~	~~Reference~~
~~Residential developments~~	~~$709.00~~	~~3.40.060~~
~~Multifamily units~~	~~$435.00~~	~~3.40.060~~
~~Commercial~~	~~$43.00 per daily vehicle trip~~	~~3.40.060~~

	Fee/PM Peak Hour Trip
North TIF District*	$2,215.84
West TIF District	$1,395.77

South TIF District	$3,862.46
Central TIF District	$2,694.78
East TIF District	$812.06

*See Figure 1 for TIF Districts map.

Beginning January 1, 2027, and annually thereafter, the transportation impact fees for all zones charged during the preceding calendar year shall be increased by the year-over-year annual, positive percentage change shown in the Engineering News Record Construction Cost Index for the Seattle, Washington, area as reported for the preceding July. Such adjusted transportation impact fees shall be set forth in the City's fee schedule, to be effective January 1 of each year.

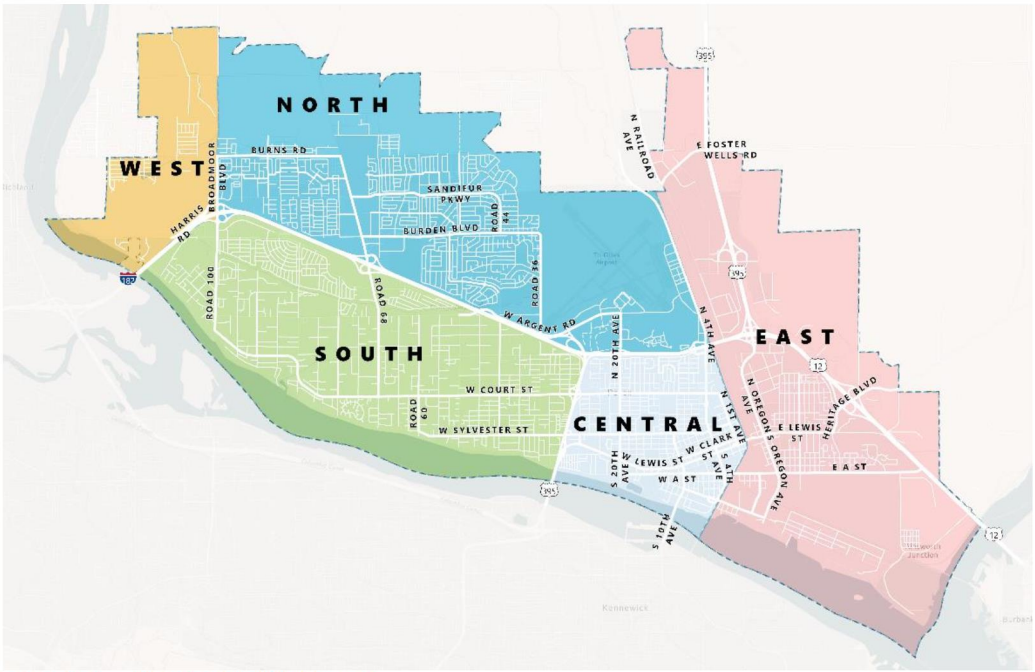


FIGURE 1 – TIF DISTRICTS MAP

[Ord. 3905, 2009; Ord. 3719, 2005; Code 1970 § 3.07.220.]

Section 2. Chapter 3.40 PMC Amended. Chapter 3.40 of the Pasco Municipal Code is hereby amended as set forth in Exhibit B attached to and incorporated by this reference.

Chapter 3.40
IMPACT FEES

Sections:

3.40.010 **Findings and purpose.**
3.40.020 **Applicability.**
3.40.030 **Geographic scope and service area.**

3.40.040 Definitions.
3.40.050 Imposition of transportation impact fees.
3.40.060 Fee schedule.
3.40.070 Time of payment of impact fee.
3.40.080 Credits.
3.40.090 Permitted adjustments.
3.40.100 ~~I-182 corridor traffic impact fund~~ Transportation impact fee fund.
3.40.110 Refunds.
3.40.120 Appeals.
3.40.130 Enforcement.
3.40.140 Relationship to SEPA
3.40.150 Relationship to concurrency.
3.40.160 Project list.
3.40.170 Calculation of impact fees.
3.40.180 Independent fee calculation.

3.40.010 Findings and purpose.

Pursuant to RCW 82.02.050 through 82.02.100, the city adopts impact fees for transportation. The City Council finds and determines that new growth and development ~~activities~~ within the City will create additional demand for the construction, improvement and utilization of public streets, roadways, and right-of-way improvements by bringing additional residents, visitors, businesses and customers into the City; and further finds that new growth and development ~~activities~~ should pay a proportionate share of the costs of such necessary transportation and circulation facilities needed to serve this new growth and development activity. It is therefore necessary to ~~regulate property development to~~ improve public transportation facilities in order to ~~through mitigating~~ mitigate the direct impacts of the development, and to ~~by the~~ assess~~ment of~~ transportation impact fees to ~~insure~~ ensure that system improvements to ~~these~~ transportation facilities are adequately funded and available to serve the increased demand resulting from this growth and development and that new growth and development pays a predictable, proportionate share of the infrastructure costs attributable to new growth. It is the intent that the provisions of this chapter shall be liberally construed to effectively carry out the purposes of the Council in establishing this transportation impact fee. [Ord. 4688 § 1, 2023; Ord. 3719 § 1, 2005; Code 1970 § 3.132.010.]

3.40.020 Applicability.

The City shall collect transportation impact fees as provided in this Chapter ~~as provided in PMC 3.35.230~~ from any applicant seeking a development approval from the City for ~~any~~ development activity ~~within that portion of the City~~ identified in PMC ~~3.40.030~~ 3.40.040~~, where such development activity requires the issuance of a building or occupancy permit. This shall include, but not be limited to, the development of residential, commercial, retail, office, and industrial land, and~~

TG: 1.23220.00 Task 26

September 2, 2025

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

SUBJECT: COLUMBIA WATERS ESTATES TIA REVIEW COMMENTS

Dear Mr. Schliebe:

On behalf of the City of Pasco, we have completed our independent review of the Columbia Waters Estates Traffic Impact Analysis (TIA) dated June 2025. We recommend that the City require the Applicant to respond to the following comments summarized below and update the TIA accordingly.

Comment 1, Site Access: In addition to the off-site intersections, the site access intersection of Road 68/Road B is required to be analyzed. Provide an analysis of LOS/delay and turn lane queuing for the site access in addition to the already presented sight distance analysis.

Comment 2, Trip Distribution: Update the trip distribution. Per the scoping comments dated March 20, 2025, the trip distribution is based on the Pasco traffic model and is required to be the following:

- 40% to/from Broadmoor/I-182 interchange
  - 5% via Road 84 to Sandifur to Broadmoor
  - 15% via Burns Road to Road 90 to Sandifur to Broadmoor
  - 20% via Burns Road to Broadmoor Boulevard
- 35% to/from Road 68/I-182 interchange via Road 68
- 5% west on Burns Road
- 5% east on Burns Road
- 5% north on Road 68

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

August 5, 2025

Aaron Gunderson
City of Pasco, Community Development Department
525 N 3rd Ave, PO Box 293
Pasco, WA 99301-0293

Re: Columbia Waters
File# PP2025-003 (SEPA2025-024), Ecology SEPA# 202503033

Dear Aaron Gunderson:

Thank you for the opportunity to provide comments on the State Environmental Policy Act (SEPA) Notice of Application for the **Columbia Waters** proposal. Based on review of the checklist associated with this project, the Department of Ecology (Ecology) has the following comments:

Water Quality Program
Chad Sauve, (509) 934-6202, chad.sauve@ecy.wa.gov

Operators of construction sites that disturb one acre or more total area and has, or will have a discharge of stormwater to a surface water or to a storm sewer, must apply for coverage under Department of Ecology's Construction Stormwater General Permit.

If soil or ground water contamination is known at the site, additional information will be required. The applicant will be required to submit additional studies and reports including, but not limited to, temporary erosion and sediment control plans, a stormwater pollution prevention plan, a site map depicting sample locations, a list of known contaminants with concentrations and depths found and other information about the contaminants.

Application should be made at least 60 days prior to commencement of construction activities. A permit application and related documents are available online.

Diana Washington, (509) 329-3519, diana.washington@ecy.wa.gov

Please verify that the wastewater collection infrastructure is adequately sized to add the increased flow.

Water Resources Program
Herm Spangle, (509) 329-3610, herm.spangle@ecy.wa.gov

The water purveyor is responsible for ensuring that the proposed use(s) are within the limitations of its water rights. If the proposal's actions are different than 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.

If you have any questions or would like to respond to these comments, please contact the appropriate program staff listed above. If you have questions about SEPA, please reach out to **sepahelp@ecy.wa.gov.**

Sincerely,

Katy Moos
Office Assistant
Eastern Region Office

State of Washington
Department of Fish and Wildlife
2620 North Commercial Avenue, Pasco, WA 99301
Phone: (509) 312-8117, E-mail: Troy.Maikis@dfw.wa.gov

August 6, 2025

Aaron Gunderson
Planner II
City of Pasco
525 N 3rd Ave Pasco WA

Re: WDFW Comments on Columbia Waters Preliminary Plat

The Washington Department of Fish and Wildlife (WDFW) has reviewed relevant maps and SEPA checklist for the proposed Columbia Waters Preliminary Plat, PP2025-003. As correctly noted in the SEPA checklist, there is mapped WDFW Priority Habitat and Species (PHS) shrubsteppe habitat located in the Southwest and Southwest corners of the proposed plat.

PHS mapped shrubsteppe is meant as a flagging tool and it is recommended that where it is mapped, to follow up with a site visit to determine if shrubsteppe habitat exists on the property. A site visit to the area was conducted on July 30, 2025 and the western corner of the crop area was found to be highly disturbed. However, there is approximately 2.5 acres of shrubsteppe habitat on the far southeastern corner of the crop area. Additionally, both corners of the existing crop field (both shrubsteppe and non-shrubsteppe) contain high potential for Burrowing Owl presence. WDFW recommends a site visit where The City, the applicant, and WDFW can discuss the habitat, site characteristics, and potential mitigation strategies that could be considered in a habitat management plan

WDFW recommends to the city that the applicant prepares a mitigation plan to offset the impacts of the development on the shrubsteppe habitat to achieve no net loss of habitat functions and values. WDFW can advise the city and the applicant on recommended steps to achieve that goal.

Sincerely,

Troy Maikis
Area Habitat Biologist; Benton and Franklin Counties
Washington Department of Fish & Wildlife
2620 Commercial Ave
Pasco, WA 99301
(509) 312-8117
Troy.Maikis@dfw.wa.gov

cc: Cody Gillin, WDFW Assistant Habitat Program Manager, Region 3, Ellensburg
Scott Downes, Fish & Wildlife Habitat Regional Land Use Lead, Region 3, Yakima

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

DETERMINATION OF NON-SIGNIFICANCE
(Optional DNS Process)

Issuance Date: October 17, 2025

Project Name: Columbia Waters Preliminary Plat

Project Number: SEPA2025-024

Proponent: Big Sky North
5810 Midland Ln. Unit 65
Pasco, WA 99301

Applicant: Big Sky North
5810 Midland Ln. Unit 65
Pasco, WA 99301

Description of Proposal: This proposal seeks to subdivide one lot into two hundred thirteen (213) lots. The project will be constructed in three phases and will consist of approximately 145 single-family homes and 34 duplexes. Features of the development include Right-of-Way (ROW) dedication, utility easements, and a roadway connection between Road 84 and Road 68. Project contains zoning of Low-Density Residential (R-1) and Medium-Density Residential (R-3), along with the Comprehensive Plan Land Use designations of Low-Density Residential and Medium-Density Residential. The proposal is subject to regulations contained in the Pasco Municipal Code.

Location of Proposal: Parcel #115010042 (currently no address), including any future subdivision or consolidation thereof, located in Pasco, WA.

Findings:

1. Washington State Department of Fish and Wildlife (WDFW) has identified the potential presence of shrub-steppe habitat and a high likelihood of Burrowing Owl activity within the area. The applicant must ensure compliance with Title 28 of the Pasco Municipal Code.

Lead Agency: City of Pasco

The City of Pasco, acting as lead agency for this proposal, has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued after using the optional DNS

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

process in WAC 197-11-355. There is no further comment period on the DNS. Appeals must be filed within 14 days of this determination.

Responsible Official: _____
Haylie Miller, Community & Economic Development Director

Address: PO Box 293, Pasco, WA 99301-0293

Phone: (509) 545-3441

Appeals: You may appeal this mitigated determination of non-significance by submitting an appeal to the address below no later than **October 31, 2025** (14 days from issuance). The appeal must be in written form, contain a concise statement of the matter being appealed and the basic rationale for the appeal. A fee is required per the City's Fee Resolution. Please note that failure to file a timely and complete appeal shall constitute a waiver of all rights to an administrative appeal under City code. All comments or appeals are to be directed to the City of Pasco Planning Department, PO Box 293, Pasco, WA, 99301, Attn: Haylie Miller.

REPORT TO HEARING EXAMINER
PUBLIC HEARING
City Hall – 525 North Third Avenue – Council Chambers
November 12, 2025, 6:00 PM

MASTER FILE #: **Z2025-009/Rezone R-T to R-1**

APPLICANTS: Big Sky North, LLC
12406 Eagle Reach Court
Pasco, WA 99301

REQUEST: **Rezone**: Recommendation to rezone R-T (Residential Transition) to R-1 (Low Density Residential).

TIMELINE

September 26, 2025	Application Submitted.
October 9, 2025	Application Deemed Complete.
October 22, 2025	Application Noticed for Public Hearing to Property Owners within 300 feet.
October 26, 2025	Application Noticed for Public Hearing to the Tri-City Herald.
November 5, 2025	Public Hearing Staff Report Published

BACKGROUND

1. **PROPERTY DESCRIPTION:**

   Parcel No.: 115180030

   Legal: SHORT PLAT 2009-16 LOT 2

   Property Size: Approximately 156 acres (6,793,599.06 square feet)

   General Location: The site is generally located north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road.

2. **ACCESS:** The site will have access from Dent/Fraser Road, Dent Road and future Road 108.

3. **UTILITIES:** Municipal water is available in Dent/Fraser Road. Municipal water and sewer are available in Road 108 southeast of the site.

4. **LAND USE AND ZONING:** The site is currently zoned R-T, and the applicant is requesting a rezone to R-1. The majority of the property is undeveloped and currently used for agricultural purposes. Surrounding properties are zoned and developed as follows:

North: R-T	Residential Transition/Agricultural
East: RR-5	Franklin County- (Rural Residential)/Single Family Homes
South: RS-20/R-1	Franklin County- (Suburban)/Single Family Homes/Low Density Residential/Agricultural/Irrigation Pond
West: RS-40	Franklin County- (RS-40)/Single Family Homes

5. **COMPREHENSIVE PLAN:** The City's Comprehensive Plan designates the site as Low Density Residential, which supports a variety of housing types at a density range of 3 to 6 dwelling units per acre, as outlined in Pasco Municipal Code (PMC) Table 25.215.015. Permitted zoning designations within this land use category include R-S-20 (Suburban), R-S-12 (Suburban), R-S-1 (Suburban), R-1, R-1-A (Low Density Residential Alternate), and R-1-A2 (Low Density Residential Alternate).

6. **ENVIRONMENTAL DETERMINATION**: The City has determined this proposal to be exempt under Washington Administrative Code 197-11-800 (6) Land use decisions. (c) Where an exempt project requires a rezone, the rezone is exempt only if: (i) The project is in an urban growth area in a city or county planning under RCW 36.70A.040; (ii) The proposed rezone is consistent with and does not require an amendment to the comprehensive plan; and (iii) The applicable comprehensive plan was previously subjected to environmental review and analysis through an EIS under the requirements of this chapter prior to adoption; and the EIS adequately addressed the environmental impacts of the rezone. No further Washington State Environmental Policy Act (SEPA) review is required for this proposal.

Analysis

Big Sky North, LLC, on behalf of Rocky Hills Management LP (with the property owner's signed authorization), is requesting to rezone Parcel No. 115180030 from R-T to R-1. The subject site comprises approximately 156 acres.

The existing R-T zoning is not consistent with the City's Comprehensive Plan. Approval of the requested rezone would bring the property into conformance with the adopted Comprehensive Plan land use designation.

This rezone request does not include a project-specific development proposal; therefore, no specific project action is under consideration at this time. However, a Preliminary Plat, SEPA checklist, and Traffic Impact Analysis (TIA) were submitted concurrently with this application. The Preliminary Plat will be scheduled for a future Hearing Examiner meeting, once SEPA review and related requirements are complete.

History

In September 2020, a Non-Project Environmental Impact Statement (EIS) was completed for the City's Comprehensive Plan. As part of this EIS, the City expanded its Urban Growth Area (UGA) using "Alternative 3: Recommended Growth Target High Density, Preferred Alternative." Alternative 3 proposed higher-density land uses through a combination of UGA expansion on the northern city borders (smaller in area than Alternative 2) and increased infill and redevelopment at higher densities within the City.

The subject site was outside of the UGA prior to the adoption of Alternative 3. Following its adoption, the site was annexed into the City on May 23, 2022, through Ordinance No. 4591, and was subsequently assigned R-T zoning under Ordinance No. 4637 on February 6, 2023. The property has been used for agricultural purposes since at least December 1985, according to available Google Earth imagery.

Rezone Criteria

The initial review criteria for considering a rezone application are explained in PMC. 25.210.030. The criteria are listed below as follows:

1. The date the existing zone became effective:

The site received its current zoning designation on February 6, 2023, following annexation through Ordinance No. 4591 and the subsequent zoning assignment under Ordinance No. 4637.

2. The changed conditions, which are alleged to warrant other or additional zoning:

Over the years, numerous changes have occurred in the surrounding area, as evidenced by available satellite imagery and development activity within unincorporated County properties adjacent to the site. To better align with the City's Comprehensive Plan and support feasible future development, the applicant is requesting a rezone from the current R-T designation. The existing R-T zone is intended as a transitional district and does not allow development consistent with the land use standards and density objectives of the Comprehensive Plan.

3. Facts to justify the change on the basis of advancing the public health, safety and general welfare:

The existing R-T zoning does not align with the adopted Comprehensive Plan land use designation, limiting the property's ability to develop in a manner that promotes public health, safety, and general welfare. Originally applied as an interim classification following annexation, R-T zoning was not intended to reflect the long-term land use vision of the Comprehensive Plan.

The proposed R-1 zoning would bring the property into conformance with the Comprehensive Plan, facilitating orderly, efficient residential development that is compatible with surrounding uses. The rezone would support an appropriate residential density and allow for the logical extension of City infrastructure and services. Additionally, the proposal is consistent with City Council–approved Comprehensive Plan amendments, which have been determined to be in the

public interest and supportive of the City's objectives for housing diversity, coordinated growth, and effective provision of public facilities.

4. The effect it will have on the value and character of the adjacent property and the Comprehensive Plan:

The proposed Low Density Residential (R-1) zoning is compatible with surrounding properties and is expected to support and enhance the value, character, and residential integrity of the area. By aligning with the Comprehensive Plan's Low Density Residential designation, the rezone promotes orderly and compatible growth while maintaining the neighborhood's intended character. Any future development actions, including subdivision or residential construction, will be subject to review under the SEPA to ensure that potential impacts on the natural and built environment, as well as on adjacent property values, are properly identified and mitigated.

The proposed zoning change is not anticipated to have a materially detrimental impact on the surrounding area. The R-1 designation supports residential development that is compatible with neighboring properties, both within the City limits and in unincorporated areas of Franklin County. Future development will be required to comply with all applicable City development standards, including setbacks, landscaping, buffering, and traffic mitigation, to minimize potential impacts on adjacent properties.

It is worth noting that the applicant has submitted a concurrent preliminary plat application proposing approximately 873 single-family detached residential lots. This proposal is anticipated to be reviewed by the Hearing Examiner at a later date, following completion of SEPA review and all related procedural requirements. The proposed rezone will facilitate development consistent with the Comprehensive Plan and is expected to maintain the intended low-density residential character of the area while supporting the City's broader objectives for housing, coordinated growth, and public infrastructure extension.

5. The effect on the property owner or owners if the request is not granted:

If the rezone request is not granted, the subject site would be limited to development under the existing R-T zoning, which allows one dwelling unit per five acres, with the potential for one accessory dwelling unit. Under these standards, the site would be significantly underutilized, and the application of R-T setbacks to any portion of the property would substantially constrain development potential. As a result, the property owner would be unable to realize the full residential development potential of the site, which could negatively affect property value and limit the orderly, efficient use of the land. In addition, development under R-T zoning would not meet the Comprehensive Plan's minimum density requirement of three dwelling units per acre, further highlighting the inconsistency with the City's adopted land use policies.

6. The Comprehensive Plan land use designation for the property:

The City of Pasco Comprehensive Plan designates the site as Low Density Residential.

7. Such other information as the Hearing Examiner requires:

The rezone application is consistent with and supports the intent of the Comprehensive Plan as well as the City Council's goals. Staff directs the reader to the applicant's submitted materials

for additional perspective on how the proposal addresses the criteria discussed above, specifically criteria 2 through 5.

STAFF FINDINGS OF FACT

1) Pursuant to PMC 25.210.040, Public notice for this hearing was mailed to property owners within 300 feet of the boundaries of the proposal on October 22, 2025, in compliance with this requirement.
2) Pursuant to PMC 25.210.040, Public notice for this hearing was published in the *Tri-City Herald* on October 26, 2025, in compliance with this requirement.
3) Pursuant to PMC 25.210.060(2), the Hearing Examiner's rezone recommendation based on its findings and conclusions must be forwarded to the City Council.
4) The requested R-1 zoning designation request is consistent with the Comprehensive Plan and aligns with the designated land use for the subject site.

TENTATIVE CONCLUSIONS BASED ON FINDINGS OF FACT

Following the conclusion of an open record hearing on a property rezone petition, the Hearing Examiner shall issue findings and conclusions based on the record, determining whether:

(a) The proposal is in accord with the goals and policies of the Comprehensive Plan;

The Land Use Element of the Comprehensive Plan designates the site as Low Density Residential. The proposed R-1 rezone is consistent with the Land Use Map designation and advances the goals and policies of the Comprehensive Plan. In particular, it supports Land Use Policy LU-2-A, which emphasizes maintaining sufficient land for residential uses proximate to appropriate transportation and utility infrastructure. By aligning the zoning with the Comprehensive Plan designation, the rezone helps ensure orderly, compatible, and efficient development in the area.

(b) The effect of the proposal on the immediate vicinity will be materially detrimental;

The proposed zoning change is not anticipated to create materially detrimental impacts to the immediate vicinity. The requested R-1 designation is compatible with adjacent residential uses and is consistent with the Comprehensive Plan's Low Density Residential land use designation. Any future development will be required to comply with all applicable City standards, including setbacks, landscaping, buffering, and traffic mitigation, ensuring that potential impacts on neighboring properties are minimized and appropriately managed.

(c) There is merit and value in the proposal for the community as a whole;

There is merit and value in the proposed rezone in that it aligns with the guidance of the Comprehensive Plan for the subject site. The Plan identifies the site for Residential use, and applying the R-1 zoning designation is consistent with that guidance. The rezone will create opportunities for additional housing, helping to meet the community's evolving residential needs. Additionally, the proposal promotes planned and orderly growth, facilitates the efficient

extension of City infrastructure, and supports the long-term goals of the community, including enhancing livability, connectivity, and service delivery for existing and future residents.

(d) Conditions should be imposed in order to mitigate any significant adverse impacts from the proposal;

No conditions are necessary as part of this rezone request. The application, as well as any future development, will be subject to the applicable provisions of the PMC and the City of Pasco Design and Construction Standards. Subsequent project actions, including Preliminary Plat review, SEPA, and TIA evaluation, will assess potential significant adverse impacts. Accordingly, the imposition of conditions at this stage is not warranted.

(e) A concomitant agreement should be entered into between the City and the petitioner, and, if so, the terms and conditions of such an agreement.

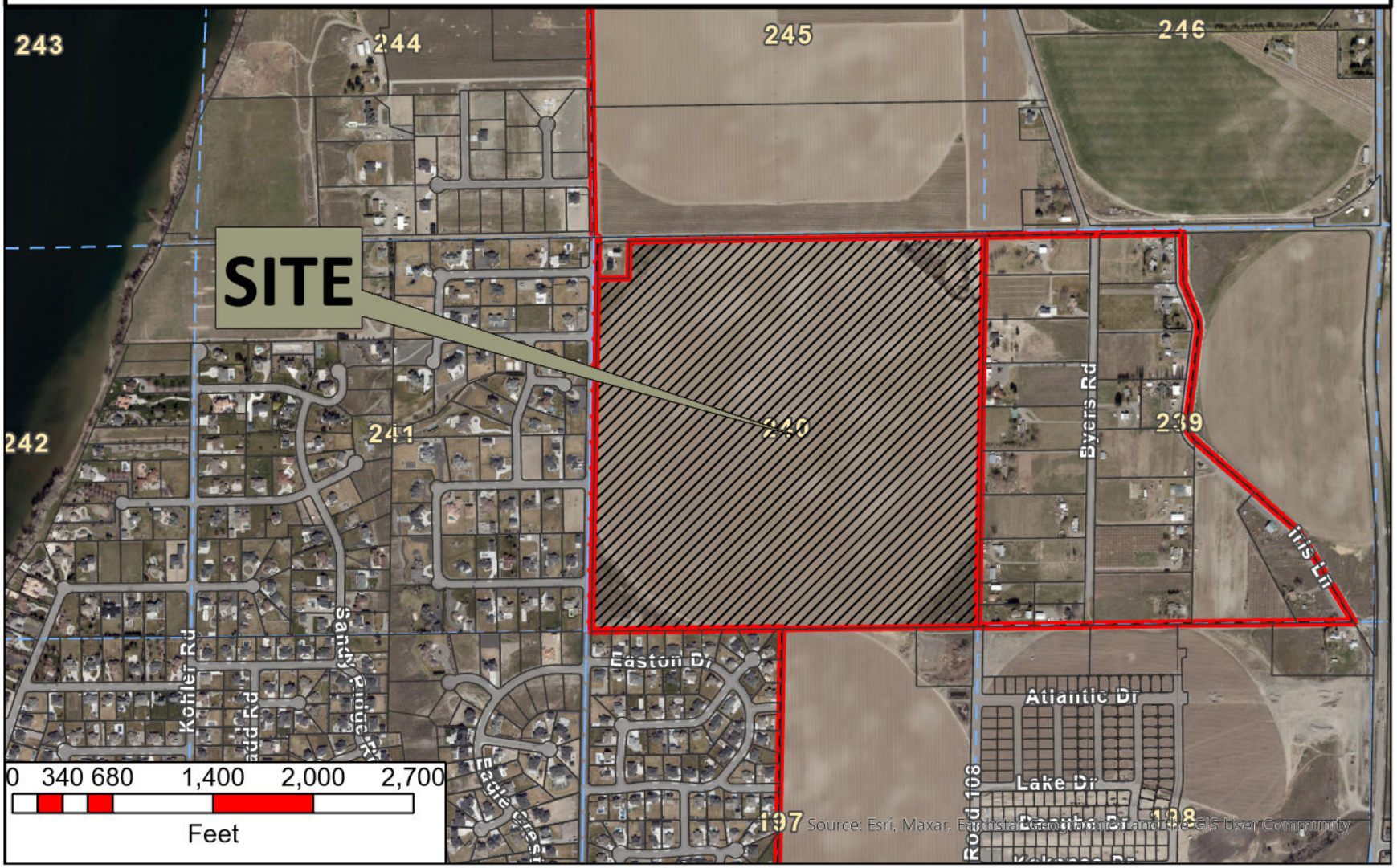
A concomitant agreement is not necessary for this proposal. The requested rezoning complies with all applicable City standards and requirements, and no additional terms or conditions beyond those already established in the PMC and adopted development regulations are warranted. Accordingly, no further commitments or agreements are required.

RECOMMENDATION

Staff recommends that the City Council assign R-1 (Low Density Residential) zoning to Parcel No. 115180030, owned by Rocky Hills Management LP, consisting of approximately 156 acres.

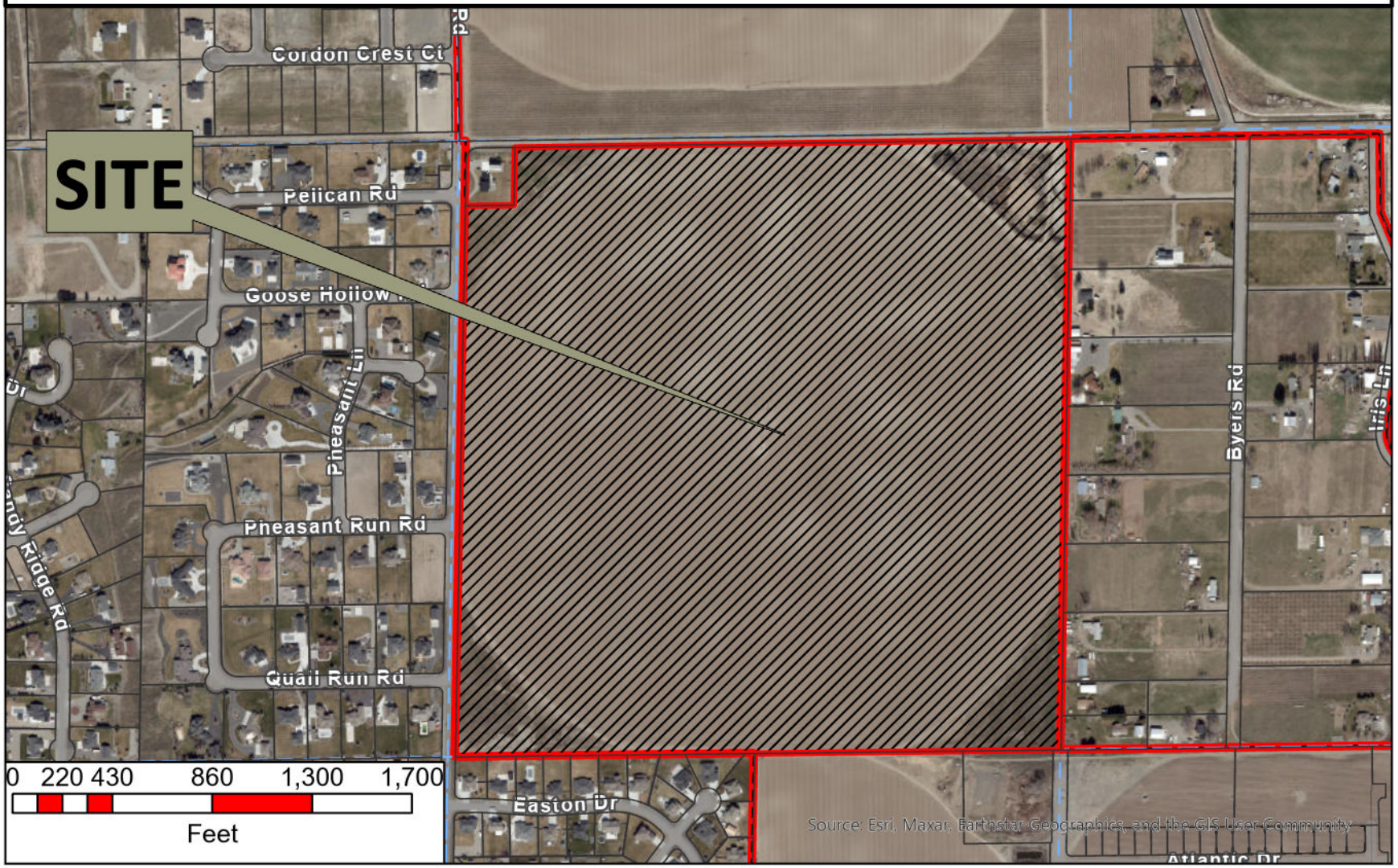
Overview Map

Item: Rocky Hills Management LP "Wilson Estates" Rezone R-T to R-1
Applicant(s): Big Sky North, LLC
File #: Z2025-009



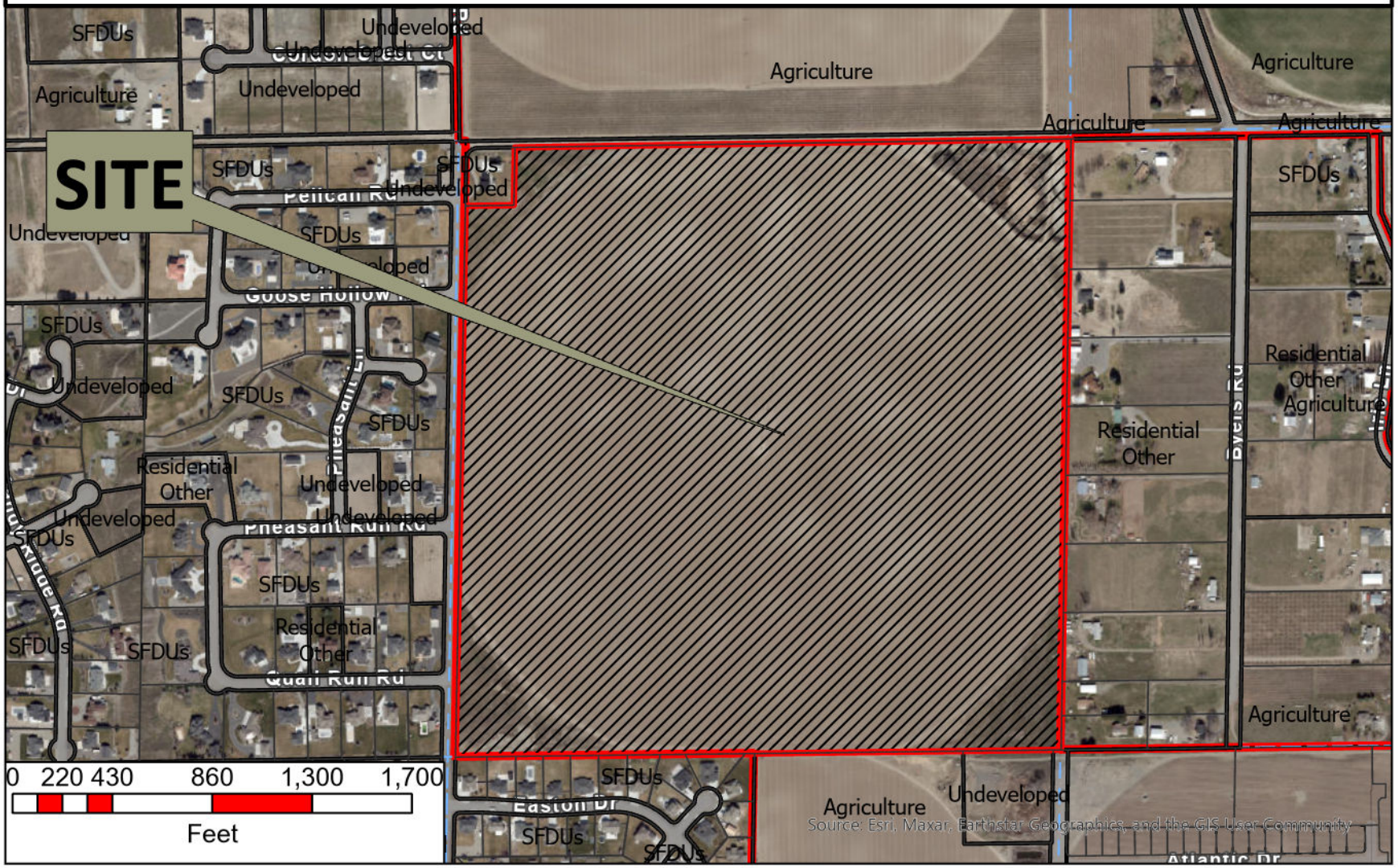
Vicinity Map

Item: Rocky Hills Management LP "Wilson Estates" Rezone R-T to R-1
Applicant(s): Big Sky North, LLC
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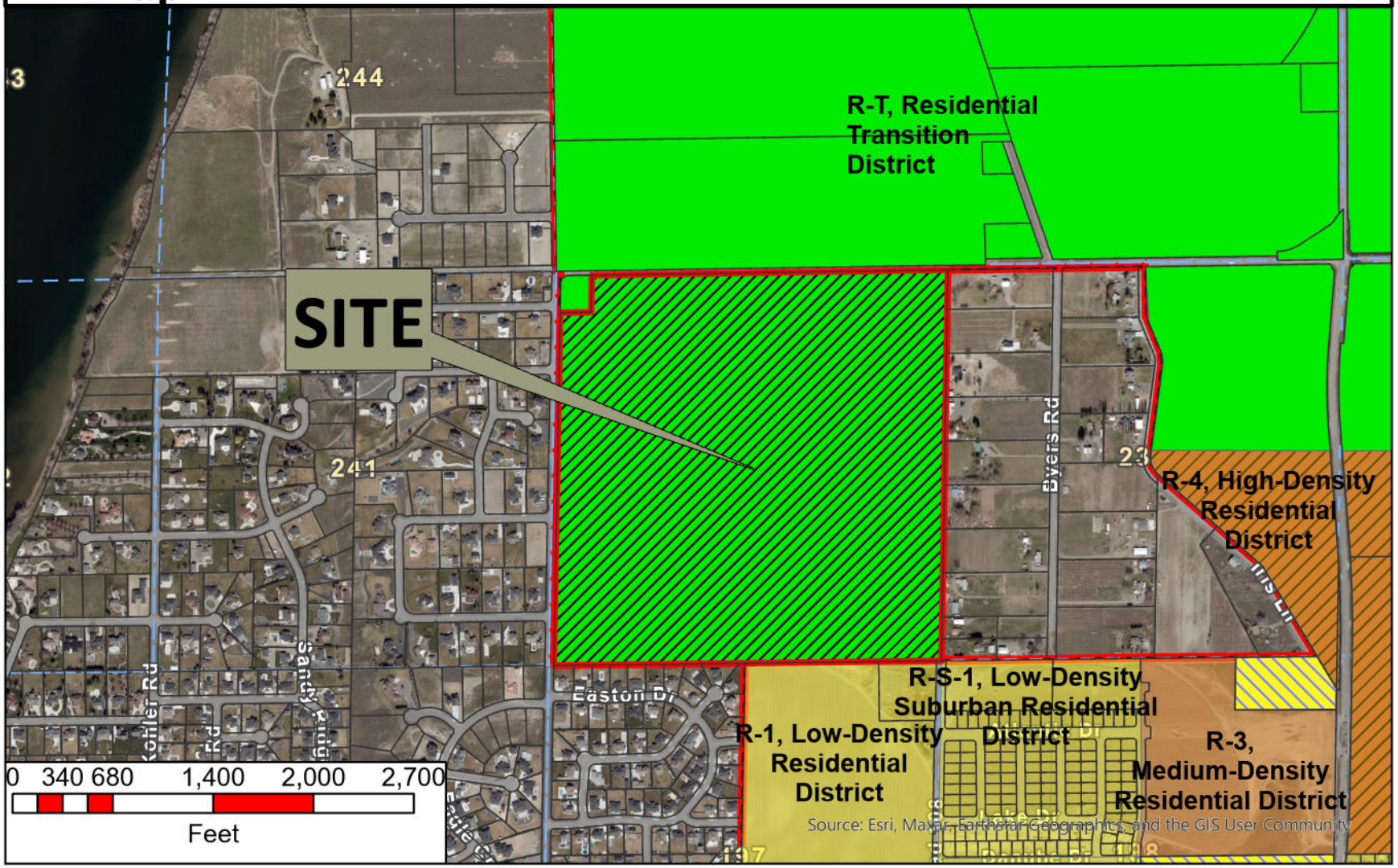
Land Use Map

Item: Rocky Hills Management LP "Wilson Estates" Rezone R-T to R-1
Applicant(s): Big Sky North, LLC
File #: Z2025-009



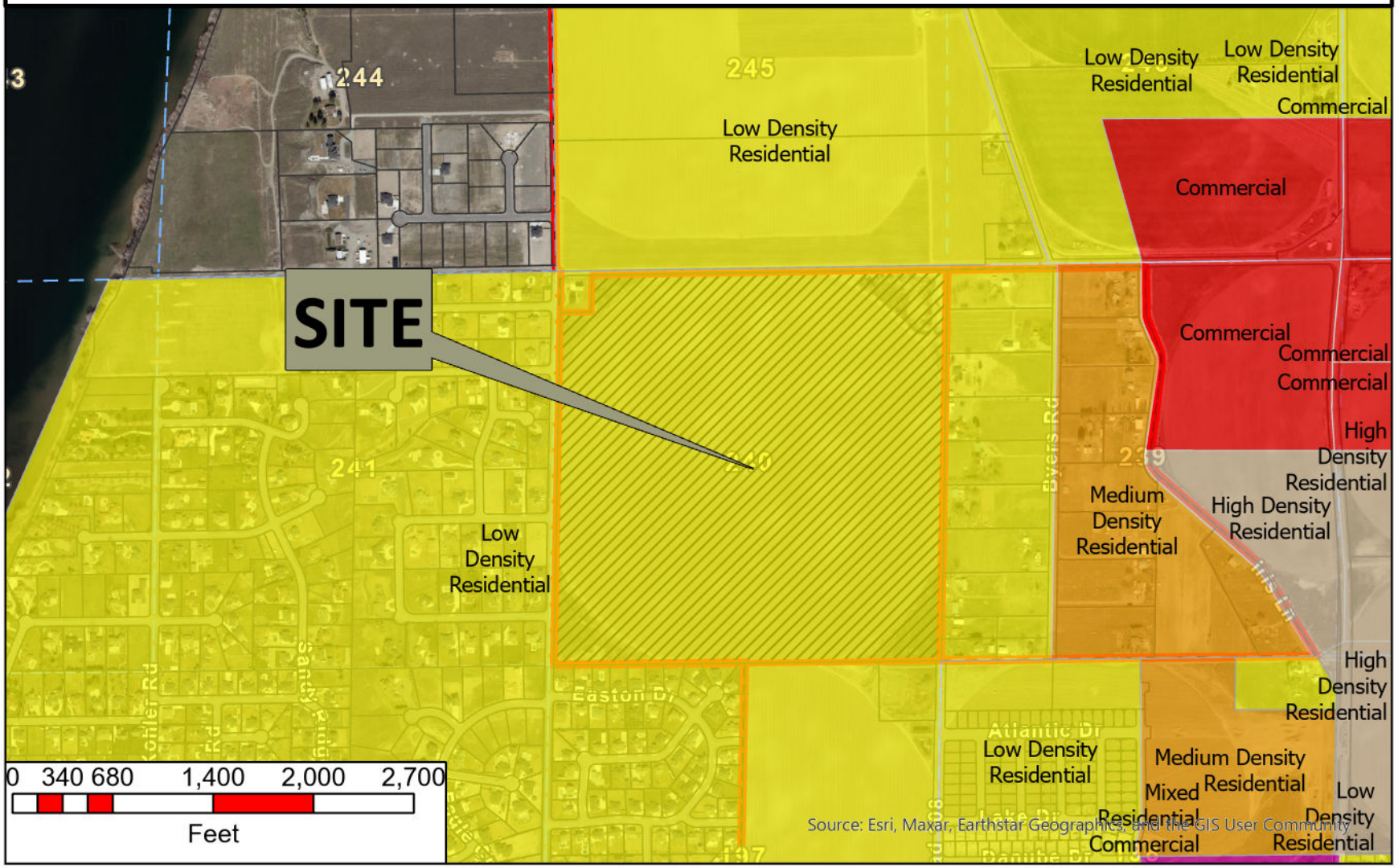
City Zoning Map

Item: Rocky Hills Management LP "Wilson Estates" Rezone R-T to R-1
Applicant(s): Big Sky North, LLC
File #: Z2025-009



Comp Plan Map

Item: Rocky Hills Management LP "Wilson Estates" Rezone R-T to R-1
Applicant(s): Big Sky North, LLC
File #: Z2025-009



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

Fee: $825

CITY OF PASCO
PETITION FOR ZONE CHANGE

INITIATION OF AMENDMENTS: Zoning Map:

1. Any person, firm, corporation, group of individuals, or municipal department may petition for a zone change with the following exceptions:
    i. If the person, firm, corporation or group of individuals does not have legal ownership of the parcel of land under consideration for rezoning, the petition shall not be accepted. All petitions submitted must contain the notarized signature of the legal owner of the property. The legal owner is considered to be the owner of record.
    ii. A person, firm, corporation of group of individuals may not submit, in any one year, more than one petition requesting a zone change from the property's present zone to another particular zone for the same parcel of land, provided, within the one year period, a person, firm, corporation or group of individuals may submit another petition requesting a zone change from the property's present zone to a zone other than the zone previously requested in the earlier petition.
2. The City Council, upon its own motion, may request the Planning Commission hold an open record hearing on the reclassification of a parcel or parcels of property.
3. The Planning Commission may initiate an open record hearing on the reclassification of a parcel or parcels of property.

CONFLICT WITH COMPREHENSIVE PLAN: In the event any proposed amendment, supplement, change to or repeal of Chapters 25.04 through 25.88 is in conflict with the Comprehensive Plan, said amendment or change shall not be entertained until and if the comprehensive plan is amended.

REQUIREMENTS:

1. Fee of **$825** ($700 application fee + $75 SEPA fee + $50 radius notification fee)
2. Completed SEPA form
3. The property owner's notarized signature acknowledging the application

PUBLIC HEARING: After completion of an open record hearing on a petition for reclassification of the property, the Hearing Examiner shall make and enter findings from the records and conclusions thereof which support its recommendation and find whether or not:

a. The proposal is in accord with the goals and policies of the comprehensive plan;
b. The effect of the proposal on the immediate vicinity will be materially detrimental;
c. There is merit and value in the proposal for the community as a whole;

d. Conditions should be imposed in order to mitigate any significant adverse impacts from the proposal;
e. A concomitant agreement should be entered into between the City and the petitioner, and if so, the terms and conditions of such an agreement;

The Hearing Examiner shall render his/her recommendation to approve, approve with modifications and/or conditions, or reject the petition based on its findings and conclusions. The Hearing Examiner's recommendation, to include his/her findings and conclusions, shall be forwarded to the City Council at a regular business meeting thereof.

CITY COUNCIL: Unless a proper and timely appeal is filed or the City Council by majority vote deems further review is necessary, the recommendation of the Hearing Examiner shall be effected by proper action of the City Council without further review.

CONCOMITANT AGREEMENT: The City may enter into an agreement with the petitioner whereby the City will grant the requested zone change conditioned upon the petitioner entering into a covenant with the City restricting the use and/or development of the subject property. Provisions of the agreement may relate to any or all of the following aspects of the use of petitioner's property:

a. Setback.
b. Use of building or property.
c. Type of business.
d. Height of building.
e. Size of building.
f. Size of subdivision of property.
g. Density.
h. Landscape.
i. Street, sidewalk and curb improvement and easements and rights-of-way for such.
j. Public utility improvements and easements and rights-of-way for such.
k. Time frame for commencement or completion of the proposed construction or development. In the event a concomitant agreement includes a specified time frame for the proposed development, it may further provide that failure to conform to the specified time frame shall cause the zone change granted therein to revert to the zone existing immediately prior to said zone change.

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

Fee: $825

CITY OF PASCO
PETITION FOR ZONE CHANGE

Master File # Z2025-009

Date Submitted: 09/26/2025

Applicant Info	Owner Info (if different than applicant)
Name: Big Sky North, LLC	Name: Rocky Hills Management LP
Address: 12406 Eagle Reach Court, Pasco, WA 99301	Address: 10723 W Court St Pasco, WA 99301
Phone: (509) 521-4834	Phone: (509) 539-8558
Email: ccolre@aol.com	Email: wilsondw60@gmail.com

Project Address: NKA - South East of intersection of Fraser Rd. and Dent Rd., Pasco, WA 99301

Project Parcel Number: 115180030

Current Zoning: R-T (City of Pasco)

Requested Zoning: R-1

Describe the nature and effect of the proposed change: Rezone of Parcel #115180030 totaling 156 acres from Residential Transition (R-T) to R-1. The proposed change helps implement the City's Comprehensive Plan.

Estimated time frame of development: Unknown, dependent on subsequent land use applications.

What conditions warrant the proposed rezone? R-1 zoning aligns with the City's Comprehensive Plan supports City growth, and is in compliance with the land use of Low Density Residential.

How will the proposed rezone advance the health, safety, and general welfare of the community? The proposed rezone will help encourage development which is anticipated for this area based on the City's Comprehensive Plan.

What effect will the proposed change have on the value and character of adjacent property? Adjacent properties are zoned RS-20, RS-40, RR-5, R-T, and R-1. The rezone will encourage residential development which could increase adjacent property values. All adjacent properties are designated for residential use.

How does the proposed rezone relate to the City's Comprehensive Plan? The site is designated as Low Density Residential in the City's Comprehensive Plan in which R-1 is allowed. The rezone aligns with the future land use vision outlined in the Comprehensive Plan. This change will facilitate coordinated growth and ensure the property is appropriately zoned for future development.

What effect will be realized by the owner(s) if the proposed rezone is not granted? Without the rezone, the site cannot develop in accordance with the City's Comprehensive Plan which would ultimately lower the value of the property and negatively impact the owners.

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.

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

Fee: $825

Fee for Rezone	-	$700.00
Environmental Checklist	-	$ 75.00
Radius Notification	-	$ 50.00
		$825.00

☒ SEPA Checklist ☒ Site map ☒ Fee of $825

Peter Harpster Digitally signed by Peter Harpster DN: C=US, E=peter@harpsterld.com, O=Harpster Land Development, OU=Harpster Land Development, CN=Peter Harpster Date: 2025.09.19 07:38:38-07'00'

Signature of Applicant

D W Wilson

***Notarized Signature of Property Owner**

State of Washington)
ss.
County of ~~Franklin~~ King)

On this 22nd day of September, 2025, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned an sworn, personally appeared David Wayne Wilson being duly sworn on his/her oath that he/she has prepared and read the foregoing statements and has acknowledged to me that the recitations contained therein are true, and has signed this instrument as his/her free and voluntary act and deed for the purposes therein mentioned.

SUBSCRIBED AND SWORN to before me this 22nd day of September, 2025.

DONALD JESSE BRYANT
NOTARY PUBLIC
STATE OF WASHINGTON
LICENSE NUMBER 151500
MY COMMISSION EXPIRES
07/08/2026

Donald Jesse Bryant
Notary Public in and for the State of Washington
Residing at 505 Broadway E Seattle, WA 98102
My Commission expires 07/08/2026

Updated July 2019

Affidavit of Mailing

In regards to MF# Z2025-009

I, Carmen Patrick, hereby confirm that notification was sent by mail October 22, 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 22nd day, October 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 November 12, 2025, at 6:00 pm.

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

Z2025-009 Rocky Hills Management LP "Wilson Estates" R-T to R-1: Notice is hereby given that the City of Pasco Hearing Examiner will hold a public hearing to consider a rezone application submitted by Big Sky North, LLC on behalf of Rocky Hills Management LP. The request proposes to rezone Parcel No. 115180030, approximately 156 acres in size, from R-T (Residential Transition) to R-1 (Low Density Residential). The subject property is located in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road. The proposal is subject to the provisions of the Pasco Municipal Code. A concurrent subdivision application, which will be subject to a separate public hearing at a later date, proposes the development of approximately **873 single-family detached homes** and includes a **SEPA submittal** for environmental review. This rezone is categorically exempt from SEPA review pursuant to WAC 197-11-800(6)(c)(i)-(iii).

Public Comment Period: Written comments must be submitted to the Community Development Department by **5:00 p.m. on November 12, 2025**, to be included in the Hearing Examiner's packet.

If you have questions or wish to provide written comments on the proposal, please contact the Planning Division at **(509) 544-4146**, by email at **barragani@pasco-wa.gov**, by mail at **P.O. Box 293, Pasco, WA 99301**, or in person at **525 N. 3rd Avenue, 1st Floor (CED), Pasco, WA 99301**. **Please note that only written comments submitted prior to the meeting will be accepted and included in the official record. Oral testimony provided during the meeting will also be accepted and entered into the record at that time.**

General Location: The subject property is located in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road.

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

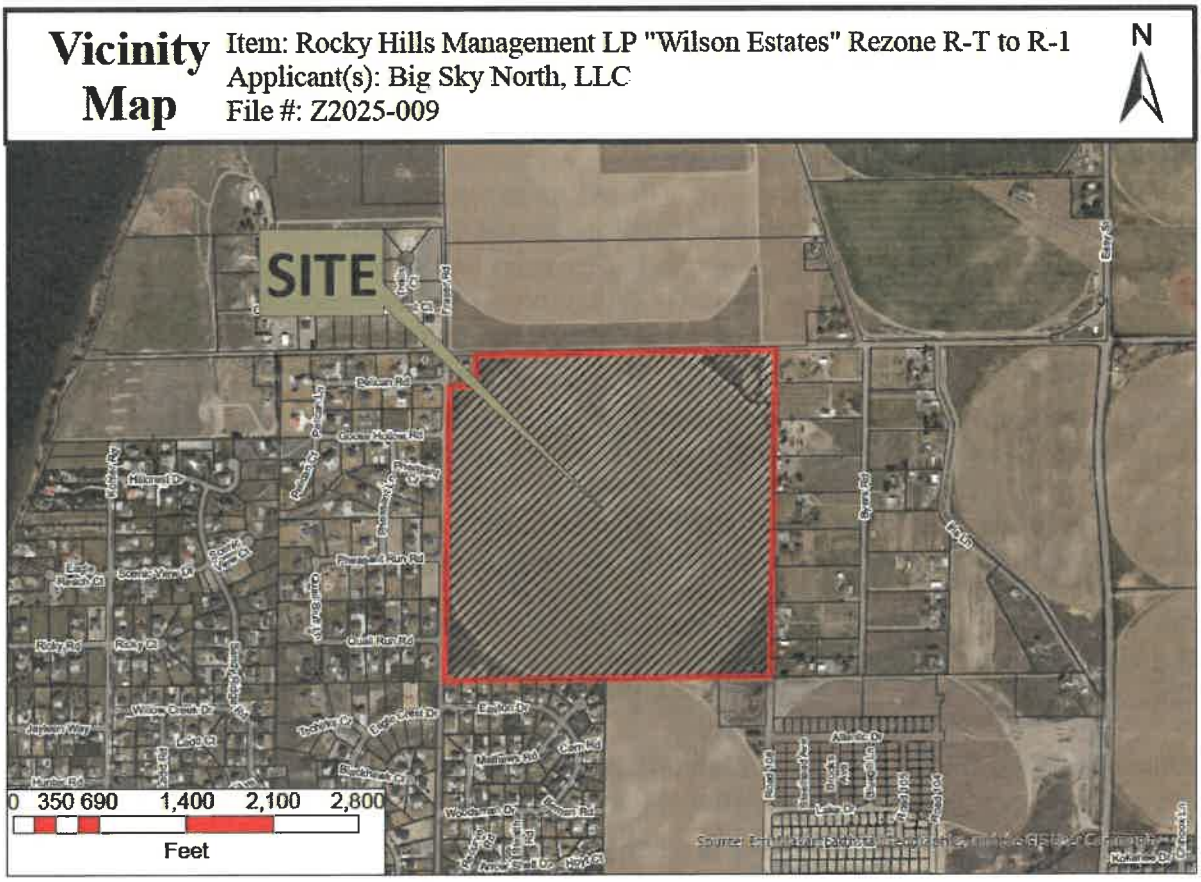
www.pasco-wa.gov/publiccomment

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 **recommendation** to City Council on the rezone within ten (10) working days of the public hearing.

Prepared October 22, 2025 by: *Ivan Barragan*, Planner III, PO Box 293 Pasco, WA 99301-(509) 544-4146

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.



TAXPAYER_NAME	MAIL_ADDRESS	MAIL_CITYST	ZIP_CODE
RESIDENT	7908 BYERS RD	PASCO WA	99301
RESIDENT	7821 BYERS RD	PASCO WA	99301
DEVIN CASPER & KENDRA DEE LYBBERT	7724 BYERS RD	PASCO WA	99301-9273
RESIDENT	7608 BYERS RD	PASCO WA	99301
EVAN JONES & KACIE LEEANN DODSON	7520 BYERS RD	PASCO WA	99301-9271
RESIDENT	7332 BYERS RD	PASCO WA	99301
DARYL & CRYSTAL GARRISON	7324 BYERS RD	PASCO WA	99301-9270
RICHARD & KATHIE WILSON	7232 BYERS RD	PASCO WA	99301-9269
STEVEN & VERNA CANADAY	7228 BYERS RD	PASCO WA	99301-9269
KIRK E & DEBORAH L BAIR	51 RICHVIEW DR	PASCO WA	99301-8962
MANUEL & ESTHER VIERA	3820 MELODY LN	PASCO WA	99301-8311
JARED M & COURTNEY M SMITH	11604 QUAIL RUN RD	PASCO WA	99301-5195
MATTHEW J & VERONICA T WHITISH	11612 QUAIL RUN RD	PASCO WA	99301-5195
BRENT R & COURTNEY M STENSON	11613 QUAIL RUN RD	PASCO WA	99301-5195
IGNACIO C & EMPERATRIZ M OSORIO (TR)	11605 QUAIL RUN RD	PASCO WA	99301-5195
OSORIO PROPERTIES LLC	11605 QUAIL RUN RD	PASCO WA	99301-5195
OMAR GARZA (ETUX/ETAL)	11612 PHEASANT RUN RD	PASCO WA	99301-4996
AMIL & MEJREMA CORDIC	11613 PHEASANT RUN	PASCO WA	99301-4996
LUIS A & ANGELICA E MARTINEZ VARGAS (ETAL)	11605 PHEASANT RUN	PASCO WA	99301-4996
STEPHEN L & CONNIE A COALE	11606 PHEASANT CT	PASCO WA	99301-8695
MATTHEW & LISA NORTH	7617 PHEASANT LN	PASCO WA	99301-8694
DAVID A & JENNIFER L DORSETT	7609 PHEASANT LN	PASCO WA	99301-8694
HARRY & SHERYL MARCH	7621 PHEASANT LN	PASCO WA	99301-8694
REYNOLD & SHARON A SUAREZ	11607 PHEASANT CT	PASCO WA	99301-8695
ROCKY HILLS MANAGEMENT LP	10723 W COURT ST	PASCO WA	99301-6512
KAYLENE KUHN (ETAL)	7909 DENT RD	PASCO WA	99301-9812
GINA & DEAN WELLSFRY	11609 GOOSE HOLLOW RD	PASCO WA	99301-9813
VICTOR & VERONICA SILVA	11907 BLACKFOOT DR	PASCO WA	99301-4885
GREGORY C & KAROLYN M DOMINGOS	11608 PELICAN RD	PASCO WA	99301-9825
MARTIN G & ELDA S FUENTES	11706 PELICAN RD	PASCO WA	99301-9826
GABRIEL & ANEL SUAREZ	11609 PELICAN RD	PASCO WA	99301-9825
RMPK LLC	10723 W COURT ST	PASCO WA	99301-6512
DUANE W & RUBY A JOHNSON	11515 EASTON DR	PASCO WA	99301-5595
REBEKAH S & ROBERT H JR WOODS	11503 EASTON DR	PASCO WA	99301-5595
AMIE HUCKLEBERRY (ETAL)	11413 EASTON DR	PASCO WA	99301-5593
RANDY L & MARY M HULLINGER	11401 EASTON DR	PASCO WA	99301-5593
BRIAN J & REBECCA A THOMAS	11327 EASTON DR	PASCO WA	99301-5592
DAVID K & KELSEY L BARBER	11315 EASTON DR	PASCO WA	99301-5592
PETER W & VALERIE GRIFFIN	11225 MATHEWS RD	PASCO WA	99301-6878
DRAMEL RICARDO FRAZIER	11213 MATHEWS RD	PASCO WA	99301-6878
JOHN L & KATHLEEN L MANCINELLI	11201 MATHEWS RD	PASCO WA	99301-6878
JOSHUA MICHAEL ALVISO (ETAL)	11200 MATHEWS RD	PASCO WA	99301-6878
JASON LEE & KATRINA MOON LEGARE	11212 MATHEWS RD	PASCO WA	99301-6878
VERNON R WOODALL	11224 MATHEWS RD	PASCO WA	99301-6878
RILEY & SARAH A DODSON	11308 EASTON DR	PASCO WA	99301-5592
CAROL A & COLIN A LEVI	11320 EASTON DR	PASCO WA	99301-5592
RUFINO & KRISTIN C GARZA	11402 EASTON DR	PASCO WA	99301-5593
LUIS E & KERI E CARTAGENA	11414 EASTON DR	PASCO WA	99301-5593
ROBERT J. JR JONES (ETUX)	11426 EASTON DR	PASCO WA	99301-5593
CHERYL L HOLDEN (ETUX)	11516 EASTON DR	PASCO WA	99301-5595
ANDREW REID & NICOLE MARY COOPER	11504 EASTON DR	PASCO WA	99301-5595
THREE BAIRS LLC	51 RICHVIEW DR	PASCO WA	99301-8962
PASCO SCHOOL DISTRICT NO. 1	1215 W LEWIS ST	PASCO WA	99301-5472
BIG SKY DEVELOPMENT IRRIGATION POND LLC	12406 EAGLE REACH CT	PASCO WA	99301-9001
RANDY SMITH	11425 EASTON DR	PASCO WA	99301-5593
WILLIAM J & LISA R ENGER	7032 EAGLE CREST DR	PASCO WA	99301-6194
TERESA GARCIA HERNANDEZ	16344 S GERTRUDE ST	KENNEWICK WA	99337-7411
ADRIAN & JOANNA PEREZ	11600 CORDON CREST CT	PASCO WA	99301-3094
USA-BUREAU OF RECLAMATION	RANGE 28 EAST WM	RECORDS OF FRANKLIN"	98823-0815
STRIZHAK'S HAVEN RANCH LLC	105609 E WISER PKWY	KENNEWICK WA	99338-1875

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:
IPL0284463
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
TRI - Legal Ads
Site:
tricity
Final Cost:
$450.69
Referral Code:
NOPH
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
October 22, 2025 2:31:08 PM EDT
Amount:
$450.69

SCHEDULE FOR AD NUMBER IPL02844630

October 26, 2025
Tri-City Herald Print Publication

PREVIEW FOR AD NUMBER IPL02844630

3.22inches x 7.41inches

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 hearings at **6:00 p.m. on November 12, 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 applications at this hearing:**

Z2025-009 Rocky Hills Management LP "Wilson Estates" R-T to R-1: Notice is hereby given that the City of Pasco Hearing Examiner will hold a public hearing to consider a rezone application submitted by Big Sky North, LLC on behalf of Rocky Hills Management LP. The request proposes to rezone Parcel No. 115180030, approximately 156 acres in size, from R-T (Residential Transition) to R-1 (Low Density Residential). The subject property is located in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road. The proposal is subject to the provisions of the Pasco Municipal Code. A concurrent subdivision application proposes approximately 873 single-family detached homes and includes a SEPA submittal. This rezone is categorically exempt from SEPA review pursuant to WAC 197-11-800(6)(c)(i)-(iii). 509-544-4146 / barragani@pasco-wa.gov

PP2025-003 Columbia Waters Estates: Big Sky North has submitted an application to subdivide one lot into 213 lots, to be developed in three phases and consisting of approximately 145 single-family homes and 34 duplexes. The proposed development includes right-of-way dedication, utility easements, and a roadway connection between Road 84 and Road 68. The project area contains zoning designations of Low-Density Residential (R-1) and Medium-Density Residential (R-3), consistent with the Comprehensive Plan Land Use designations of Low- and Medium-Density Residential. The subject property is located at Parcel No. 115010042 in Pasco, WA 99301, and is subject to the applicable regulations of the Pasco Municipal Code. 509-544-4146 / barragani@pasco-wa.gov

Public Comment Period: Written comments must be submitted to the Community Development Department no later than **5:00 p.m. on November 12, 2025.** Any interested party may submit comments, attend the public hearing to provide testimony, or request notice of the Hearing Examiner's decisions.

To **submit comments, request notification,** or **ask questions** regarding these proposals, please contact the Planning Division using the phone numbers or email addresses provided after each project description, or by mail or in person at the address below. **Please note that only written comments submitted prior to the meeting will be accepted and included in the official record. Oral testimony provided during the meeting will also be accepted and entered into the record at that time.**

City of Pasco – Planning DivisionP.O. Box 293
Pasco, WA 99301

In Person:525 N. 3rd Avenue, 1st Floor (CED)
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: The Hearing Examiner will provide a **Recommendation** to the City Council on the Rezone application within **10 working days** following the public hearing and will issue a **Decision** on the Preliminary Plat application within the same **10-working-day** timeframe.

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.
IPL0284463
Oct 26 2025

<< Click here to print a printer friendly version >>

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 November 12, 2025, at 6:00 pm.

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

Z2025-009 Rocky Hills Management LP "Wilson Estates" R-T to R-1: Notice is hereby given that the City of Pasco Hearing Examiner will hold a public hearing to consider a rezone application submitted by Big Sky North, LLC on behalf of Rocky Hills Management LP. The request proposes to rezone Parcel No. 115180030, approximately 156 acres in size, from R-T (Residential Transition) to R-1 (Low Density Residential). The subject property is located in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road. The proposal is subject to the provisions of the Pasco Municipal Code. A concurrent subdivision application, which will be subject to a separate public hearing at a later date, proposes the development of approximately **873 single-family detached homes** and includes a **SEPA submittal** for environmental review. This rezone is categorically exempt from SEPA review pursuant to WAC 197-11-800(6)(c)(i)-(iii).

Public Comment Period: Written comments must be submitted to the Community Development Department by **5:00 p.m. on November 12, 2025**, to be included in the Hearing Examiner's packet.

If you have questions or wish to provide written comments on the proposal, please contact the Planning Division at **(509) 544-4146**, by email at **barragani@pasco-wa.gov**, by mail at **P.O. Box 293, Pasco, WA 99301**, or in person at **525 N. 3rd Avenue, 1st Floor (CED), Pasco, WA 99301**. **Please note that only written comments submitted prior to the meeting will be accepted and included in the official record. Oral testimony provided during the meeting will also be accepted and entered into the record at that time.**

General Location: The subject property is located in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road.

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.

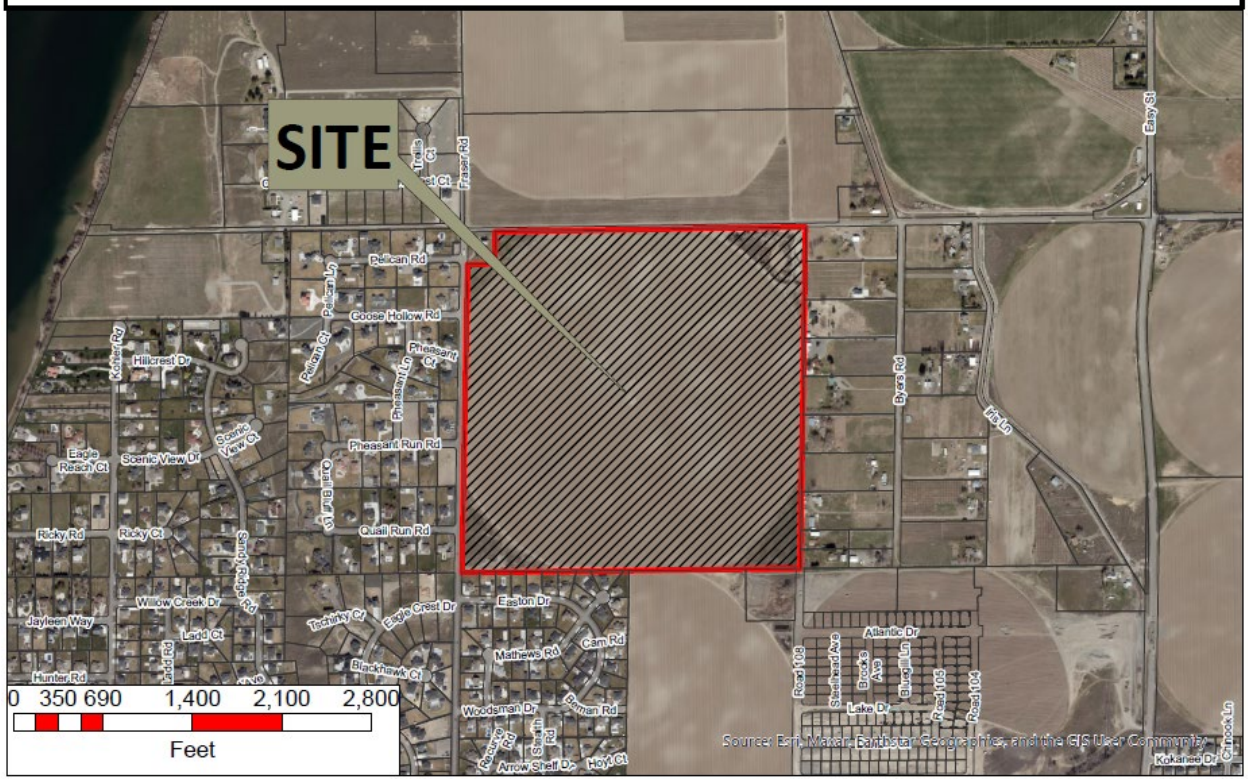
Estimated Date of the Decision: It is estimated that the Hearing Examiner will make a **recommendation** to City Council on the rezone within ten (10) working days of the public hearing.

Prepared October 22, 2025 by: *Ivan Barragan*, Planner III, PO Box 293 Pasco, WA 99301-(509) 544-4146

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: Rocky Hills Management LP "Wilson Estates" Rezone R-T to R-1
Applicant(s): Big Sky North, LLC
File #: Z2025-009



Ivan Barragan

From: Brad Backus <brad@franklincountyirrigation.com>
Sent: Friday, October 10, 2025 10:18 AM
To: Ivan Barragan
Subject: RE: Notice of Application-PP2025-004/SEPA2025-030 Wilson Estates Subdivision & Z2025-009 - 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.]

Can you please continue to give me further information on this subdivision please

Brad Backus
Operations manager
Franklin County Irriagtion Distict
P.O. box 3907
Pasco Wa 99302
(509)547-3831
(509)545-1160 (fax)
Brad@franklincountyirrigation.com

From: Ivan Barragan <barragani@pasco-wa.gov>
Sent: Thursday, October 9, 2025 4:43 PM
To: Ivan Barragan <barragani@pasco-wa.gov>
Subject: Notice of Application-PP2025-004/SEPA2025-030 Wilson Estates Subdivision & Z2025-009 - City of Pasco

All,

Please see the attached Preliminary Plat (PP2025-004), SEPA Checklist (SEPA2025-030), and Rezone Application (Z2025-009) submitted on September 26, 2025, for the subdivision of 873 single-family residential lots within the proposed R-1 (Low-Density Residential) zoning district. The property, currently zoned R-T (Residential Transition) under Ordinance No. 4637, encompasses approximately 156 acres.

While the Rezone Application (Z2025-009) is exempt from SEPA, it is being reviewed concurrently with the Preliminary Plat and this SEPA review. The proposed development consists of single-family detached homes to be constructed in ten phases. Subdivision improvements will include mass grading, construction of public roads, and installation of water, sewer, irrigation, communication, and power infrastructure.

The project also includes multiple public pedestrian pathways to enhance walkability within the residential blocks and a two-acre park proposed to be maintained by the Homeowners Association (HOA).

The site is located on Parcel No. 115180030 in Pasco, WA 99301, generally north of Burns Road, west of Broadmoor Boulevard, south of future Dent Road, and east of future Dent/Fraser Road. The proposal is subject to the applicable regulations of the Pasco Municipal Code.

To reiterate, the Rezone Application (Z2025-009) is exempt from the SEPA process; however, it requires a Public Hearing before the Hearing Examiner and is ultimately a City Council decision.

All pertinent submitted materials can also be found in the SEPA Register.

Please submit comments for the proposed plat and SEPA submittal by 5:00 p.m. on October 29, 2025. If you have any questions or concerns, please let me know.

Thank you,

Ivan Barragan
Planner III

O: 509-544-4146
barragani@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.

Ivan Barragan

From: David Barber <dkba72@gmail.com>
Sent: Wednesday, October 22, 2025 12:10 PM
To: Ivan Barragan
Subject: Re: Z2025-009 Notice of Public Hearing - Rocky Hills Management LP "Wilson Estates" R-T to R-1

You don't often get email from dkba72@gmail.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.]

Ivan,

When I first saw this I thought it was a joke. I have never seen such concentrated housing. I have also never seen a lot size that is 4000 ft.^{2}.

It appears that this would be the smallest single housing lots in all of Pasco hugged right up against 0.5 acre and 1 acre lots.

Is this essentially a rubber stamp project that will be pushed through no matter what? Or, is there any chance that city council decides to do .25 or .5 acre lots as it was originally zoned for?

Thank you,

David

On Wed, Oct 22, 2025 at 11:56 AM Ivan Barragan <barragani@pasco-wa.gov> wrote:

> Please find attached the **Notice of Public Hearing**, scheduled for **November 12, 2025, at 6:00 p.m.**
>
> This notice will also be **mailed to property owners within 300 feet** of the project site today and **published in the Tri-City Herald on October 26, 2025**, in accordance with **Pasco Municipal Code 25.210.040**.
>
> If you have any questions or concerns, please feel free to contact me. I will also be preparing the staff report, which is due one week prior to the hearing.
>
> Thank you,

Ivan Barragan
Planner III

O: 509-544-4146
barragani@pasco-wa.gov | **www.pasco-wa.gov**
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301

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SEPA comment for SEPA2025-030 Wilson Estates Subdivision

- **Subject:** SEPA comments for Wilson Estates Subdivision (SEPA2025-030, PP2025-004, Z2025-009)
- **To:** City of Pasco Community & Economic Development Department
  attn. Ivan Barragan
- **From:** Aaron Fabre, owner of 11413 Easton Dr, Pasco, WA 99301
  - Aaroboy21@hotmail.com
  - (725) 777-8021
- **Date:** October 28th 2025

Thank you for the opportunity to comment on and voice my concerns on the SEPA determination for the Wilson Estates Subdivision. The city of Pasco's Comprehensive Plan is to reflect the community's vision of the future, and the city of Pasco's Planning Department vision is to help create a sustainable, functional, and aesthetically pleasing community through thoughtful planning. I do not believe the proposed subdivision reflects the vision of the city of Pasco and I oppose the current plans.

The proposed Wilson Estates Subdivision brings numerous concerns and questions regarding the environmental impact, maintaining the current identity of the surrounding neighborhoods, and short and long-term safety and livability of the planned project and surrounding neighborhoods. This project could negatively affect the quality of life for residents in the neighboring single-family homes, impacting their property values, privacy, and ability to enjoy their outdoor spaces.

Proposed Mitigation/Action

Requesting a Full Environmental Impact statement prior to approval.

Proposed zoning reconsidered from R1 Low Density Residential to RS1, RS12, or RS20 suburban to maintain the surrounding neighborhoods in lot sizes and continue with residential development with large lots and expansive yards.

Specific Concerns

EARTH

Concerns of erosion issues and flooding during clearing, construction, and completed proposed plan. Are there proposed measures to prevent erosion during all stages of development?

This proposed project will add impervious surfaces such as asphalt, concrete, and buildings. This will add significant wastewater runoff, and the added urban heat effect will raise surrounding temperatures. With less land, grass, crops, and native plants it will disrupt the current carbon footprint.

There are already low spots on the south end of the proposed projects where flooding occurs during rain and snow. What measures will be taken to prevent this from being escalated during the land clearing?

AIR

Concerns of emissions from construction equipment and dust air pollution.

With 900 houses, come 900+ cars. What will be done to help with the pollution?

What measures will be in effect to control emissions or impacts on air quality?

WATER

Concerns about the Irrigation water demand – The current irrigation company Big Sky Irrigation has had a hard time maintaining water supply with the current summer water demand. In the past two years there have been shutdowns/issues on 4/9, 4/15, and 4/17 in 2025. 4/2, 4/22, and 5/11 in 2024. And two major mid-summer shutdowns in previous July of 2022 and 2023.

What is the proposed Storm Water runoff method of collection? Will the southern sloped plans direct waterflow into Archer estates northern properties septic drainage areas? Will storm drains be installed to prevent this flooding?

This plan alters current drainage patterns of the site reducing ground water absorption. There is already significant flooding prior to the added runoff from paved streets and structures.

Concerns of groundwater runoff for the properties with well water zoned RR5 to the east of the proposed project.

PLANTS

Current permanent crops – Corn, Potatoes, varieties of Field Grass

What is the proposed plan to preserve or enhance the vegetation and maintain the positive carbon impact?

ANIMALS

Birds – Canadian Geese and Snow Geese annually use this field as a winter and spring migration route stop.

Numerous species of Hawks, Quail, Sparrow, Starling, Hummingbirds, Finches, Killdeer, Doves, Robins, Heron, Woodpeckers, Owls, Crows, Seagulls, Pelicans all have been observed on this land.

Mammals – Deer, Coyotes, Racoon, Skunk, Porcupine

Other animals - Snakes, Lizards, Opossums, Squirrels

Concern of the added road traffic and loss of habitat. In the month of October there were deer, racoon, and skunk hit by vehicles on Burns and Dent.

What are the proposed measures to preserve or enhance wildlife?

Concerns that invasive species including moles/voles and mice will relocate into our large grass lots when they lose their habitat.

ENVIROMENTAL

Numerous years of agricultural use of chemicals/fertilizers in the ground will get kicked up as dust or wastewater runoff.

Noise – A proposed 10 years construction plan will create ongoing noise in the surrounding communities from construction equipment and construction traffic. What are the planned hours of noise disruption that will come from the proposed plan?

Are there proposed measures to reduce noise impacts?

HOUSING

The current plan has 873 homes on 1/10 of an acre lots as small as 4,000 sq ft (avg. size 5,118sq ft.). Surrounding neighborhoods on all developed sides are all county zoned RS-20, RS40, RR5 and RC1 which range from half acre lots, acre lots, and larger. (21,000+ sq ft lots). To the north long term Agricultural Land. The proposed planned lot sizes are significantly smaller than the surrounding neighborhoods. To maintain with the

surrounding neighborhoods attributes, lot sizes should be more comparable in size and continue with residential development with large lots and expansive yards.

AESTHETICS

Views of the expansive land and hills to the north will be obstructed.

What is the proposed plan and who will maintain the “alleyway/easements” between the proposed development and the already established northern properties of Archer estates?

LIGHT/GLARE

Concerns of light pollution with so many houses, and proposed streetlights. Many of the surrounding neighborhoods are without streetlights or have limited street lighting.

RECREATION

A 2-acre park is not adequate for the size of the proposed housing project.

Proximity example of Kohler Estates 2 – it has a 7-acre park for 52 housing lots.

Possibility of incorporating a much larger area designated for community parks, dog parks, walking trails, or other recreational activities.

TRANSPORTATION

Currently, there is no public transportation or bus routes for the proposed plan.

Dent Rd is not designed for pedestrian walkability or bicycling. There are no sidewalks, the road shoulders are slanted and difficult to walk on, and there is no lighting. Adding so many homes and added traffic puts pedestrians in danger, especially any school children that would be using the roadways to walk home.

The added traffic to the area creates increased risk to the hilled intersection of Burns and Dent, especially during winter conditions. There is a need for added traffic signals and crosswalks. Also, a need for a winter road plan especially for this dangerous intersection in icy conditions.

How many added vehicular trips will be generated during the completed project? What will be the peak volume times? What data or transportation models were used to make these estimates?

Current easement between proposed development and current houses in Archer estates is used for movement of agricultural products and as a community walking/biking trail. This easement should not be used for construction traffic.

PUBLIC SERVICES

Added Police and Fire protection needed, adding public transportation. Current local schools are already at capacity for elementary, middle, and High school.

What are the proposed measures to address the impacts on public services?

UTILITIES

Will this development have any effect on current septic systems in surrounding developments?

What are the proposed services for electricity, natural gas, water, irrigation, refuse services, telephone, sanitary sewer, and surrounding septic systems?

The city of Pasco continues to grow and build a strong community. The proposed Wilson Estates Subdivision does not appear to have taken into consideration all the environmental impacts or current communities that surround the land. Squeezing in as many houses on small lots as city codes will allow instead of maintaining the distinct character of the community seemingly goes against the City of Pasco's Planning Department values. I strongly oppose this current proposal.

Thank you for taking time to review and address my concerns.

Aaron Fabre

11413 Easton Drive

Pasco, WA 999301

Aaroboy21@hotmail.com

725-777-8021

Opposition Letter to New Development

SEPA COMMENT SUBMISSION COVER SHEET

Name: John and Kathy Mancinelli

Address: 11201 Mathews Rd., Pasco, WA 99301

Project Title: Wilson Estates Subdivision

File Numbers: PP2025-004 / SEPA2025-030 / Z2025-009

Submission Type: Formal Opposition Letter

Summary of Opposition:

I strongly oppose the proposed Wilson Estates Subdivision located north of Burns Road and west of Broadmoor Boulevard. This development is incompatible with the existing neighborhood and will cause significant and lasting impacts including:

• Severe traffic congestion and safety hazards on Easton Drive, Burns Road, and Broadmoor Boulevard.

• Increased flooding and drainage risks to existing homes located downhill from the development.

• Irreversible loss of neighborhood character and property value due to excessive housing density.

• Prolonged construction noise, dust, and disruption over a 10-year period.

• Inadequate park space and environmental mitigation measures.

I respectfully urge the City of Pasco to issue a Determination of Significance (DS) and require a full Environmental Impact Statement (EIS) before allowing this project to proceed in any form.

Submitted by: Dr. John Mancinelli and Kathy Mancinelli

Date: October 29, 2025

This cover sheet accompanies a full SEPA opposition letter submitted for the public record.

Dr. John Mancinelli

Date: October 29, 2025

To: City of Pasco Community & Economic Development Department

Attn: Ivan Barragan, Planner III

525 N. 3rd Avenue

Pasco, WA 99301

Email: barragani@pasco-wa.gov

Subject: Strong Opposition – Wilson Estates Subdivision (PP2025-004 /

SEPA2025-030 / Z2025-009)

Dear Mr. Barragan,

I am writing as a new Pasco resident and property owner at 11201 Mathews Rd., which borders the southern edge of the proposed Wilson Estates Subdivision. I am submitting this letter to express my strong opposition to this development proposal and to urge the City to deny or substantially revise the project before allowing it to move forward. We purchased our house just months ago with the appreciation of the rural and quiet nature. The home has a very high assessed tax rate ($110,000 above purchase price). We were willing to pay the high tax rate due to the beauty and serene nature of the property.

This proposal — encompassing 873 homes on 156 acres — would dramatically alter the character, safety, and livability of our established community. The scale, density, and environmental footprint of the project are incompatible with surrounding neighborhoods and represent a significant threat to the quality of life for current residents.

1. Overwhelming Traffic and Road Safety Risks

The traffic impact of adding nearly 900 homes in this area will be severe and unsustainable. Easton Drive, Burns Road, and Broadmoor Boulevard are already burdened with growing conges on. This project will add thousands of daily vehicle trips with no corresponding roadway infrastructure to handle them.

The City should not approve a development of this magnitude without first guaranteeing:

• Major capacity improvements and traffic signals on Burns, Easton, and Broadmoor.

• Safe pedestrian crossings and school zone protectons.

• Enforced phasing conditions tying each construction phase to completed traffic mitigations.

Without these measures, this subdivision would place an unacceptable strain on local roads and endanger residents, children, and bicyclists.

2. Drainage and Flooding Threats to Adjacent Homes

As a homeowner whose property sits directly downhill of the proposed subdivision, I am gravely

concerned that stormwater runoff from paved streets, roofs, and compacted soils will divert water toward existing lots on Mathews Rd and Eaton Dr., causing erosion and flooding.

Unless the City can ensure—through independent hydrological studies—that runoff will be fully contained on-site and maintained indefinitely, this proposal should not move forward.

3. Irreversible Harm to Neighborhood Character

Easton Drive and Mathews Rd. are composed of half-acre and one-acre residential lots that reflect the low-density rural transition zoning under which we purchased our homes. Allowing a high-density subdivision of 873 tightly packed lots would erase the established neighborhood identity, reduce privacy, and undermine the investments that existing residents have made in maintaining a peaceful community.

No amount of fencing or landscaping can adequately mitgate the stark difference between this project's density and the existing neighborhood form.

4. Years of Construction Disruption

Ten planned construction phases mean a decade or more of constant noise, dust, heavy machinery, and truck traffic. Residents along Easton Drive and Mathews Rd. will bear the brunt of these disruptions, enduring environmental and quality-of-life impacts for years without any benefit.

Construction traffic should be strictly prohibited from using Easton Drive or connecting neighborhood streets — and if that cannot be guaranteed, the proposal should be rejected outright.

5. Environmental and Livability Concerns

The project site currently functions as valuable open space and wildlife habitat. Replacing it entirely with dense housing and asphalt will increase the urban heat effect, reduce groundwater absorption, and diminish local biodiversity.

The token two-acre park proposed is grossly inadequate for a development of nearly 900 homes and does not serve as a meaningful environmental mitigation or community amenity.

6. Incompatibility with Pasco's Long-Term Vision

This project reflects an outdated "mass subdivision" approach rather than the thoughtful, sustainable growth Pasco residents expect. The community deserves better than an overbuilt, high-density subdivision that strains public infrastructure, erodes open space, and sacrifices the

rural-suburban balance that makes north Pasco desirable.

Untl the City can demonstrate that adequate infrastructure, environmental protection, and community compatibilities are guaranteed, the Wilson Estates Subdivision should be denied.

Conclusion

As a directly affected homeowner, I strongly oppose the approval of SEPA2025-030 and urge the City of Pasco to issue a Determination of Significance (DS) rather than a Determination of Non-Significance (DNS). The environmental, traffic, and community impacts of this proposal are substantial and unavoidable and warrant a full Environmental Impact Statement (EIS).

I request to be kept informed of all future actions, hearings, and determinations regarding this proposal.

Thank you for taking these concerns seriously and for standing with existing residents to protect the safety, livability, and integrity of our community.

Sincerely,

Dr. John Mancinelli and Kathy Mancinelli

11201 Mathews Rd.

Pasco, WA 99301

CC:

Pasco City Council – council@pasco-wa.gov

Pasco Planning Commission – planning@pasco-wa.gov

Ivan Barragan

From: David Barber <dkba72@gmail.com>
Sent: Wednesday, October 22, 2025 12:10 PM
To: Ivan Barragan
Subject: Re: Z2025-009 Notice of Public Hearing - Rocky Hills Management LP "Wilson Estates" R-T to R-1

You don't often get email from dkba72@gmail.com. Learn why this is important

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Ivan,

When I first saw this I thought it was a joke. I have never seen such concentrated housing. I have also never seen a lot size that is 4000 ft.^{2}.

It appears that this would be the smallest single housing lots in all of Pasco hugged right up against 0.5 acre and 1 acre lots.

Is this essentially a rubber stamp project that will be pushed through no matter what? Or, is there any chance that city council decides to do .25 or .5 acre lots as it was originally zoned for?

Thank you,

David

On Wed, Oct 22, 2025 at 11:56 AM Ivan Barragan <barragani@pasco-wa.gov> wrote:

> Please find attached the **Notice of Public Hearing**, scheduled for **November 12, 2025, at 6:00 p.m.**
>
> This notice will also be **mailed to property owners within 300 feet** of the project site today and **published in the Tri-City Herald on October 26, 2025**, in accordance with **Pasco Municipal Code 25.210.040**.
>
> If you have any questions or concerns, please feel free to contact me. I will also be preparing the staff report, which is due one week prior to the hearing.
>
> Thank you,

Ivan Barragan
Planner III

O: 509-544-4146
barragani@pasco-wa.gov | **www.pasco-wa.gov**
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301

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Ivan Barragan

From: Jackie Ansotegui <jackieans@gmail.com>
Sent: Wednesday, October 29, 2025 4:28 PM
To: Ivan Barragan
Subject: Opposition to Wilson Estates Subdivision (PP2025-004 / SEPA2025-030 / Z2025-009)

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

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Opposition

to Wilson Estates Subdivision (PP2025-004 / SEPA2025-030 / Z2025-009)

City of Pasco Community

& Economic Development Department

Attn: Ivan Barragan,

Planner III

525 N. 3rd Avenue

Pasco, WA 99301

Email:

barragani@pasco-wa.gov

Dear Mr. Barragan,

We are writing

as a longtime Pasco residents and homeowners on Whetstone Drive, near the area where the Wilson Estates Subdivision is being proposed. We strongly oppose this project in its current form and want to share why so many of us in this neighborhood are deeply concerned.

Traffic, Traffic,

and More Traffic

The biggest issue

is traffic — plain and simple. We're already dealing with major congestion from the 400+ apartments that have been built (and more still going up). Adding nearly 900 more homes will make things unbearable. Burns Road, Broadmoor, and Dent Rd can't handle what

we have now, let alone thousands of new cars every day.

It's already tough

to turn onto Burns safely, especially during peak hours. Kids ride bikes, families walk dogs, and people are out jogging — this kind of added traffic puts everyone at risk. Before any new development of this size is approved, the city needs to make real improvements:

- Additional traffic

lights and turn lanes on Burns and Dent. The work already done on Broadmoor is not sufficient to handle the added traffic.

- Safe crosswalks

and speed control for pedestrians and school zones.

- Phased construction

tied to completed road upgrades, not promises for "later."

Without those,

this project will overwhelm our streets and make daily driving downright dangerous.

Developer's Responsibility

and Zoning

The developer

purchased this property knowing exactly what the existing zoning was — low-density residential. Now they're trying to push through a massive rezone purely for profit, with no regard for the people who already live here. Those of us who chose this area did

so because of its quiet, open, low-density feel. We value space, safety, and a slower pace of life. It feels unfair that someone can come in, ignore that, and try to cash in by cramming in as many houses as possible without considering the strain it puts on

the rest of us or the infrastructure that simply isn't built for it.

Drainage and Flooding

Concerns

Those of us downhill

from this property have real worries about where all that stormwater will go once the land is covered with roads and rooftops. We've already seen drainage issues in heavy rain. The city should require a full, independent study before approving anything.

Neighborhood Character

This area was

designed as a low-density, family-friendly neighborhood. Jamming in 873 small lots changes everything — the look, the feel, and the peace and quiet that drew us here in the first place. No amount of landscaping will make that density blend in.

Many Years of

Construction Chaos

Ten phases of

construction means a decade of noise, dust, and truck traffic. Those of us living here shouldn't have to deal with that kind of disruption for years on end. At the very least, construction traffic should be kept off Easton Drive and other existing residential

roads.

A Two-Acre Park

Isn't Enough

For nearly 900

homes, a two-acre park is barely a token gesture. Families here know how much open space matters — we need realistic green areas that actually support the number of people moving in.

Final Thoughts

We are not against

growth, but this project is way out of scale for what the area can handle right now. It's going to choke our roads, change the character of our neighborhood, and make an already busy area nearly impossible to navigate.

We respectfully

ask the City to issue a Determination of Significance (DS) and require a full Environmental Impact Statement (EIS) before letting this move forward.

We also ask city

leaders and the planning commission to prioritize the voices of the people who already live here — the families who deal with this traffic every day — and protect the character and safety of our existing neighborhoods.

Thank you for

your time and attention to these concerns.

Sincerely,

Darwin and Jackie

Ansotegui

6517 Whetstone Dr

Please confirm receipt of this email.

Opposition Letter to New Development

SEPA COMMENT SUBMISSION COVER SHEET

Name: John and Kathy Mancinelli

Address: 11201 Mathews Rd., Pasco, WA 99301

Project Title: Wilson Estates Subdivision

File Numbers: PP2025-004 / SEPA2025-030 / Z2025-009

Submission Type: Formal Opposition Letter

Summary of Opposition:

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• Severe traffic congestion and safety hazards on Easton Drive, Burns Road, and Broadmoor Boulevard.

• Increased flooding and drainage risks to existing homes located downhill from the development.

• Irreversible loss of neighborhood character and property value due to excessive housing density.

• Prolonged construction noise, dust, and disruption over a 10-year period.

• Inadequate park space and environmental mitigation measures.

I respectfully urge the City of Pasco to issue a Determination of Significance (DS) and require a full Environmental Impact Statement (EIS) before allowing this project to proceed in any form.

Submitted by: Dr. John Mancinelli and Kathy Mancinelli

Date: October 29, 2025

This cover sheet accompanies a full SEPA opposition letter submitted for the public record.

Dr. John Mancinelli

Date: October 29, 2025

To: City of Pasco Community & Economic Development Department

Attn: Ivan Barragan, Planner III

525 N. 3rd Avenue

Pasco, WA 99301

Email: barragani@pasco-wa.gov

Subject: Strong Opposition – Wilson Estates Subdivision (PP2025-004 /

SEPA2025-030 / Z2025-009)

Dear Mr. Barragan,

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This proposal — encompassing 873 homes on 156 acres — would dramatically alter the character, safety, and livability of our established community. The scale, density, and environmental footprint of the project are incompatible with surrounding neighborhoods and represent a significant threat to the quality of life for current residents.

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The City should not approve a development of this magnitude without first guaranteeing:

• Major capacity improvements and traffic signals on Burns, Easton, and Broadmoor.

• Safe pedestrian crossings and school zone protectons.

• Enforced phasing conditions tying each construction phase to completed traffic mitigations.

Without these measures, this subdivision would place an unacceptable strain on local roads and endanger residents, children, and bicyclists.

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concerned that stormwater runoff from paved streets, roofs, and compacted soils will divert water toward existing lots on Mathews Rd and Eaton Dr., causing erosion and flooding.

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No amount of fencing or landscaping can adequately mitgate the stark difference between this project's density and the existing neighborhood form.

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This project reflects an outdated "mass subdivision" approach rather than the thoughtful, sustainable growth Pasco residents expect. The community deserves better than an overbuilt, high-density subdivision that strains public infrastructure, erodes open space, and sacrifices the

rural-suburban balance that makes north Pasco desirable.

Untl the City can demonstrate that adequate infrastructure, environmental protection, and community compatibilities are guaranteed, the Wilson Estates Subdivision should be denied.

Conclusion

As a directly affected homeowner, I strongly oppose the approval of SEPA2025-030 and urge the City of Pasco to issue a Determination of Significance (DS) rather than a Determination of Non-Significance (DNS). The environmental, traffic, and community impacts of this proposal are substantial and unavoidable and warrant a full Environmental Impact Statement (EIS).

I request to be kept informed of all future actions, hearings, and determinations regarding this proposal.

Thank you for taking these concerns seriously and for standing with existing residents to protect the safety, livability, and integrity of our community.

Sincerely,

Dr. John Mancinelli and Kathy Mancinelli

11201 Mathews Rd.

Pasco, WA 99301

CC:

Pasco City Council – council@pasco-wa.gov

Pasco Planning Commission – planning@pasco-wa.gov

Ivan Barragan

From: Omar Garza <olg007@outlook.com>
Sent: Monday, November 3, 2025 7:14 PM
To: Ivan Barragan
Subject: Re: Z2025-009 Rocky Hills zone concern

You don't often get email from olg007@outlook.com. Learn why this is important

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Subject: Opposition to Rezoning Request Z2025-009 – Wilson Estates

Dear City of Pasco Hearing Examiner,

I am a nearby homeowner and wish to express my **opposition** to the proposed rezoning of the Wilson Estates property (Z2025-009) from **R-T to R-1**.

This change would allow much higher housing density—around 873 new homes—which would **overwhelm local roads** and **increase traffic** in an area not designed to handle that volume. It would also **change the character of our neighborhood**, where homes currently sit on **half-acre or larger lots** and average over **2,500 square feet**.

Allowing smaller, high-density lots next to our community would likely **devalue existing homes** and reduce the quiet, spacious atmosphere that residents have invested in.

For these reasons, I respectfully ask that the City **deny this rezoning request** and preserve the current R-T zoning.

Thank you for considering my comments.

Omar Garza
olg007@outlook.com
Sent from my iPhone

> On Nov 3, 2025, at 7:10 PM, Omar Garza <olg007@outlook.com> wrote:
>
> Omar Garza
> olg007@outlook.com