SELAH CITY COUNCIL

5:30pm January 14, 2020

Selah City Council
Regular Meeting
Tuesday, January 14, 2020
5:30pm
City Council Chambers

Mayor:	Sherry Raymond
Mayor Pro Tem:	
Council Members:	Roger Bell
	Russell Carlson
	Jacquie Matson
	Kevin Wickenhagen
	Jeremy Burke
	Clifford Peterson

CITY OF SELAH
115 West Naches Avenue
Selah, Washington 98942

City Administrator:	Donald Wayman
City Attorney:	Rob Case
Clerk/Treasurer:	Dale Novobielski

AGENDA

A. Call to Order –Mayor Raymond

B. Roll Call

C. Councilmember Absence – Motion to Excuse

D. Pledge of Allegiance

E. Invocation

*** Swearing In of Council Members ***

F. Agenda Changes

G. Public Appearances/Introductions/Presentations **None**

H. Getting To Know Our Businesses **None**

I. Communications

1. Oral

This is a public meeting. If you wish to address the Council concerning any matter that is not on the agenda, you may do so now. Please come forward to the podium, stating your name for the record. Each person wishing to speak shall have two minutes to address the Mayor and Council.

Persons wishing to speak are required to comply with the City's Rules of Decorum and shall maintain appropriate civility. Comments that are impertinent, degrading, slanderous, or impugn the integrity of any member of the Council, employee of the city, or any member of the public shall not be permitted.

2. Written **None**

J. Proclamations/Announcements **None**

K. Consent Agenda

All items listed with an asterisk (*) are considered routine by the City Council and will be enacted by one motion, without discussion. Should any Council Member request that any item of the Consent Agenda be considered separately, that item will be removed from the Consent Agenda and become a part of the regular Agenda.

Monica Lake * 1. Approval of Minutes: December 10, 2019 Council Meeting
Dale N. * 2. Approval of Claims & Payroll

L. Public Hearings

Jeff Peters 1. Closed Record Public Hearing to consider the City of Selah Planning Commission's Recommendation regarding a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications for the construction of a new primary school

Jeff Peters 2. Public Meeting to Provide for Council Review and Acceptance of the Final Plat of Ridgeview Heights

M. General Business

1. New Business

Mayor Raymond a. Selection of Mayor Pro Tem for Calendar Year 2020

Mayor Raymond b. Board and Committee Assignments for calendar year 2020

2. Old Business **None**

N. Resolutions

Jeff Peters 1. Resolution approving a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications to Construct a New Primary School at 408 N. 1st Street, Selah WA, 98942 (John Campbell) for the Selah School District (SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001)

Jeff Peters 2. Resolution Approving the Final Plat of "Ridgeview Heights and Authorizing the Mayor to sign the Final Plat

Jeff Peters * 3. Resolution Establishing January 28, 2020, as the date for a Public Hearing to Consider the Proposed "McLain" Annexation (File Number: Annex 2020-001)

Joe Henne 4. Resolution authorizing the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1

Joe Henne 5. Resolution authorizing the Mayor to sign "Task Order No. 2020-01" between the City of Selah and HLA Engineering and Land Surveying, Inc., thus engaging HLA to provide engineering design services for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1

Joe Henne 6. Resolution authorizing the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the FY 2021 Overlay Project, Multiple Locations, which is TIB project number 3-E-182(005)-1

Joe Henne 7. Resolution authorizing the Mayor to sign Task Order No. 2020-02 Between the City of Selah and HLA Engineering and Land Surveying Inc. to provide engineering design services for the West Goodlander Road Improvements, TIB project number 3-E-182(005)-1

Rick Hayes 8. Resolution authorizing the Mayor to sign an addendum to the currently in effect "Interlocal Agreement Between the City of Sunnyside, Washington and the City of Selah, Washington, for the Housing of Inmates", which addendum will be "Addendum II" to such Interlocal Agreement and which will establish a new, slightly higher daily bed rate charged by Sunnyside to Selah for the calendar year of 2020

O. Ordinances

Jeff Peters 1. Ordinance Adopting a new public street standard detail for Local Access Streets with single frontage development into the "City of Selah's Design, Construction Standards and Specifications for Public Works Improvements" set forth in Selah Municipal Code Chapter 13.01; Providing for Severability; and Establishing an Effective Date

Joe Henne 2. Ordinance Amending Section 8.70.020 of the Selah Municipal Code, "Parking Prohibited on Certain Streets", Providing for Severability; and Establishing an Effective Date

P. Public Appearances **None**

Q. Reports/Announcements

1. Departments
2. Council Members
3. City Administrator
4. Boards

Brandy Tucker a. Planning Commission Minutes – December 3, 2019

5. Mayor

R. Executive Session **None**

S. Adjournment

Next Regular Meeting: January 28, 2020

Each item on the Council Agenda is covered by an Agenda Item Sheet (AIS)

A yellow AIS indicates an action item.
A blue AIS indicates an information/non-action item.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	K – 1

Title: Approval of Minutes: December 10, 2019 Council Meeting

From: Monica Lake, Executive Assistant

Action Requested: Approval

Staff Recommendation: Approval of Minutes

Board/Commission Recommendation: Not Applicable

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: See Minutes for details

Recommended Motion: Motion to approve the Consent Agenda as read. (This item is part of the Consent Agenda)

City of Selah
Council Minutes
December 10, 2019

Regular Meeting
Selah Council Chambers
115 West Naches Avenue
Selah, WA 98942

A. Call to Order — Mayor Raymond called the meeting to order at 4:00pm.

B. Roll Call

Members Present: Kevin Wickenhagen; Jacquie Matson; Jeremy Burke; John Tierney; Diane Underwood; Russell Carlson

Members Absent: Roger Bell

Staff Present: Rob Case, City Attorney; Dale Novobielski, Clerk/Treasurer; Eric Steen, Deputy Police Chief; Joe Henne, Public Works Director; Ty Jones, Public Works Utility Supervisor; Treesa Morales, Recreation Manager; Monica Lake, Executive Assistant

C. Councilmember Absence – Motion to Excuse

Council Member Tierney moved, and Council Member Underwood seconded, to excuse Councilmember Bell. By voice vote, approval was unanimous.

D. Pledge of Allegiance

Clerk/Treasurer Novobielski led the Pledge of Allegiance.

E. Invocation

Deputy Police Chief Steen gave the prayer.

F. Agenda Changes **None**

G. Public Appearances/Introductions/Presentations

1. Presentation of marble apples to outgoing Council Members Tierney & Underwood

Mayor Raymond presented a marble apple to Council Member Underwood, saying that she hoped she enjoyed her four years on the Council.

Council Member Underwood replied that she had, adding that she had learned a lot and encouraged other citizens to apply for open Council positions. She went on to say that she would be attending meetings from the other side in the future and that she was proud and honored to have served for four years.

Mayor Raymond presented a marble apple to Council Member Tierney, saying that sitting next to him for the past four years had been interesting and she would miss him. She thanks him for his years of service.

Council Member Tierney thanked the citizens of Selah for having confidence in him to serve on the Council the past twelve years, and the Mayor and City Administrator for their leadership and accountability for holding employees and Council accountable for the actions they do. He expressed his thanks to his fellow Council Members for their diligence during his tenure on Council, reading aloud a list of twenty-one former and current Council Members he had served with, who he felt have done an outstanding job keeping their community the great community they live in. He thanked Public Works for keeping the City in the condition it's in, and the Fire and Police Departments for keeping it safe. He urged his fellow Council Members to keep their promises make to the public or that previous Councils have made to the public, so they don't forget the legacy gone before them. He expressed hopes that they would continue to pledge their thoughts to conservative fiscally responsible activity as members of the Council, and that it had been a great privilege for him to have been able to serve.

H. Getting To Know Our Businesses **None**

I. Communications

1. Oral

Mayor Raymond opened the meeting.

Norma Smith, 906A Speyers Road, approached the podium and addressed Council. She said that, as a citizen of Selah, she realizes how fortunate she is to be in that community, and that she feels so loved because she loves the community so very much. She wished everyone a fantastic holiday season, asking that they keep in mind that the reason for the season is Jesus. She thanked Council Member Tierney, saying that she would miss his sense of humor, kindness, and thoughtfulness, and thanked everyone for the new pool, saying that it took twenty-five years but they finally have it.

Seeing no one else rise to speak, Mayor Raymond then closed the meeting.

2. Written **None**

J. Proclamations/Announcements **None**

K. Consent Agenda

Executive Assistant Lake read the Consent Agenda.

All items listed with an asterisk (*) were considered as part of the Consent Agenda.

* 1. Approval of Minutes: November 26, 2019 Council Meeting

* 2. Approval of Claims and Payroll:

Claim Checks Nos. 74072 – 74149 for a total of $280,282.42

* 3. Resolution N – 2: Resolution Authorizing the Mayor to Sign a Legal Advertising Contract with the Yakima Herald-Republic for the 2020 Calendar Year

Council Member Burke moved, and Council Member Wickenhagen seconded, approval of the Consent Agenda as read. By voice vote, approval was unanimous.

L. Public Hearings **None**

M. General Business

1. New Business **None**

2. Old Business **None**

N. Resolutions

1. Resolution Authorizing the Mayor to Sign 'Task Order No. 2019-10' between the City of Selah and HLA Engineering and Land Surveying, Inc., which Task Order Will Engage HLA to Provide Consultant Services Relative to Updating of the City's 'Capital Facilities Plan'

Public Work Director Henne addressed N – 1. He said that this request was for a task order with HLA for the capital facilities plan, reminding Council that he had talked about that during the budget meetings. He went on to say that they have to update the plan, which is a condensed plan that has water, sewer and street requirements in it as well as descriptions of the parks and buildings, and that he was requesting approval for a twenty-five-thousand-dollar task order with the work to be done mainly in the next year.

Council Member Wickenhagen inquired how often the update was done.

Public Works Director Henne replied that is should be every six years, and he was a little late with it.

Council Member Burke requested that he remind them of any negative repercussions with regard to the update not getting done.

Public Works Director Henne responded that he's not aware of any but he would like to have it in print so the GMA can reference it without going to the larger plans unless necessary.

Council Member Carlson asked if this was above and beyond the regular work HLA does for them.

Public Works Director Henne answered that the reason why they do task orders is to just have it on a mini contract that will show the manhours, dollar amount and scope of work they are asking HLA to perform rather than just calling them and having no end date on a project.

Council Member Carlson again asked if this was above and beyond the normal work they do for this, and wondered what was budgeted.

Public Works Director Henne replied in the negative, saying that they do task orders for everything now; the task order contains the scope of work and the cost HLA is not to exceed.

Council Member Tierney moved, and Council Member Matson seconded, to Approve the Resolution Authorizing the Mayor to Sign 'Task Order No. 2019-10' between the City of Selah and HLA Engineering and Land Surveying, Inc., which Task Order Will Engage HLA to Provide Consultant Services Relative to Updating of the City's 'Capital Facilities Plan'. Roll was called: Council Member Wickenhagen – yes; Council Member Matson – yes; Council Member Burke – yes; Council Member Tierney – yes; Council Member Underwood – yes; Council Member Carlson – yes. By voice vote, approval was unanimous.

* 2. Resolution Authorizing the Mayor to Sign a Legal Advertising Contract with the Yakima Herald-Republic for the 2020 Calendar Year

O. Ordinances

1. Ordinance Amending the 2019 Budget for Miscellaneous Adjustments

Clerk/Treasurer Novobielski addressed O – 1. He stated that this was the final budget adjustment for 2019, and that within the packets given to Council he provided explanations for the different departments and funds behind the adjustments before them.

Council Member Wickenhagen inquired what LID funds are.

Clerk/Treasurer Novobielski replied that LID stands for Local Improvement District funds, and that the last LID, up in the Goodlander area, finished last year. He went on to say that when they set it up there's a slight difference between interest paid and what is received, as well as penalties on late payments, which was why the LID fund itself had a balance of twenty thousand dollars left in it. He briefly explained the difference between that fund and another fund called a guarantee fund set up by RCW to protect the bond holders, adding that since there are no active LIDs currently on the books they have the ability to transfer those monies, and the finance committee had decided they should be used for street improvements in that area. He noted that the funds would be transferred int Fund 155 for local access street improvements, and had discussed the transfer with Public Works Director Henne.

Council Member Carlson asked about the reassignment of personnel.

Clerk/Treasurer Novobielski answered that when the former Civic Center Manager left and Recreation Manager Morales took over lead responsibility of the Civic Center, the person who replaced the employee who left was assigned under her and is primarily charged to the Civic Center, while the other Recreation Coordinator is primarily charged to Recreation. He noted that in the original 2019 budget only the Civic Center Manager was under the Civic Center, and now they have the three Recreation Department employees under that.

Council Member Carlson commented that he saw a note for eleven thousand dollars labeled as unexpected repair for a truck.

Clerk/Treasurer Novobielski responded that it was for the bucket truck, and as there was no local certified repair person for the hydraulics it had to be taken to Oregon for repairs.

Council Member Wickenhagen moved, and Council Member Carlson seconded, to approve the Ordinance Amending the 2019 Budget for Miscellaneous Adjustments. Roll was called: Council Member Wickenhagen – yes; Council Member Matson – yes; Council Member Burke – yes; Council Member Tierney – yes; Council Member Underwood – yes; Council Member Carlson – yes. By voice vote, approval was unanimous.

2. Ordinance of the City of Selah, Washington, amending Selah Municipal Code section 1.06.010 so as to change the commencement time of regular meetings of the City Council that are held on the second Tuesday of each month, and also so as to change other language in order to promote clarity and to conform to past practice

City Administrator Wayman deferred to City Attorney Case to address the item.

City Attorney Case addressed O – 2. He said that the Ordinance to make changes to the current City Code was the product of Council Member Burke's motion voted on to change the designated meeting time for the meeting on the second Tuesday to 5:30pm to be consistent with all meeting times, as after that meeting it was determined that an Ordinance was required to change the current City Code. He explained that the proposed Ordinance before them would effectuate three different changes, one corresponding to the vote that occurred to change the second Tuesday meeting start time to 5:30pm, the second change to make a corresponding change to the presumptive commencement time for study sessions, and the third to clean up some language to promote clarity and conform to past practice. He went on to say that it was his understanding that in ten of twelve months they have two Tuesday meetings, while in December and June they only have one, which isn't currently reflected in the City's Code, and that there were also some grammatical issues as well as saying at the end that Council can vote for a study session whenever it wants rather than what is currently in the Code. He reiterated that there were no substantive changes aside from changing it to one meeting in June and December, all meetings be at 5:30pm, and that study sessions would be scheduled by Council on whatever day and time it wants, adding that he also desired to bring it into compliance with state law by redefining what a regular meeting is to specify that they have two regular in ten calendar months and one in two months, thus they won't have meeting falling on an observed holiday.

Council Member Carlson remarked that he didn't recall a presumptive study session at 3:30pm and wondered if there was a need to define it as 5pm, adding that they voted earlier that year to be asked on a case by case scenario whether to hold them before or after a Council Meeting.

City Attorney Case replied that the way the Code section currently reads it would be whenever Council decides but with a presumptive starting time, while his proposed change would retain the common set that study sessions are whenever Council desires.

Council Member Tierney commented that he had mentioned SMC 1.06.040 having a similar statement, and asked if the needed to have another Ordinance to amend that as well.

City Attorney Case responded that a provision of the current Code that says regular meeting shall be as established by Ordinance, while SMC 1.06.010 it currently entitled "Time of Meetings' but it addresses the time of regular meetings and the presumptive time for study sessions, which was why he also proposed a change of title for that section.

Council Member Burke expressed his appreciation for the City Attorney taking the time to clarify it, which he liked it a lot.

Council Member Burke moved, and Council Member Wickenhagen seconded, to approve the Ordinance of the City of Selah, Washington, amending Selah Municipal Code section 1.06.010 so as to change the commencement time of regular meetings of the City Council that are held on the second Tuesday of each month, and also so as to change other language in order to promote clarity and to conform to past practice. Roll was called: Council Member Wickenhagen – yes; Council Member Matson – yes; Council Member Burke – yes; Council Member Tierney – no; Council Member Underwood – yes; Council Member Carlson – yes. Motion passed with five yes votes and one no vote.

P. Public Appearances **None**

Q. Reports/Announcements

1. Departments

Deputy Police Chief Steen had no report.

City Administrator Wayman requested that he tell Council about his new Police Officer.

Deputy Police Chief Steen said that last week they had the opportunity to give a job offer to Reserve Officer Joshua Owens, saying that he has done an outstanding job as a reserve officer, and will be starting on January 1.

Council Member Carlson remarked that he'd heard Reserve Officer Owens had put in more time as a reserve officer than the other reserve officers in the past twelve months.

Deputy Police Chief Steen replied that, while he hadn't seen the numbers, he would say that was absolutely accurate.

Public Works Director Henne said that they have wrapped up the East Goodlander project for the winter, adding that Pacific Power did get all their poles moved but some still have other utilities attached that need relocated before the poles can be removed and concrete put in. He noted that, as there is still work to be done on the project, he's left it posted as a twenty mile per hour speed limit. He remarked that they had meetings with the School Superintendent and their architect regarding the John Campbell rebuild, voicing the City's disappointment with way the South Third Street improvements were handled and the length of time citizens were without access to garages and houses, which would be written into the SEPA for the new project to help the City help them get the project done in a timelier manner. He added that the sidewalks on Third have been poured and that Public Works Utility Supervisor Jones would be

doing a walkthrough with them tomorrow morning to look at each individual driveway and assess the gravel needs for them to access their driveways over the winter months.

Council Member Carlson commented that there was money budgeted to HLA on the South Third Street improvements.

Public Works Director Henne replied that he had asked them to come out on a couple occasions due to problems with soft pockets and utilities not being quite where they thought they were located.

Council Member Carlson inquired if that was a bill that the School District would pay.

Public Works Director Henne answered that he was undecided as of yet.

Council Member Carlson hoped that they did extensive work for the nine-thousand-dollar price tag.

Public Works Director Henne responded that he was waiting for the itemized bill from HLA.

Council Member Carlson remarked that he would be too, expressing his concern about signing off on a nine-thousand-dollar charge for project they weren't responsible for.

Council Member Burke wondered if there was a reason why they weren't sending the School District a partial bill for that.

Public Works Director Henne replied that he wants to see an itemized bill, as some of it he believes was their contractor's responsibility. He noted that he requests HLA to do this all the time.

Council Member Tierney asked if they were going to pay then get reimbursed if necessary from the contractor and the School District.

Public works Director Henne answered that they would be sending a bill to the School District.

Council Member Burke requested an update on that so Council has an idea of how that plays out for future purposes.

Mayor Raymond inquired as to when the no parking signs would go up.

Public Works Director Henne responded that the Ordinance would be presented to Council in January as part of the school package, adding that the Planning Commission held a hearing with one person attending who chose not to comment.

Mayor Raymond wondered when they would install the signs.

Public Works Director Henne replied that they would go up after the Ordinance was done.

Mayor Raymond asked where they would be going up.

Public Works Director Henne answered that they would be on Third Street and Bartlett.

Council Member Matson wondered if that would wait until the residents have ingress and egress from their driveways.

Public Works Director Henne replied in the affirmative, adding that they should have access soon.

Council Member Burke asked if they had provided the homeowners notice on the no parking issue.

Public Works Director Henne responded that they advertised and provided notice, and people decided not to show for the hearing.

Council Member Council Carlson commented that he had seen people blow by the road closed signs on Goodlander time and again.

City Administrator Wayman remarked that they brought in extra help at certain times, doing what they could with the manpower they had, saying that he had observed someone move the barrier, drive through, and then put the barrier back.

Public Works Director Henne said that he thought there were six citations issued, and that the twenty mile per hour signs were still up.

Recreation Manager Morales said that she was there to report back on the tennis courts situation.

City Administrator Wayman handed out copies of the agreement between the City and the Selah School District (SSD) saying that they're more than willing to entertain sharing costs on the courts but in return had a request for the City to pick up repairs for the basketball courts they use as well as repairs and maintenance to the soccer and football fields. He reviewed the numbers from 2019 for soccer, flag football and basketball, noting that they use two SSD fields for football, three for soccer, and three gyms for basketball eleven months out of the year, where currently the SSD is paying for maintenance and upkeep, while the City in return provides the softball and baseball fields at Carlon Park.

Council Member Carlson asked if they paid for those fields.

City Administrator Wayman replied in the negative, saying that the City provides those and the tennis courts at no cost to the SSD. He added that he talked with Public Works about the cost of labor, utilities, and other materials, which was approximately thirty-seven thousand dollars annually to support school activities, and that at the meeting with the SSD they were told that resurfacing three basketball courts would be forty-five hundred dollars. He went on to say that they wanted to present it to Council and ask that they consider the downstream consequences of asking the SSD to share the costs for the tennis courts, which is a big investment done every ten years, not a constant need. He asked Council to consider allowing staff to withdraw from discussions and cover the costs of repairing the courts rather than sharing all costs with the SSD, saying that they have a good working relationship between the City and the SSD, and that the staff recommendation to not ask them to take on the cost of the tennis courts.

Council Member Tierney opined that this was like walking up and kicking a sleeping dog in that they'd get bit hard if they go back and say they want to share expenses. He remarked that there was nothing wrong with the existing agreement, and that in his twelve years on council they've never had an issue.

Council Member Burke commented that they asked pointed questions during the budget sessions regarding the relationship with the SSD; he personally wants the tennis courts repaired and would like to know if the SSD would follow through with their half of the agreement, given that the tennis courts are primarily used by the SSD and they have a larger taxing district. He had asked if they allow the City access under first use of this agreement, and the answer given was that depends on whether they like the person working for the City.

City Administrator Wayman responded that, which he doesn't have data on who uses the tennis courts for pickle ball and tennis, there are a lot of people playing pickle ball, and he's not comfortable with the statement that the school is the biggest user of the courts.

Council Member Burke retracted his statement.

City Administrator Wayman noted that they have residents from all over the valley who use those tennis courts.

Council Member Tierney commented that there was a lot of night time use in summer.

City Administrator Wayman reiterated that they have a very good relationship with the SSD, and there's a lot of interface that goes on any given year over those eleven months.

Council Member Burke agreed that if that's the case it's worth it.

City Administrator Wayman added that, staff to staff, they are not uncomfortable with them at all.

Council Member Burke responded that it wasn't the answer he was given, that it had sounded like now have particular person working for city SSD more amenable to giving us access to one particular building

Recreation Manager Morales said that what she seemed to have failed to convey is that in the past she was told that, based on a lack of follow through with cleanup of the facility, they stuck the City to the three gyms, but since she has been the Recreation Manager that has changed. She went on to say that she holds her staff and support staff to a significantly higher level than they had been held to in the past, and that if they don't need extra gyms they don't ask for them.

City Administrator Wayman noted that the high school has priority of gyms for their activities, although they don't have that for Carlon Park with the exception of practices if the team is in the playoffs.

Council Member Tierney commented that this was a good example of a quid pro quo.

Council Member Burke thanked them for the information.

Recreation Manager Morales said that the other thing to think about is that these programs allow them to do things like the 4th of July and Christmas events.

Council Member Carlson asked if they were saying that they would resurface the courts next year.

City Administrator Wayman answered that they were going to resurface them, but it would come back to Council after they have some estimates on cost, with the intent to be done prior to tennis season.

Recreation Manager Morales noted that they couldn't get done before tennis season, as it starts at the end of March.

Mayor Raymond thanked Recreation Manager Morales for all her hard work.

Clerk/Treasurer Novobielski said that he would be closing the books for 2019 over the next several weeks, and he looked forward to presenting the year end summary results.

City Attorney Case gave an update on the two litigation matters with regard to the Owens lawsuit, the first being an appellate brief filed on behalf of the City for the matter in appeal, and the second being the City's effort to recover expenditures and costs. He noted that the Court of Appeals may consolidate both appeals and hold a singular hearing, and that he can provide copies as a matter of public record.

Council Member Burke requested that he give Council his assessment of the strengths of that and the underlying appeal, and wondered if there would be time before the next meeting to file a motion of intent to appeal given the thirty-day window.

City Attorney Case responded that, if the decision was signed this Friday, he would have to file a motion of intent to appeal by day thirty, so it would be cutting it close to have an executive session at the regular meeting on January 14.

Council Member Burke asked if he was prepared to discuss that now if he made a motion for a fifteen-minute executive session.

City Attorney Case answered that he wasn't prepared to do that now, briefly outlining the two-step appeal process for Council before suggesting that if the writ order was signed on Friday he would be prepared to do an executive session at the next meeting.

Council Member Burke inquired if they needed to make a motion to have an executive session at the January meeting.

City Administrator Wayman responded that they would have one.

City Attorney Case stated that he would be ready then, adding that he has been unable to see the transcript at this point, and would be requesting that the judge order the other attorney to provide him with a copy to review.

2. Council Members

Council Member Wickenhagen had no report.

Council Member Matson had no report but thanked Council Members Tierney and Underwood for serving on the Council, saying she has learned a lot from serving with them the past two years.

Council Member Burke had no report.

Council Member Tierney said that it has been an honor and a privilege to serve the community and that he wishes Council well. He remarked that one of projects he had always wanted to get accomplished was improvement to Veterans Park for greater improvement to recognize veterans, which was finally in the budget.

Council Member Underwood reminded everyone there would be a blood drive at the Civic Center this Thursday. She said that leaving was bittersweet, and that she would be trying to get her life back together after her recent losses.

Council Member Carlson expressed his appreciation to his fellow Council Members for excusing him the past two meetings, and thanked the departing Council Members for their time, effort and dedication. He noted that the Selah Downtown Association facade grant program would be opening at the beginning of the year and requested that they share the news with businesses who might be interested in applying.

3. City Administrator

City Administrator Wayman said that shortly after he got his job a Council Member come into his office and gave him what for on accuracy in one of the staff reports where the numbers didn't add up. He thanked Council Member Tierney, saying he learned a lot from him and enjoyed working with him.

4. Boards

a. Planning Commission Minutes for October 15, 2019

5. Mayor

Mayor Raymond remarked that they had a great parade Friday night, with so many people watching and a variety of different floats that it had the feel of Community Days. She spoke about going the various City Departments to judge the annual decorating contest, declaring the Wastewater Treatment Plant this year's winner. She handed out treat bags to the Council Members, saying that they were a gift from the Treatment Plant operators with a letter saying how much they appreciate them.

Council Member Tierney remarked that he would be remiss in not thanking Executive Assistant Lake for years of keeping him out of trouble, expressing his thanks for her assistance.

P. Executive Session **None**

Q. Adjournment

Council Member Tierney moved, and Council Member Carlson seconded, that the meeting be adjourned. Motion passed with five yes votes and one no vote.

The meeting adjourned at 5:21pm.

Sherry Raymond, Mayor

John Tierney, Council Member

EXCUSED
Roger Bell, Council Member

Russell Carlson, Council Member

Diane Underwood, Council Member

Jacquie Matson, Council Member

Kevin Wickenhagen, Council Member

Jeremy Burke, Council Member

ATTEST:

Dale E. Novobielski, Clerk/Treasurer

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	K – 2

Title: Claims & Payroll

From: Monica Lake, Executive Assistant

Action Requested: Approval

Staff Recommendation:

Approval of Claims & Payroll as listed on Check Registers.

Board/Commission Recommendation: Not Applicable

Fiscal Impact: See Check Registers

Funding Source: See Check Registers

Background / Findings & Facts: See Check Registers

Recommended Motion: Motion to Approve the Consent Agenda as read. (This item is part of the Consent Agenda)

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	L – 1

Title: Closed Record Public Hearing to consider the City of Selah Planning Commission's Recommendation regarding a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications for the construction of a new primary school.

From: Jeff Peters, Community Development Supervisor

Action Requested: Public Hearing

Staff Recommendation: In accordance with SMC 21.09.040, planning staff recommends that the City Council hold the required public hearing, take public testimony, affirm, reject, modify, or remand the Commission's recommendation.

Board/Commission Recommendation: Approval

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: The Planning Commission concluded its open record public hearing on December 3, 2019, recommending approval of the Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist for the construction of the new primary school subject to conditions, and finding that the new facility is in the public's interest and is compatible with surrounding land uses.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Recommended Motion: I move that the City of Selah Council accept the Planning Commission's recommendation of approval for the Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist for the construction of a new primary school.

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
12/3/2019	Planning Commission Open Record Public Hearing & Recommendation.

CLIII-2019-002, ADJ-2019-006, SEPA-2019-009

& NCF-2019-001

List of Exhibits

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RECOMMENDED CLASS 3 USE PERMIT FINDINGS AND CONCLUSIONS

FILE NUMBERS: CLIII-2019-002, ADJ-2019-006,

SEPA-2019-009, & NCF-2019-001

December 3, 2019

This matter having come for a public hearing before the Selah Planning Commission on December 3, 2019, for the purpose of consideration of an application by NAC Architecture and HLA Engineering and Land Surveying Inc. on behalf of the Selah School District #119 for a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications for demolition of an existing school building and construction of a new building at 408 N. 1st St., Selah, WA 98942.

Members of the Commission present at the public hearing were:

Chairman Smith, Commissioner Goodall, Commissioner Hennessy and Commissioner Huber.

1. Legal notification pursuant to Selah Municipal Code was given as follows where all persons were given the opportunity to speak for or against the proposed Class 3 Use:
   a. Notice of Complete Application – September 17, 2019
   b. Notice of Application & Environmental Review – September 19, 2019
   c. Issuance of SEPA MDNS – November 12, 2019
   d. Notice of Public Hearing – November 15, 2019

2. The Commission adopts the staff findings and report as to the existing use, zoning and future land use designation of the subject and adjacent properties.

3. The proposed use, with conditions, is compatible with the uses, Zoning and Future Land Use Designation from the city of Selah's Comprehensive Plan.

4. Owners of adjacent lands were not opposed to the proposal.

5. No public comments were received on the subject application or Environmental Review.

EXHIBIT
1a

6. Based on the findings in the December 3, 2019 staff report, the Planning Commission finds that the development is consistent with the Comprehensive Plan and the requirements of the Selah Municipal Code (SMC).

7. The Commission finds that the present and future needs of the community will be adequately served and the community as a whole will benefit rather than being injured by the proposal.

8. The applicant's Administrative Adjustment request meets the four criteria for approval identified by SMC 10.30, and will not result in any detrimental effects to surrounding properties.

9. Environmental Review has been completed, a Mitigated Determination of Nonsignificance was issued on September 19, 2019, and the Commission is satisfied that the Environmental Review was completed in compliance with Selah Municipal Code Chapter 11.40.

10. In accordance with SMC 11.50.110 Critical Aquifer Recharge Areas, and the City's Mitigated Determination of Non-Significance SEPA-2019-002, a Critical Area Review has been initiated to mitigate for impacts to the city's wells #6, and over steepened slopes onsite.

DECISION

The Commission, based on these findings, conclusions finds that the Class 3, Nonconforming Use, and Administrative Adjustment should be approved with the following conditions:

1. The applicant shall comply with all mitigation specified within City of Selah SEPA MDNS #2019-009, issued November 15, 2019 and CAO-2019-002.

2. Location of any future refuse dumpsters located on the subject property shall have enclosure installed in accordance with SMC 10.08.170.

3. Parking lot improvements shall be made in substantial conformance to the site plan and shall include the following features identified in the application and site plan:
    a. Parking stalls 10 X 20 ft. in size;
    b. Reconfiguration of the main parking lot access to align with Home Ave.;
    c. Stormwater management improvements; and
    d. Illumination to the specifications described in the application.

4. Parking lot construction shall conform to Zoning Ordinance parking requirements and standards including grading and drainage as described by the application, timber or concrete barriers to provide physical separation of the parking lot from the streets, lighting installed to reflect away from adjoining areas, depth of pavement and other construction standards.

5. Accessible parking spaces shall be provided as required by the International Building Code and as shown on the site plan.

6. Prior to construction, the applicant shall submit civil engineering plans for review and approval to the City of Selah Public Works Director for any and all termination, relocation, or installation of public sewer or water lines, and construction of public improvements.

7. In accordance with the City of Selah's Construction Standards Chapter 7 Street Improvements, the applicant shall install curb, gutter, and sidewalk on both sides of N. 3rd St. from Bartlett Ave. to 3rd Street's terminus.

8. As N. 3rd St. does not have an appropriate fire apparatus turn around, the applicant shall construct and dedicate the necessary right-of-way for a 96 ft. diameter cul-de-sac, which has curb, gutter, and sidewalk in accordance with the International Fire Code D103.1 & 4, and the City of Selah's Construction Standards Chapter 7 Street Improvements.

9. All new developments shall be served by a public domestic water supply line adjacent to the lot or development site. The supply line shall be capable of providing sufficient flow and pressure to satisfy the fire flow and domestic service requirements of the proposed development (City of Selah's City's Construction Standards Chapter 4 Water System Improvements).

10. Each building shall be served by a separate water connection to the public main in accordance with the City of Selah Construction Standards Chapter 4 Water System Improvements.

11. The developer shall install an 8-inch water main in E. Bartlett Ave. from N. 1st St. to N. 3rd St. in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.

12. The developer shall install an 8-inch water main in N. 3rd St. from E. Bartlett Ave. north looping it to the water main in Hillview Ave. or other approved connection in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.

13. Fire hydrants shall be installed at least every 350 feet in accordance with Selah Construction Standards Chapter 4 Water System Improvements, SMC 11.30 Fire Hydrants, International Fire Code Appendix C, and approval of the Selah Fire Chief.

14. In accordance with the City of Selah's Construction Standards Chapter 5 Sanitary Sewer System Improvements, all new developments shall be served by a public sanitary sewer line adjacent to the lot or development site, and each building shall be served by a separate side sewer.

15. In accordance with the City of Selah's Construction Standards Chapter 4 Water System Improvements, Irrigation Systems, the school district shall submit engineering plans for review and approval, which facilitate installation of irrigation facilities to utilize water from the Taylor Ditch to irrigate the facility's landscaping rather than the domestic water supply.

16. All utilities including power, cable, and others shall be placed underground and installed at a depth of not less than three (3) feet below grade in accordance with Selah Construction Standards Chapter 1 General (12) Utilities.

17. A minimum of a sixteen foot public utility easement shall be established for all proposed and existing utility lines, provided the width of the easements for buried utilities shall be a least twice the depth of the planned excavation in accordance with the City of Selah Construction Standards Chapter 1 General (11) Easements.

18. A dust control plan shall be prepared and implemented during construction as required by the Yakima Regional Clean Air Agency.

19. Prior to issuance of a building permit, plan review, permits, and inspections are required pursuant to the 2015 International Building Code.

20. In accordance with SMC 9.23.030, the City of Selah's Construction Standards Chapter 6 and the Eastern Washington Stormwater Management Manual, the applicant shall submit stormwater plans for review and approval to the City of Selah Public Works Director prior to building permit issuance.

21. The School District shall have 60 concurrent calendar days to complete all work, which requires road crossings, excavation, new sidewalk and other improvements, or lane closures within City right-of-way. The City would like to review the proposed construction schedule for the project and be invited to all construction meetings that pertain to work within City right-of-way. The City may issue a stop work order if the project is not in compliant with the 60 concurrent calendar day requirement as described above.

22. The project shall be completed within one year of the final decision. An extension may be requested as authorized by the zoning ordinance, but must be in writing and made prior to the completion date.

Motion to Approve by Commissioner Goodall and Second by Commissioner Huber. Vote approved 4 to 0.

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CITY OF SELAH PLANNING COMMISSION
STAFF REPORT
December 3, 2019

FILE NOS.:

CLIII- 2019-002, ADJ-2019-006, CAO-2019-002, SEPA-2019-009, & NCF-2019-001.

PROPOSAL: Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications from NAC Architecture and HLA Engineering and Land Surveying Inc. on behalf of the Selah School District #119 to construct a new primary school, increase the maximum lot coverage of the site from 35% to 45%, and provide environmental review of the proposal in its entirety. The proposed construction constitutes 82,824 sq. ft. of building space to accommodate 736 students within 36 class rooms, 2 collaborative pods, a resource classroom, self-contained special education classroom, music room/platform, maker space, gym, library, multi-purpose/commons space, administrative offices, support space, and play areas. Additionally, the 148 stall existing parking lot will be removed and replaced with a 130-stall parking lot and off-street bus and parent drop-off areas.

PROPONENT: NAC Architecture on behalf of the Selah School District #119.

LOCATION: 408 N. 1st St., Selah, WA 98942.

TAX PARCEL NUMBERS: 181435-14037, 181435-14025, 181435-14038, and 181435-41507.

EXISTING USE AND ZONING OF SUBJECT PROPERTIES: The subject properties are currently occupied by the existing John Campbell Primary School and play fields. The existing school use property is zoned Residential, Single Family, and is considered a Class (3) Legal Nonconforming Use in the Residential, Single Family zoning district in accordance with SMC Table 10.28A-1.

APPLICATION AUTHORITY AND JURISDICTION: In accordance with Selah Municipal Code, Appendix A to Ch. 10.02 through 10.48, Class 3 Uses are those uses, which are generally considered incompatible with their neighbors because of their size, emissions, traffic generation, or for other reasons. However, these uses may be compatible with other uses in the zoning district if they are properly sited and designated. Additionally, in accordance with SMC 10.02.050(d) modifications (i.e., changes and alterations to approved, existing or nonconforming uses and developments) are to be reviewed using the normal (in this case) Class 3 review process. Additionally, the City of Selah Planning Commission is authorized to make a recommendation for approval to the legislative authority when it determines after a public hearing that difficulties related to compatibility, public services and the objectives of the Selah Urban Growth Area Comprehensive Plan have been adequately resolved.

EXHIBIT
1b

SURROUNDING LAND USES & ZONING:

Adjacent properties have the following characteristics:

Location	Zoning	Land Use
North	Residential, Single Family (R-1)	Single-Family Homes
South	Residential, Single Family (R-1)	Single-Family Homes
West	Residential, Single Family (R-1)	Single Family Homes
East	Residential, Two Family (R-2) / Residential, Single Family (R-1)	Single-Family Homes / Selah Middle School/Junior High School

ENVIRONMENTAL REVIEW: A Mitigated Determination of Non-Significance (MDNS) (SEPA-2019-009) was issued on November 14, 2019. The Optional Method of WAC 197-11-355 was used meaning that comments on the SEPA environmental checklist were requested through the Notice of Application and the MDNS was issued without a further comment period. The appeal for this environmental determination lapsed on November 18, 2019, with no appeals filed. The below mitigation was required as a condition of this project and in accordance with state law is now not appealable by any party (public, City of Selah, or applicant):

1. All site-specific impacts for construction of buildings, installation of utilities, dust control, and stormwater facilities are sufficiently addressed and/or mitigated through the implementation of the City of Selah's development standards. Compliance with all development standards are either required as a condition of approval as a part of the applicant's Class (3) zoning and/or building permit approval.

2. Upon approval of the applicants Class (3) Review, and Right-of-Way Vacation applications, engineering plans for all utility and work within the public right-of-way shall be submitted for review and approval to the City of Selah Public Works Director. The city will conduct all inspections for city facilities within the right-of-way, including curbs & gutters, sidewalks, roads, water, sanitary & storm sewers, etc. The city will also have the right to inspect any private utilities installed in or crossing the right-of-way. Inspections shall be requested a minimum of 24 hours in advance. The School District (or their designated party) shall reimburse the city for these required inspections. These inspections will be conducted by city staff, their consultant or by a special inspector. The applicant or their engineer shall have weekly construction meetings as necessary with the city for work located in the right-of-way.

3. As the applicant's consultant did not submit the Critical Area application at the same time as the SEPA application, the Selah, School District will not be able to start construction on the subject school until such time as the City completes the required Critical Area Review and approval. Additionally, the school district shall incorporate all required conditions of approval into its construction documents, which shall be reviewed by the city prior to building permit issuance.

4. All conditions of City of Selah MDNS, SEPA #2018-001 issued January 15, 2019, are required to be complied with in their entirety unless otherwise amended by the City of Selah in accordance with WAC 197-11-600(4)(c).

5. North 1st St./New John Campbell Parking Lot Driveway/Home Ave. Intersection and Associated Driveways:
    - The applicant shall submit engineering plans to the City of Selah for review and approval for all impacts identified within this MDNS. Additionally, all engineering plans shall conform to the mitigation measures of the applicant's November 6, 2019, revised Transportation Impact Analysis, and shall be designed to be in substantially in conformance with the attached NAC Architecture Selah Primary School Site Plan Figure 1.

    - The applicant shall remove the existing traffic signal and crosswalk on North 1st St., and shall install a stop sign control to North 1st St.

    - A new traffic signal at North 1st St. / New John Campbell Parking Lot Driveway / Home Ave. Intersection shall be installed. The channelization shall include northbound and southbound left turn pockets, and an eastbound left turn pocket. The east leg approach shall be modified as necessary to support the west side approach including land alignment, crosswalk location, provision of vehicle and pedestrian detection and intersection illumination. Crosswalks shall be installed on all legs. The recommended signal operation shall include protected permissive signal phasing for the northbound and southbound left turn pockets. The east and westbound approaches shall be operated as a single phase without left turn protected phasing.

    - Channelization shall be installed with the new signal at North 1st St. / East Home Ave. / John Campbell parking lot driveway, roadway.

    - The southbound left turn lane from North 1st St. to E. Bartlett Ave. shall be limited to 50 ft. and maximize the northbound left turn pocket at the John Campbell driveway to at least 100 feet to provide adequate storage for north bound left turns.

6. The construction window for all work, which requires crossing and or excavation within the right-of-way for 1st St., shall not exceed 60 concurrent calendar days in length.

7. The angled bus parking on N. 1st St. shall be eliminated with new sidewalk, as shown on the proposed John Campbell site plan. Additionally, in accordance with RCW 35.79 the school district will be required to submit and undergo a Right-of-Way Vacation application and compensate the City for the acquisition of the right of way in accordance with state law prior to the start of construction.

8. The proposed parking lot for the John Campbell primary school shall be designed for counterclockwise flow through the lot. Design of the parking lot shall be done such that all traffic entering from N. 1st St. shall only be allowed to circulate to the north, and likewise all traffic exiting the lot shall be directed to an exit lane on the south side of the access.

To facilitate this, pork-chop delineation as well as one-way exit markings shall be installed in the vicinity of the ingress/egress point to N. 1st St.

9. The following road sections shall be added to the Selah School Districts Safe Walking Routes map prior to the school year in which the John Campbell school is in operation or before:
    a. Selah Loop Rd. from Goodlander Rd. to McGonagle Rd.
    b. E. Goodlander Rd. from N. 1st St. to Wenas Rd.
    c. 3rd St. from Naches to Bartlett Ave.
    d. W. Goodlander Rd.
    e. South 3rd St. replace S. 1st St. as the designated walking route from Southern Ave. to Bartlett Ave.

10. The school district shall add W. Goodlander Rd. to its Safe Route Map as soon as possible, and pursue funding to construct the required improvements which include installation of approximately 470 lineal ft. of curb, gutter, sidewalk, and asphalt patching, retaining wall, handrail, ADA ramp, and driveway approach replacement (see October 3, 2019, DNtraffic Consultants Traffic Study for complete description).

11. The school district shall pursue safe route to school funding to supplement city funding for the S. 3rd St. improvement project scheduled for 2022. Improvements include installation of curb, gutter, and sidewalk on the west side of 3rd St. from Selah Ave. to Southern Ave.

12. W. Freemont on the north side of the street between N. 1st St. and N. 4th St. This section of walking route is unimproved lacking curb, gutter, and sidewalk, and directly serves the neighborhoods immediately to the west and south of the school. As school children highly utilize this section of walking route to access both school sites, this section of W. Freemont shall be improved with approximately 1,400 linear feet of sidewalk, curb, gutter, and asphalt patching.

13. The school district shall be responsible for all school signage changes required by the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

14. Prior to issuance of any permits for the subject development, the applicant shall obtain a NPDES stormwater permit for the proposed development from the WSDOE and provide the City of Selah a copy of said permit.

CRITICAL AREA REVIEW: In accordance with SMC 11.50.110 Critical Aquifer Recharge Areas, 11.50.150 Geologically Hazardous Areas, and the City's Mitigated Determination of Non-Significance SEPA-2019-009, a Critical Area Review was conducted to mitigate for impacts to the city's well #6, and over steepened slopes onsite, which concluded with the issuance of a Critical Area Development Permit.

REQUIRED CONSIDERATIONS FOR ENLARGEMENT, CHANGE, RECONSTRUCTION, ALTERATION OR EXPANSION OF NONCONFORMING USES OF STURCTURES OR LAND:
In accordance with SMC 10.36.050 (4) & (7), the Planning Commission shall approve an expansion of a nonconforming use if it finds that the application meets the following criterial:

1. **The enlargement, reconstruction, alteration, expansion or change of use requested would not be contrary to the public health, safety or welfare;**

   Applicant/Staff Response: *The reconstruction of public education facilities at this site will be a benefit to the public because it maintains the availability of the current educational services and has no adverse impact on existing emergency services because the school is essentially the same size. Traffic congestion will be reduced due to removal of street-side car and bus parking on N. 1st Street. This and the revised N. 1st street traffic signal will improve emergency services and access.*

2. **The use or structure does not and is not likely to significantly depress the value of nearby properties;**

   Staff Response: *The new primary school will have no negative impacts to adjacent property values. The improved quality of the new replacement facility should have a positive effect by eliminating the existing old school, improving recreational facilities and reducing existing negative acoustic, visual and/or traffic impacts for neighbors to the west and south.*

3. **The use or structure was lawful at the time of its inception;**

   Staff Response: *Per city of Selah records, the existing school is considered a legal nonconforming use that was lawful at the time of its inception.*

4. **The significance of the hardship to the applicant is more compelling than, and reasonably overbalances, the benefit the public would derive from denial of the relief requested;**

   Staff Response: *Denial of the application would deprive the school districts residents and the City of Selah a new needed school facility that has already been approved the voting public.*

5. **That no useful purpose would be served by strict application of the provisions or requirements of this title with which the use or structure does not conform;**

   Staff Response: *No useful purpose would be served by disallowing the demolition and reconstruction of the existing school as all identified environmental impacts have been addressed through the developments environmental review.*

6. **That the proposed enlargement, reconstruction, alteration, expansion or change of use on the property is compatible with the character of the neighborhood, and does not jeopardize the future development or use of the area in compliance with this title and the comprehensive plan;**

Staff Response: *As there is an existing school upon the subject properties, there should be no negative changes from the redevelopment of the school that would change the character of the surrounding neighborhood or jeopardize the future development of the neighborhood.*

7. **That the nonconforming structure will comply with all applicable development standards and codes to the extent feasible;**

   Staff Response: *The new school's site plan complies with all applicable codes and development standards or will comply as required by the conditions of this applications Class (3) Review, and Environmental Review.*

8. **The degree of nonconformity may not subsequently be increased by changing to a less restrictive use.**

   Staff Response: *There is no change in the degree of nonconformity of the reconstruction of the subject school.*

CLASS 3 REVIEW REQUIREMENTS: A Class 3 use is generally not appropriate throughout the zoning district but may be permitted at a particular location where it can be conditioned in such a way to ensure compatibility and compliance with the provisions of the zoning district and the goals, objectives and policies of the comprehensive plan. If a Class 3 application cannot be adequately conditioned it shall be denied (SMC 10.06.020(3)). The Planning Commission may condition the use to ensure compatibility and compliance with the provisions of the zoning district and the goals, objectives and policies of the comprehensive plan using the authority to impose conditions under SMC 10.06.060(a) and is required to impose a time limit in which the action must be commenced, completed or both (SMC 10.06.060(c)).

Zoning District: The purpose of the R-1 zone is to provide for single-family residential development where urban governmental services are currently available or will be extended by the proponent to facilitate development at no public cost (SMC 10.12.010). Specific intents of SMC 10.12.010 include providing for an orderly, phased transition from vacant or partially developed property to single-family developments, facilitating coordinated and collaborative public infrastructure investment, requiring development to meet minimum urban development standards with particular emphasis to ensuring that R-1 uses will facilitate future urban development and extension of utilities.

The proposed development is an expansion/rebuild of the existing John Campbell School with a new 82,824 sq. ft. primary school building and other associated facilities, which are permitted in the R-1 zone as accessory uses to a school. Schools are often located in or near residential neighborhoods and are supportive of them. The site is fully, not partially developed and so it is not in transition. As the SEPA MDNS for the proposed school expansion/rebuild requires the installation of curb, gutter, sidewalks, reconfiguration of the surrounding parking lots, and examination of traffic impacts, the proposal mitigates for its impacts and will coordinate and

collaborate public infrastructure investment. Furthermore, the new facilities will neither facilitate nor hinder future urban development and the extension of utilities.

Comprehensive Plan: The Future Land Use designation of the site is Quasi-Public-Open-Space, and recognizes the use of the property as the John Campbell School. The use category identifies that parks, recreation and open space areas consist of sites, facilities and programs to serve the community with the main function to provide active and passive recreational opportunities for residents, protect environmental resources and serve as an important aesthetic features of the City. Schools are often found in residential areas and nothing has been submitted to suggest that the expansion of this existing school would degrade the nearby residential neighborhoods.

The following Comprehensive Plan goals, objectives and policies are or may be relevant to this proposal:

- Goal 2.2: Development within natural drainage basins.
- Policy 2: Encourage development to areas where infrastructure (water, sewer, stormwater, and streets) is either present, can be easily extended, or is planned to be extended.
- Goal 2.3: Provide for the protection of significant natural features and the public health through land use policies.
- Policy 1: Provide for the protection of wellheads and springs from land uses that present a threat to surface and groundwater quality. Aquifer recharge areas shall be subject to scrutiny and intergovernmental efforts to control potential threats to aquifer contamination.
- Goal 3.1: Develop an efficient transportation system that supports the community vision.
- Objective 3.1.1.1: Provide a safe and efficient transportation network within the City of Selah.
- Policy 1: Street and highways should be located and designed to meet the demands of both existing and projected land uses as provided for in the Selah Comprehensive Plan.
- Policy 2: Street and highway improvements should be located and designed to respect the residential character of the community and its quality living environment.
- Policy 10: Ensure mobility for all residents, including the elderly and persons with disabilities, by providing accessible transportation services. 2. Apply street and sidewalk design standards and develop a system that responds to the needs of persons who are elderly, disabled or have other special needs.
- Objective 2.1.3: Improve pedestrian safety and circulation within the City of Selah's UGA.
- Policy 1: Require sidewalks on one side of all local streets and both sides of all collectors and arterials.
- Policy 2: Safe and efficient movement of bicycle and pedestrian traffic through Selah, especially in school and recreational areas, in the business district and points of congestion should be provided.
- Policy 4: As part of the pedestrian network, provide crosswalks at key locations such as Downtown, intersections of City arterials, the local street network near schools, and other locations with significant pedestrian volumes.
- Goal 3.4: To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development. Concurrency protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.
- Policy 1: The City shall not issue development permits where the project requires transportation improvements that the City is not able to provide in accordance with adopted LOS standards, unless the developer either provides the necessary improvements, or provides acceptable strategies to mitigate the impacts of development.

- Policy 3: Accommodate design and improvements to Selah's transportation system based on both existing conditions and projected growth.
- Policy 4: Allow new development only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvement or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by transportation facilities without reducing LOS elsewhere.
- Policy 6: "Require developers to construct streets directly serving new development, and pay a fair-share for specific off-site improvements needed to mitigate the impacts of development..."
- Goal 3.5: To manage, conserve and protect Selah's natural resources though a balance of development activities complemented with sound environmental practices.
- Policy 2: Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Selah's consumption of non-renewable energy sources.

DEVELOPMENT STANDARDS:

1. **Setbacks SMC 10.08.090:**
   - **a.** Front-Yard Setback: 20 ft. from property line.
   - **b.** Side-Yard Setback from Street: 20 ft. from property line.
   - **c.** Side-Yard Setback from Property Line: 8 ft. from property line.
   - **d.** Rear-Yard Setback: 20 ft. from property line.

Findings: *All existing and proposed structures comply with the setback requirements of SMC 10.08.090 Table 8-3 and 8-4, or are existing legal nonconforming.*

2. **Lot Coverage SMC 10.08.040:** Lot coverage for the R-1 zoning district is 35%. In accordance with SMC 10.30 the applicant has requested an Administrative Adjustment of the Lot Coverage standard from 35% to 45%.

   Findings:

   a. The proposed Administrative Adjustment of 10 percent does not constitute a substantial increase in the lot coverage that would result in a situation that would adversely affect the surrounding properties. Furthermore, as the school district will be installing stormwater facilities that meet the requirements of the Eastern Washington Stormwater manual all stormwater will be retained onsite.

   b. Selah Municipal Code Chapter 21.09 Administrative Adjustments authorizes the City Administrator to review and consider applications for Administrative Adjustments. In addition to determining consistency with the intent and purposes of the zoning district and standard being adjusted and balancing the flexibility of the adjustment with the health, safety and general welfare of individuals in the community, the adjustment must also be consistent with coordinating development with adjacent land uses and the physical features of the site. It must be the minimum adjustment necessary to accommodate the proposed use and it must be of distinct and direct benefit to the adjoining property owners and the community at large.

c. The proposed adjustment is not inconsistent with the intent of the lot coverage standard and appropriately provides for stormwater retention, which is one of the main purposes for providing 35% of a lot in open/non-buildable space.

d. Granting of this request is not anticipated to create a substantial impact on the health safety and general welfare of individuals on surrounding properties or in the community.

3. **Building Height: SMC 10.08.050:** Building height for the R-1 zoning district is limited to a maximum of 35 ft. in accordance with Table 8-2.

   Findings: *In accordance with the above standard, the applicant has identified in their State Environmental Policy Act Checklist application that all structures will below the 35 ft. maximum building height for the R-1 zoning district.*

4. **Lighting:** SMC 10.08.150 and 10.34.090 specifies that any lighting be indirect, hooded and arranged to reflect away from adjoining properties and streets.

   Findings: *Conformance to this standard is demonstrated by the application as the applicant indicates that lighting will be directed inward and downward to prevent light from leaving the site, as well as the submitted lighting detail.*

a. **Screening of Refuse Dumpsters:** SMC 10.08.170 specifies, "All dumpsters shall be screened from any public right-of-way accordingly…"

   Findings: *Although the applicant's site plan does not identify the location of any dumpsters, any future refuse dumpsters located on the subject property shall have enclosure installed in accordance with SMC 10.08.170.*

5. **Off-Street parking SMC 10.34:**
   a. **Number of Required Parking Spaces:** SMC 10.34.020, Table 34-1 provides for the number of parking spaces required for various land uses. The standard for schools is three spaces for each classroom, or one space for each three fixed seats (54 inch bench type seating) in the assembly area, whichever is greater). The parking chapter also provides that if an existing structure is enlarged, the number of additional spaces required is computed only to the extent of the enlargement, regardless of whether or not the number of existing spaces satisfies the parking standards. Existing parking must not be reduced in number below that which would be required for a new building or land use constructed or commenced nor shall it be reduced further if it is nonconforming (SMC 10.34.030 (d)&(e)).

      Findings: *The proposed primary school will have a total of 36 classrooms which requires a total of 108 additional parking stalls. In accordance with this standard, the School District is providing a 130-stall parking lot.*

   b. **Required Parking Lot Construction Standards:** SMC 10.34.020 and 10.34.030 requires that the parking that is to be provided must meet the required standards when a new structure is constructed, or when the use of an existing structure is changed (SMC

10.34.020). SMC 10.34.030(a) states that it is a "continuing obligation of the owner of the property" to provide required off-street parking and loading facilities. Improvement and maintenance standards must be met for the improvement of a public or private parking area with a capacity of two or more vehicles (SMC 10.34.070).

Finding: *The proposed improvement and enlargement of the existing parking lot must conform to current standards, except for the number of spaces.*

c. **Improvement and Maintenance of Parking Areas:** New off-street parking areas must be paved with two-inch asphalt surfacing on aggregate base or equivalent surfacing acceptable to the City to eliminate dust or mud. Driveways must also be paved to these standards for at least 25 feet from the street or curb and to a minimum width of 20 feet at the curb. Parking areas shall be graded and drained to a plan acceptable to the City and so that no water drains across sidewalks (SMC 10.34.070(1)).

Findings: *Conformance to most of these standards will be met as demonstrated by the application and site plan, and can be required as conditions of approval. All parking stalls shall be a minimum of 10 ft. wide by 20 ft. deep, and shall meet or exceed the minimum required dimensional standards of SMC 10.34 Table 34-A Table of Parking Space Minimum Design Standards. Proposed drainage is described in the application that the parking area stormwater is to be directed into appropriate stormwater facilities such as drywells or infiltration galleries, which meet the requirements of the Eastern Washington Stormwater Manual.*

d. **Landscaping:** SMC 10.34.080 requires a minimum of four percent of the total parking lot to be landscaped with a combination of trees, shrubs and groundcover and one tree for every 15 single-row parking spaces or 30 double-row parking spaces.

Findings: *The submitted landscape plan complies with the requirements of SMC 10.34.080.*

e. **Location of Parking Spaces:** SMC 10.34.060(3) requires off-street parking for non-residential land uses to be located no more than 300 feet from the structure or use served.

Findings: *The proposed parking areas are located within 300 feet of the school.*

6. ***Public Streets:***

a. The subject properties front on the public streets of N. 1st St. designated as a Primary Arterial, W. Bartlett Ave., N. 3rd St., and Hillview Ave. designated as Local Access streets.

b. All public streets fronting the school district properties have adequate right-of-way, and, have/or are proposed to have curb, gutter, and sidewalk installed along their street frontage. The one exception is N. 3rd St. from Bartlett Ave. to N. 3rd Street's terminus as there is no sidewalk on the east side of the road, approximate 214 ft. section of sidewalk missing on the west side, and no adequate fire apparatus turnaround.

i. In accordance with the City of Selah's Design and Construction Standards and Specifications for Public Works Improvements (Construction Standards) Chapter 7 Street Improvements, the applicant will be required to install curb, gutter, and sidewalk on both sides of N. 3rd St. from Bartlett Ave. to 3rd Street's terminus.

ii. As N. 3rd St. does not have an appropriate fire apparatus turn around, the applicant will be required to construct and dedicate the necessary right-of-way for a 96 ft. diameter cul-de-sac, which has curb, gutter, and sidewalk in accordance with the International Fire Code D103.1 & 4, and the City of Selah's Construction Standards Chapter 7 Street Improvements.

c. All traffic related public street improvements have been addressed through the City of Selah's SEPA-2019-009 Mitigated Determination of Non-Significance, dated November 12, 2019.

d. **Intersection Level of Service:** All public street intersection level of service improvements have been addressed through the City of Selah's SEPA-2019-009 Mitigated Determination of Non-Significance, dated November 12, 2019.

7. **General Construction and Design Requirements:** Prior to construction the applicant will be required to submit engineering plans for review and approval to the City of Selah Public Works Director for any and all termination, relocation, or installation of public sewer or water lines which shall comply with the City of Selah's Design and Construction Standards and Specifications for Public Works Improvements adopted July 2019.

8. **Easements:** A minimum of a sixteen foot public utility easement shall be established for all proposed and existing utility lines, provided the width of the easements for buried utilities is required to be a least twice the depth of the planned excavation in accordance with the City of Selah Construction Standards Chapter 1 General (11) Easements.

9. **Utilities:** All utilities including power, cable, and others shall be placed underground and installed at a depth of not less than three (3) feet below grade in accordance with Selah Construction Standards Chapter 1 General (12) Utilities.

10. **General Public Water and Sewer *Findings:*** All existing school buildings are currently served with both public sewer and water lines. Public sewer is located in N. 1st St. and along the front of the school property, and public water is located in N. 1st St., W. Bartlett Ave., and a dead end water main of approximately 309 ft. in N. 3rd St.

    a. **Water:** The City of Selah's Water System Plan dated October 2014 identifies that there are no city planned capitol system improvements necessary for the proposed school redevelopment. The plan also identified is that the water mains in Bartlett Ave. are undersized at 6 inches, not meeting the City of Selah's design standard of eight inches,

and the dead water main in 3rd St. exceeds the length for a dead end water main. As a result of these deficiencies and the requirements of the City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan, the following improvements are required:

i. All new developments shall be served by a public domestic supply line adjacent to the lot or development site. The supply line shall be capable of providing sufficient flow and pressure to satisfy the fire flow and domestic service requirements of the proposed development.
ii. Each building shall be served by a separate connection to the public main.
iii. The developer shall install an 8-inch water main in E. Bartlett Ave. from N. 1st St. to N. 3rd St. in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.
iv. The developer shall install an 8-inch water main in N. 3rd St. from E. Bartlett Ave. north looping it to the water main in Hillview Ave. or other approved connection in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.
v. Fire hydrants shall be installed at least every 350 feet in accordance with Selah Construction Standards Chapter 4 Water System Improvements, SMC 11.30 Fire Hydrants, International Fire Code Appendix C, and approval of the Selah Fire Chief.

b. **Sewer:** The City of Selah's Sewer Comprehensive Plan dated October 2018 identifies that there are no planned system improvements necessary for the proposed school redevelopment. However in accordance with the City of Selah's Construction Standards Chapter 5 Sanitary Sewer System Improvements, all new developments shall be served by a public sanitary sewer line adjacent to the lot or development site, and each building shall be served by a separate side sewer.

11. **Irrigation:** As a condition of approval, the City of Selah will require the school district to install irrigation facilities to utilize water from the Taylor Ditch to irrigate the facility's landscaping rather than the domestic water supply in accordance with the City of Selah's Construction Standards Chapter 4 Water System Improvements, Irrigation Systems.

12. **Stormwater:** SMC 9.23.030 provides that "all developments and redevelopments shall make provisions for the control of pollutants in, and the collection, retention and disposal of storm and other water runoff. The method of storm drainage handling will be dependent on the location of the development or redevelopment, but in all cases shall at a minimum comply with the latest edition of the Stormwater Management Manual for Eastern Washington." Additionally, all stormwater facilities shall be designed and constructed in accordance with the City of Selah's Construction Standards Chapter 6.

Findings: *The applicant has indicated that storm water run-off will be retained on-site using swales, infiltration basins, or a combination of both. In accordance with SMC 9.23.030 and the Eastern Washington Stormwater Management Manual, the applicant will be required to*

submit stormwater plans for review and approval to the City of Selah Public Works Director prior to building permit issuance.

13. **Other Issues:** Besides the development standards described above in this report, the proposed use may have other effects that should be addressed or mitigated using the authority of the Planning Commission to condition Class 3 uses during the Planning Commission public hearing. These impacts would be considered material impacts of the development whether environmental or otherwise (SMC 10.06.060(2)) and help ensure compatibility of the development with existing neighboring land uses (SMC 10.06.060(3)).

Public Notice: Public notice for this application was provided in the following matter:

- Notice of Complete Application – September 17, 2019
- Notice of Application & Environmental Review – September 19, 2019
- Issuance of SEPA MDNS – November 12, 2019
- Notice of Planning Commission Open Record Public Hearing – November 15, 2019

PUBLIC COMMENTS: No comments were received during the public comment period.

RECOMMENDATION: Approval subject to the following conditions.

1. The applicant shall comply with all mitigation specified within City of Selah SEPA MDNS #2019-009, issued November 15, 2019 and CAO-2019-002.

2. Location of any future refuse dumpsters located on the subject property shall have enclosure installed in accordance with SMC 10.08.170.

3. Parking lot improvements shall be made in substantial conformance to the site plan and shall include the following features identified in the application and site plan:
    a. Parking stalls 10 X 20 ft. in size;
    b. Reconfiguration of access to through the existing lot substantially as shown on the site plan;
    c. Stormwater management improvements; and
    d. Illumination to the specifications described in the application;

4. Parking lot construction shall conform to Zoning Ordinance parking requirements and standards including grading and drainage as described by the application, timber or concrete barriers to provide physical separation of the parking lot from the streets, lighting installed to reflect away from adjoining areas, depth of pavement and other construction standards.

5. Accessible parking spaces shall be provided as required by the International Building Code and as shown on the site plan.

6. Prior to construction, the applicant shall submit civil engineering plans for review and approval to the City of Selah Public Works Director for any and all termination, relocation, or installation of public sewer or water lines, and construction of public improvements.

7. In accordance with the City of Selah's Construction Standards Chapter 7 Street Improvements, the applicant shall install curb, gutter, and sidewalk on both sides of N. 3rd St. from Bartlett Ave. to 3rd Street's terminus.

8. As N. 3rd St. does not have an appropriate fire apparatus turn around, the applicant shall construct and dedicate the necessary right-of-way for a 96 ft. diameter cul-de-sac, which has curb, gutter, and sidewalk in accordance with the International Fire Code D103.1 & 4, and the City of Selah's Construction Standards Chapter 7 Street Improvements.

9. All new developments shall be served by a public domestic water supply line adjacent to the lot or development site. The supply line shall be capable of providing sufficient flow and pressure to satisfy the fire flow and domestic service requirements of the proposed development (City of Selah's City's Construction Standards Chapter 4 Water System Improvements).

10. Each building shall be served by a separate water connection to the public main in accordance with the City of Selah Construction Standards Chapter 4 Water System Improvements.

11. The developer shall install an 8-inch water main in E. Bartlett Ave. from N. 1st St. to N. 3rd St. in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.

12. The developer shall install an 8-inch water main in N. 3rd St. from E. Bartlett Ave. north looping it to the water main in Hillview Ave. or other approved connection in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.

13. Fire hydrants shall be installed at least every 350 feet in accordance with Selah Construction Standards Chapter 4 Water System Improvements, SMC 11.30 Fire Hydrants, International Fire Code Appendix C, and approval of the Selah Fire Chief.

14. In accordance with the City of Selah's Construction Standards Chapter 5 Sanitary Sewer System Improvements, all new developments shall be served by a public sanitary sewer line adjacent to the lot or development site, and each building shall be served by a separate side sewer.

15. In accordance with the City of Selah's Construction Standards Chapter 4 Water System Improvements, Irrigation Systems, the school district shall submit engineering plans for

review and approval, which facilitate installation of irrigation facilities to utilize water from the Taylor Ditch to irrigate the facility's landscaping rather than the domestic water supply.

16. All utilities including power, cable, and others shall be placed underground and installed at a depth of not less than three (3) feet below grade in accordance with Selah Construction Standards Chapter 1 General (12) Utilities.

17. A minimum of a sixteen foot public utility easement shall be established for all proposed and existing utility lines, provided the width of the easements for buried utilities shall be a least twice the depth of the planned excavation in accordance with the City of Selah Construction Standards Chapter 1 General (11) Easements.

18. A dust control plan shall be prepared and implemented during construction as required by the Yakima Regional Clean Air Agency.

19. Prior to issuance of a building permit, plan review, permits, and inspections are required pursuant to the 2015 International Building Code.

20. In accordance with SMC 9.23.030, the City of Selah's Construction Standards Chapter 6 and the Eastern Washington Stormwater Management Manual, the applicant shall submit stormwater plans for review and approval to the City of Selah Public Works Director prior to building permit issuance.

21. The project shall be completed within one year of the final decision. An extension may be requested as authorized by the zoning ordinance, but must be in writing and made prior to the completion date.

CITY OF SELAH
Yakima County, Washington

SELAH SCHOOL DISTRICT

SELAH PRIMARY SCHOOL (JOHN CAMPBELL)

STATE ENVIRONMENTAL POLICY ACT

ENVIRONMENTAL CHECKLIST

Prepared by

HLA
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Received
SEP 13 2019
By
City of Se
Planning

HLA Project No. 19152E
September 2019

EXHIBIT
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STATE ENVIRONMENTAL POLICY ACT

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. *Name of Proposal, if Applicable:* Selah Primary School

2. *Name of Proponent:* Selah School District
   Phone Number: (509) 698-8000
   Address of Proponent: 316 W Naches Ave
   Selah, WA 98942

3. *Person Completing Form:* Terry D. Alapeteri, PE
   Phone Number: (509) 966-7000
   Address: HLA Engineering and Land Surveying, Inc.
   2803 River Road
   Yakima, WA 98902

4. *Date Checklist Prepared:* September 2019

5. *Agency Requesting Checklist:* City of Selah

6. *Proposed timing or schedule (including phasing, if applicable):*
   Construction will begin approximately in July 2020. The building and the site immediately around it will be complete and occupied in December 2021. The existing building will be demolished after the new building is complete, and redevelopment of that area of the site will be complete in June 2022.

7. *Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.*
   No. The new kindergarten on a different site (Lince), which will relocate all kindergarten students from this site, has been through the SEPA process and is under construction.

8. *List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.*
   Washington State Department of Ecology sampled and tested the site in 2007. Further sampling and testing was done by STRATA engineering in 2017 and again in 2019. No hazards were found to exceed limits requiring mitigation. See attached reports.

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.*

Yes. Class 3 Review and Administrative Adjustment applications.

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

- City of Selah - site civil plan approval
- City of Selah - grading and building permits
- City of Selah - Class 3 Review and Administrative Adjustment
- Yakima Regional Clean Air Agency Permit
- Department of Ecology Construction Stormwater Permit

11. *Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.*

The project consists of the following elements:

- Construction of an 83,153 square foot 2-story new replacement school building including associated parking lots, utilities, storm water system and related improvements. Demolition of the existing school buildings on the site.

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 application related to this checklist.*

The project elements are all located on the West side of S First Street between W Bartlett Avenue and Hillview Avenue within the Section 35, Township 14 North, Range 18 East, within the City of Selah, and are shown on attached site plan.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. *General description of the site (underline one): Flat, rolling, hilly, steep slopes, mountainous, other.*

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

0% to 30% slope. Note: 96% of the site is 0-5% slope while 4% is 15-30%. The 15-30% slopes are on the far west side of the site and will not be disturbed, except for repair of landscaping and replacement of existing fencing.

b. *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 ag-*

ricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

There are three predominant soil types found at the project site:

- **Alluvial Deposits – Silty Sand with Gravel (SM), Poorly-Graded Sand with Silt and Gravel (SP-SM):** Tan to brown, very loose to medium dense, and moist. In general, these deposits comprised of silt, sand, and gravel.

- **Eolian Deposits – Silt with Sand (ML):** Tan to brown, soft, and moist. In general, these deposits comprised of silt and sand.

- **Alluvial Deposits – Silty Gravel with Sand (GM):** Gray, dense, and moist. Predominately gravel with the fines content decreasing with depth.

See attached report.

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

There are no surface indications of unstable soils.

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.*

Backfilling for utilities will consist of crushed aggregate for pipe zone bedding and native material for trench backfill. Crushed surfacing from a commercial source will be used for the building footings, foundations, and roadways (under pavement). Approximately 30,000 cubic yards of material will be disturbed during this project.

f. *Could erosion occur as a result of clearing, construction, or use? If so, generally describe.*

No. The site is generally flat, and the construction stormwater plan will be followed.

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

Approximately 45%.

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

Potential erosion due to construction activities will be controlled through the implementation of sedimentation and erosion control best management practices.

2. AIR

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

During construction, minor amounts of dust and exhaust from equipment activity. The completed project will not affect air quality.

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

No.

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

The construction contractor will be required to control dust during construction by watering the project site. The contractor will also be required to clean mud and dust from public roadways as necessary. The contractor will be required to have a permit with Yakima Clean Air.

3. WATER

a. *Surface Water:*

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

   No.

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

   No.

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

   None.

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

   No.

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

   No.

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

   No.

b. *Ground Water:*

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 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 (for example: 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.*
   None.

c. *Water Runoff (including storm water):*

1. *Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will the water flow? Will this water flow into other waters? If so, describe.*
   Storm water runoff during construction will be directed to remain on site using BMPs. Permanent storm drainage features will be installed to dispose of storm water on site.

2. *Could waste materials enter ground or surface waters? If so, generally describe.*
   Silt could be tracked out into the street and into nearby storm drains. The site contractor will have BMP's in place including construction entrances to minimize track-out.

3. *Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.*
   No.

4. *Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:*
   Not applicable.

4. PLANTS

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

_X_ deciduous tree: alder, maple, aspen, other
___ evergreen tree: fir, cedar, pine, other
___ shrubs
_X_ 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?*
   Most of the trees on the project site will be removed as will all existing grass areas. New trees and grass will be included in the landscape plan for the project.

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

Per the Department of Natural Resources list of threatened and endangered plant species there do not appear to be such species within the general project vicinity.

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

The entire site will be re-landscaped. New grass will be provided for play and physical education. Landscaping including trees and low shrubs and flowers will be included for screening (per municipal requirements), ornament, and education. An existing oak tree near North First Street is of significant value and will be retained.

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

None.

5. ANIMALS

a. *List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:*

Bird: hawk, heron, eagle, songbird, other
Mammals: deer, bear, elk, beaver, other
Fish: bass, salmon, trout, herring, shellfish, other

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

There are no listed endangered or threatened animals that occur within the general project vicinity. All improvements will occur in a developed public facility area. The known endangered or threatened species nearest the project site include the Mid Columbia River Steelhead and the Bull Trout. All these species are associated with the Yakima River, approximately 1.0 mile east of the project.

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

Most of Washington State is part of the Pacific Flyway migratory route for birds.

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

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

The completed project will use electricity and natural gas for heating, cooling, and power needs (including lighting).

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

No.

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

Modern energy efficient, Washington State Energy Code (WSEC) compliant heating, cooling, and lighting materials/equipment will be incorporated into the project. The building envelope will also be WSEC compliant.

7. ENVIRONMENTAL HEALTH

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

None anticipated.

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

   None known.

2. *Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmissions pipelines located within the project area and in the vicinity.*

   None known.

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.*

   None.

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

   Emergency medical aid may be required should an injury occur during construction. Otherwise, the existing school site usage will not change, thus services will not change.

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

   None.

b. *Noise*

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

   None.

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.*
   Construction noise will be controlled to occur only as permitted by local ordinance.

3. *Proposed measures to reduce or control noise impacts, if any:*
   Restrict construction to occur as permitted by local ordinance.

8. LAND AND SHORELINE USE

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 current use of the site is School buildings, parking lots, and playgrounds. Current use of adjacent properties is residential. Current land use will not be affected.

b. *Has the project site been used as working farmlands or working forest land? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result 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?*
   No.

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.

c. *Describe any structures on the site.*
   One main school building, three satellite pod buildings, and six portable (trailer type) classrooms are presently on the property. Also, the Sunrise building (part of the school) is positioned on the south end of the project site.

d. *Will any structures be demolished? If so, what?*
   All buildings considered part of the current John Campbell school facility will be demolished, including the Sunrise building.

e. *What is the current zoning classification of the site?*
   The current zoning of the site is R-1.

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

Approximately 70 to 80 people will work at the completed Primary School.

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

None, although some existing employees will move off site to the new kindergarten facility along with the kindergarten students. It is anticipated that the new facilities in aggregate will require increased staffing.

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

Not applicable.

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

None.

m. *Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:*

Not applicable.

9. HOUSING

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

None.

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:*

Not applicable.

10. AESTHETICS

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

The tallest height of proposed structures is approximately 31' to 32'. The exterior of the building will be a combination of metal panels and masonry.

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 building is located near the toe of the hill to the west of the site, thus well back from the property lines, and the roof heights vary based on the functional requirements of the spaces inside, thus the overall massing is broken up and scaled to relate to the surrounding residences.

11. LIGHT AND GLARE

a. *What type of light or glare will the proposal produce? What time of day would it mainly occur?*
LED parking and building lighting will be used during all hours of darkness.

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

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

d. *Proposed measures to reduce or control light and glare impacts, if any:*
Downturned or shielded parking and building lighting will be specified.

12. RECREATION

a. *What designated and informal recreational opportunities are in the immediate vicinity?*
The City of Selah's Wixon Park and the Selah Aquatic Center are approximately 0.30 miles to the South. There will be a playground on site.

b. *Would the proposed project displace any existing recreational uses? If so, describe.*
No. The project will enhance existing playfield and play structure aspects of the site.

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

a. *Area 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 located on or near the site? If so, specifically describe.*
According to the Department of Archaeology & Historic Preservation's (DAHP) Washington Information System for Architectural and Archeological Records Data

(WISAARD), there are no registered properties within or adjacent to the project limits.

b. *Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Is 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 an 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.*

Review of data available at the Department of Archaeology & Historic Preservation's (DAHP) Washington Information System for Architectural and Archeological Records Data (WISAARD) website.

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.*

The proposed project will likely not affect cultural or historical resources.

14. TRANSPORTATION

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.*

See attached vicinity map.

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 public transit service is provided within the project limits.

c. *How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?*

All 148 existing parking spaces will be removed. 130 new parking spaces will be provided, thus there will be a net reduction of 18 spaces. The existing 101 space supplemental parking lot on the east side of North First Street will remain. The existing street-side school bus parking will be replaced with onsite parking for 17 buses.

d. *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).*

A modified traffic signal is proposed at the location of the existing pedestrian actuated light on N. First Street East of the proposed school. It will be converted from a 2-signal pole, 3-way to a 4-signal pole, 4-way controlled intersection.

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

No.

f. *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?*

A Traffic Impact Analysis for the project will be submitted to the City for review.

g. *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.

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

A Traffic Impact Analysis will be submitted to the City for review.

15. PUBLIC SERVICES

a. *Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other?) If so, generally describe.*

No, the total number of occupants for the new facility will be fewer than occur in the existing facility. The completed facility will require fire and police protection, ambulance service, and school bus service to and from the site, all of which currently occur at the site.

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

A Traffic Impact Analysis will be submitted to the City for review.

16. UTILITIES

a. *Underline the utilities currently available at the site: electricity, natural gas, water (City), refuse service (City), telephone, sanitary sewer (City), septic system, irrigation, cable TV, drains, 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.*

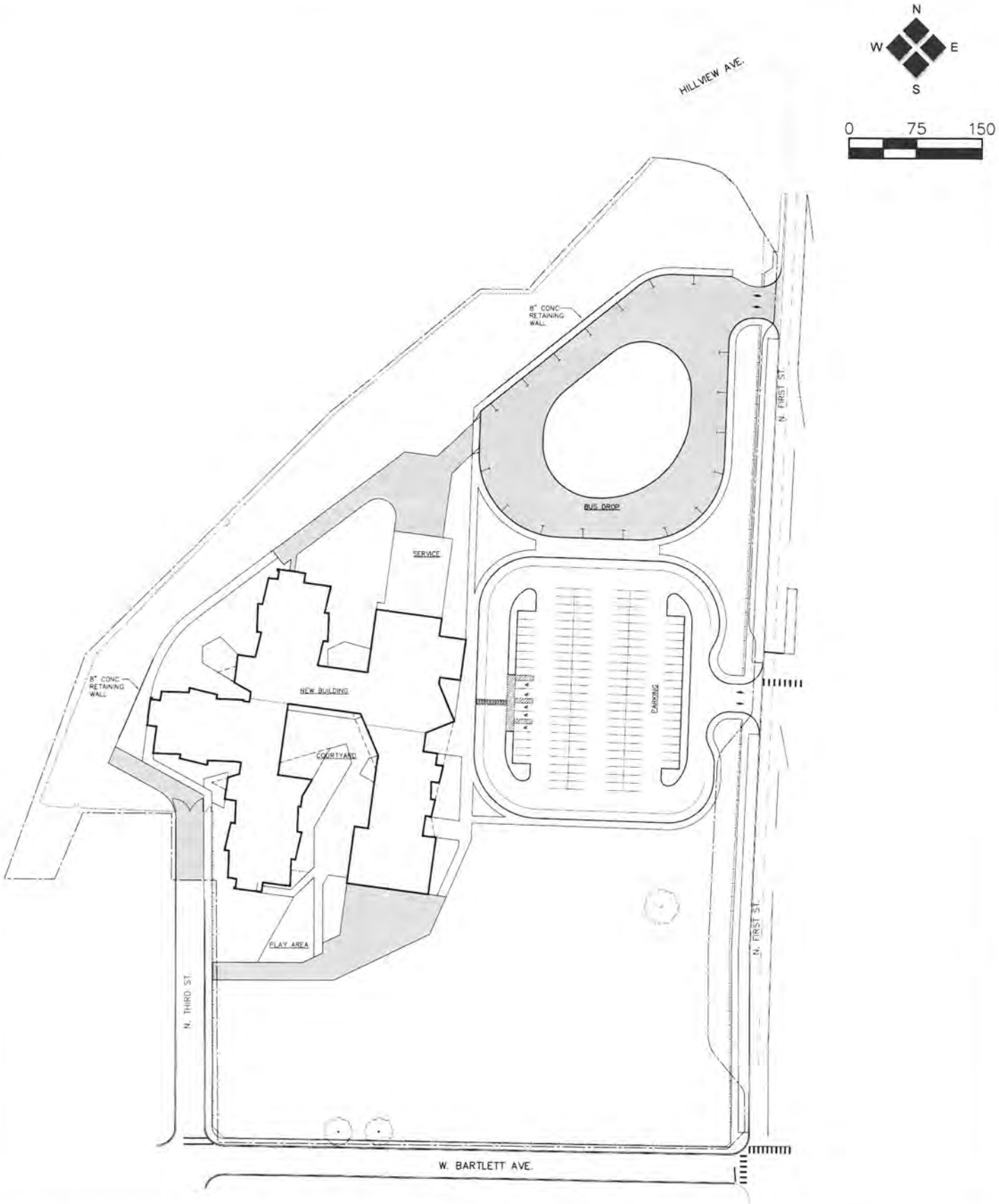
The project will require electricity from Pacific Power, natural gas from Cascade Natural Gas, water, sanitary sewer, and refuse service from the City of Selah.

C. SIGNATURE

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.

Terry D. Alapeteri, PE — 9/06/19 Date
HLA Engineering and Land Surveying, Inc.

NAC Architecture — 9/6/19 Date



HLA
Engineering and Land Surveying, Inc.

2803 River Road
Yakima, WA 98902
509.966.7000
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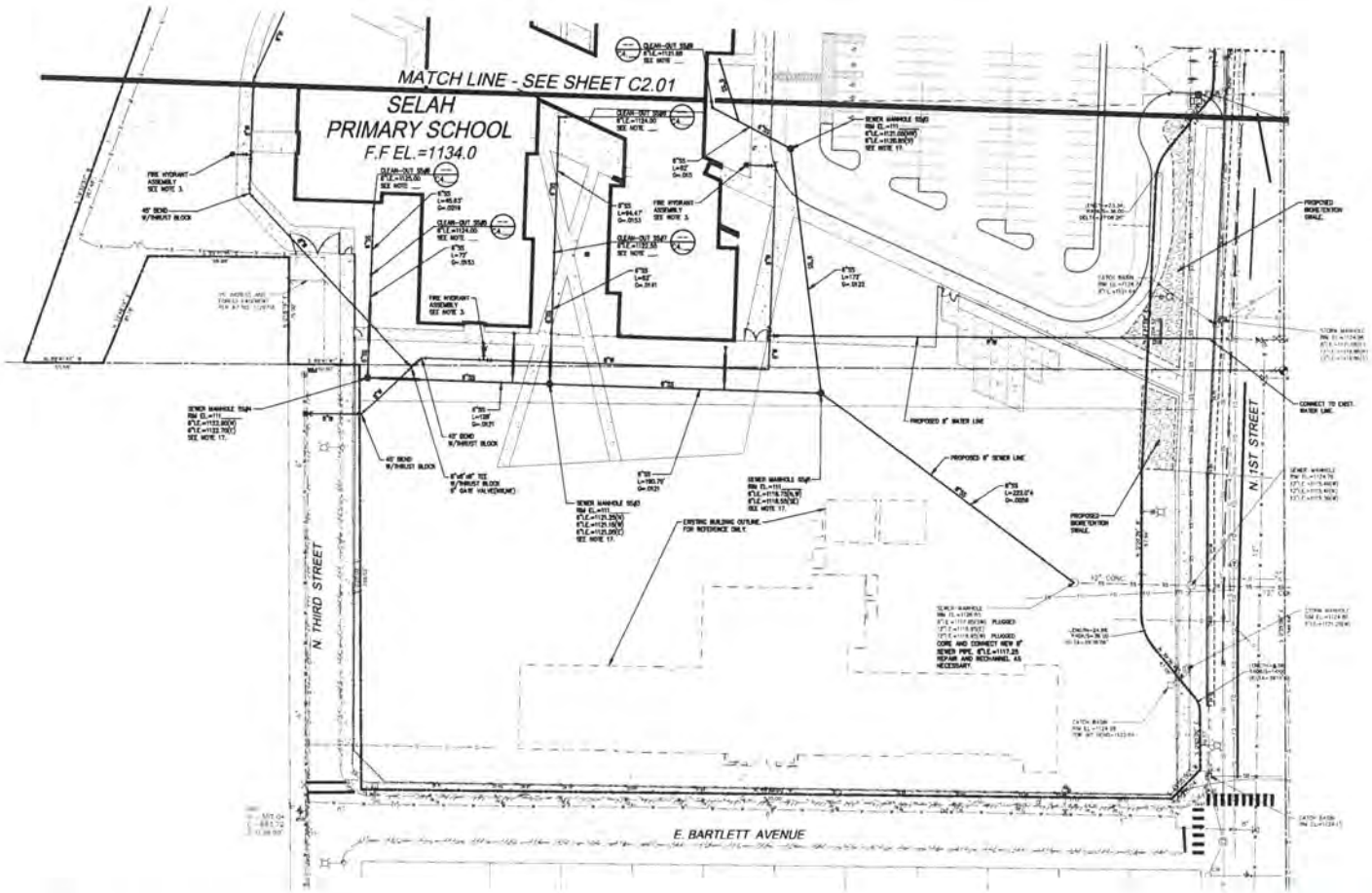
www.hlacivil.com

JOB NUMBER: 19152	DATE: 9-4-19
FILE NAMES: DRAWING:	19152.dwg
DESIGNED BY:	TDA
ENTERED BY:	BFP

NAC ARCHITECTURE
SELAH PRIMARY SCHOOL
SEPA

SITE PLAN



UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. PARAMETRIX MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, WE DO NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN EXACT LOCATION INDICATED, ALTHOUGH WE DO CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

SEE SHEET C2.01 FOR CONSTRUCTION NOTES.

UNDERGROUND SERVICE ALERT ONE-CALL NUMBER 811

Parametrix

REVISIONS

CLASS 3 REVIEW

PRELIMINARY

SELAH SCHOOL DISTRICT NO. 119
SELAH PRIMARY SCHOOL

NAC ARCHITECTURE

UTILITY PLAN

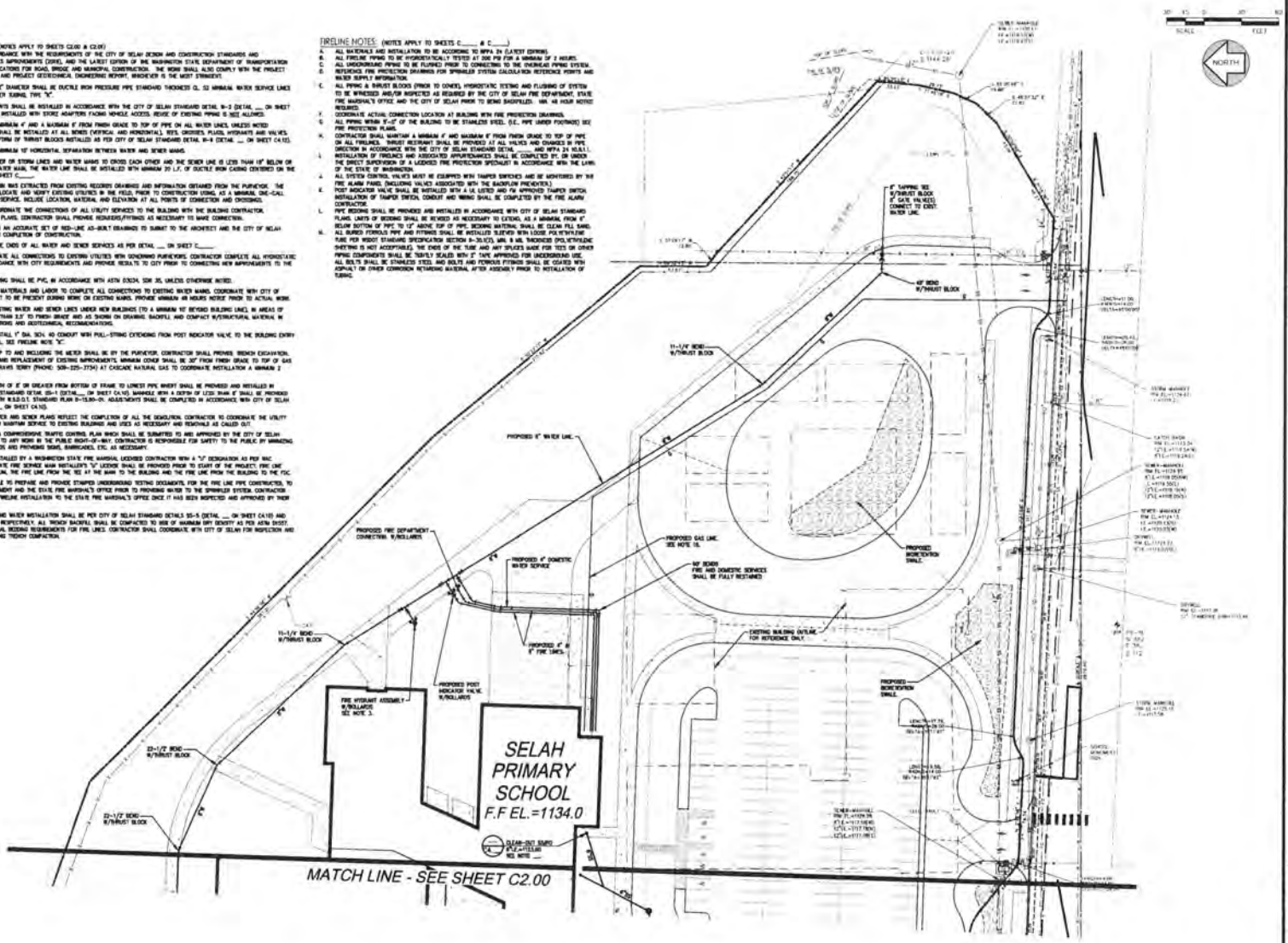
C2.00

CONSTRUCTION NOTES: (NOTES APPLY TO SHEETS C2.00 & C2.01)

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF SELAH DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS (DSRC), AND THE LATEST EDITION OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARDS AND SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION. THE WORK SHALL ALSO COMPLY WITH THE PROJECT PLANS, PROJECT SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST STRINGENT.
2. ALL WATER MAINS 4" THROUGH 12" DIAMETER SHALL BE DUCTILE IRON PRESSURE PIPE STANDARD THICKNESS CL. 52 MINIMUM. WATER SERVICE LINES 2" AND SMALLER SHALL BE COPPER TUBING, TYPE "K".
3. NEW AND RELOCATED FIRE HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF SELAH STANDARD DETAIL W-3 (DETAIL ___ ON SHEET C4.11). FIRE HYDRANTS SHALL BE INSTALLED WITH STORZ ADAPTERS FACING VEHICLE ACCESS. REUSE OF EXISTING PIPING IS NOT ALLOWED.
4. CONTRACTOR SHALL MAINTAIN A MINIMUM 4' AND A MAXIMUM 6' FROM FINISH GRADE TO TOP OF PIPE ON ALL WATER LINES, UNLESS NOTED OTHERWISE. PIPE RESTRAINMENT SHALL BE INSTALLED AT ALL BENDS (VERTICAL AND HORIZONTAL), TEES, CROSSES, PLUGS, HYDRANTS AND VALVES. RESTRAINMENT SHALL BE IN THE FORM OF THRUST BLOCKS INSTALLED AS PER CITY OF SELAH STANDARD DETAIL W-8 (DETAIL ___ ON SHEET C4.10).
5. CONTRACTOR SHALL MAINTAIN A MINIMUM 10' HORIZONTAL SEPARATION BETWEEN WATER AND SEWER MAINS.
6. WHERE IT IS NECESSARY FOR SEWER OR STORM LINES AND WATER MAINS TO CROSS EACH OTHER AND THE SEWER LINE IS LESS THAN 18" BELOW OR THE SEWER LINE IS ABOVE THE WATER MAIN, THE WATER LINE SHALL BE INSTALLED WITH MINIMUM 20 L.F. OF DUCTILE IRON CASING CENTERED ON THE SEWER LINE. SEE DETAIL ___ ON SHEET C_____.
7. BURIED UTILITY INFORMATION SHOWN WAS EXTRACTED FROM EXISTING RECORDS DRAWINGS AND INFORMATION OBTAINED FROM THE PURVEYOR. THE CONTRACTOR IS RESPONSIBLE TO LOCATE AND VERIFY EXISTING UTILITIES IN THE FIELD, PRIOR TO CONSTRUCTION USING, AS A MINIMUM, ONE-CALL AND A PRIVATE UTILITY LOCATOR SERVICE. INCLUDE LOCATION, MATERIAL AND ELEVATION AT ALL POINTS OF CONNECTION AND CROSSINGS.
8. THE SITE CONTRACTOR SHALL COORDINATE THE CONNECTIONS OF ALL UTILITY SERVICES TO THE BUILDING WITH THE BUILDING CONTRACTOR. MECHANICAL AND ARCHITECTURAL PLANS. CONTRACTOR SHALL PROVIDE REDUCERS/FITTINGS AS NECESSARY TO MAKE CONNECTIONS.
9. THE CONTRACTOR SHALL MAINTAIN AN ACCURATE SET OF RED-LINE AS-BUILT DRAWINGS TO SUBMIT TO THE ARCHITECT AND THE CITY OF SELAH PUBLIC WORKS DEPARTMENT UPON COMPLETION OF CONSTRUCTION.
10. THE CONTRACTOR SHALL MARK THE ENDS OF ALL WATER AND SEWER SERVICES AS PER DETAIL ___ ON SHEET C_____.
11. THE CONTRACTOR SHALL COORDINATE ALL CONNECTIONS TO EXISTING UTILITIES WITH SONDERING PURVEYORS. CONTRACTOR COMPLETE ALL HYDROSTATIC AND BACTERIA TESTING IN ACCORDANCE WITH CITY REQUIREMENTS AND PROVIDE RESULTS TO CITY PRIOR TO CONNECTING NEW IMPROVEMENTS TO THE CITY WATER SYSTEM.
12. ALL ON SITE SANITARY SEWER PIPING SHALL BE PVC, IN ACCORDANCE WITH ASTM D3034, SDR 35, UNLESS OTHERWISE NOTED.
13. CONTRACTOR SHALL PROVIDE ALL MATERIALS AND LABOR TO COMPLETE ALL CONNECTIONS TO EXISTING SEWER MAINS. COORDINATE WITH CITY OF SELAH PUBLIC WORKS DEPARTMENT TO BE PRESENT DURING WORK ON EXISTING MAINS. PROVIDE MINIMUM 48 HOURS NOTICE PRIOR TO ACTUAL WORK.
14. CONTRACTOR TO REMOVE THE EXISTING WATER AND SEWER LINES UNDER NEW BUILDINGS (TO A MINIMUM 10' BEYOND BUILDING LINE), IN AREAS OF CONFLICT, WHERE COVER IS LESS THAN 3.5' TO FINISH GRADE AND AS SHOWN ON DRAWING. BACKFILL AND COMPACT W/STRUCTURAL MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS AND GEOTECHNICAL RECOMMENDATIONS.
15. CONTRACTOR TO PROVIDE AND INSTALL 1" DIA. SCH. 40 CONDUIT WITH PULL-STRING EXTENDING FROM POST INDICATOR VALVE TO THE BUILDING ENTRY POINT FOR THE FIRE ALARM PANEL. SEE FIRELINE NOTE "K".
16. INSTALLATION OF THE GAS LINE UP TO AND INCLUDING THE METER SHALL BE BY THE PURVEYOR. CONTRACTOR SHALL PROVIDE TRENCH EXCAVATION, BEDDING, BACKFILL, COMPACTION AND REPLACEMENT OF EXISTING IMPROVEMENTS. MINIMUM COVER SHALL BE 30" FROM FINISH GRADE TO TOP OF GAS LINE. CONTRACTOR TO CONTACT BRIAN TERRY (PHONE: 509-225-7734) AT CASCADE NATURAL GAS TO COORDINATE INSTALLATION A MINIMUM 2 WEEKS PRIOR TO INITIATING WORK.
17. ALL SEWER MANHOLES WITH A DEPTH OF 8' OR GREATER FROM BOTTOM OF FRAME TO LOWEST PIPE INVERT SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH CITY OF SELAH STANDARD DETAIL SS-1 (DETAIL___ ON SHEET C4.10). MANHOLE WITH A DEPTH OF LESS THAN 8' SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH W.S.D.O.T. STANDARD PLAN B-75.20-01. ADJUSTMENTS SHALL BE COMPLETED IN ACCORDANCE WITH CITY OF SELAH STANDARD DETAIL SS-4 (DETAIL ___ ON SHEET C4.10).
18. THE CONSTRUCTION SHOWN ON THE WATER AND SEWER PLANS REFLECT THE COMPLETION OF ALL THE SIGNIFICANT CONTRACTOR TO COORDINATE THE UTILITY WORK WITH DEVELOPER PHASING TO MAINTAIN SERVICE TO EXISTING BUILDINGS AND USES AS NECESSARY AND REMOVALS AS CALLED OUT.
19. THE CONTRACTOR SHALL PROVIDE A COMPREHENSIVE TRAFFIC CONTROL PLAN WHICH SHALL BE SUBMITTED TO AND APPROVED BY THE CITY OF SELAH PUBLIC WORKS DEPARTMENT PRIOR TO ANY WORK IN THE PUBLIC RIGHT-OF-WAY. CONTRACTOR IS RESPONSIBLE FOR SAFETY TO THE PUBLIC BY MINIMIZING THE INTERRUPTION OF USE OF ROADS AND PROVIDING SIGNS, BARRICADES, ETC. AS NECESSARY.
20. ALL FIRE LINE PIPING SHALL BE INSTALLED BY A WASHINGTON STATE FIRE MARSHAL LICENSED CONTRACTOR WITH A "J" DESIGNATION AS PER WAC 212-80-016. A COPY OF THE PRIVATE FIRE SERVICE MAIN INSTALLER'S "J" LICENSE SHALL BE PROVIDED PRIOR TO START OF THE PROJECT. FIRE LINE PIPING SHALL INCLUDE, AS A MINIMUM, THE FIRE LINE FROM THE TEE AT THE MAIN TO THE BUILDING AND THE FIRE LINE FROM THE BUILDING TO THE FDC.
21. CONTRACTOR SHALL BE RESPONSIBLE TO PREPARE AND PROVIDE STAMPED UNDERGROUND TESTING DOCUMENTS, FOR THE FIRE LINE PIPE CONSTRUCTED, TO THE CITY OF SELAH WATER DEPARTMENT AND THE STATE FIRE MARSHAL'S OFFICE PRIOR TO PROVIDING WATER TO THE SPRINKLER SYSTEM. CONTRACTOR SHALL SUBMIT AS-BUILTS OF THE FIRELINE INSTALLATION TO THE STATE FIRE MARSHAL'S OFFICE ONCE IT HAS BEEN INSPECTED AND APPROVED BY THEIR OFFICE.
22. TRENCHING FOR SANITARY SEWER AND WATER INSTALLATION SHALL BE PER CITY OF SELAH STANDARD DETAILS SS-5 (DETAIL ___ ON SHEET C4.10) AND W-1 (DETAIL ___ ON SHEET C4.11), RESPECTIVELY. ALL TRENCH BACKFILL SHALL BE COMPACTED TO MIN OF MAXIMUM DRY DENSITY AS PER ASTM D1557. SEE FIRE LINE NOTES FOR ADDITIONAL BEDDING REQUIREMENTS FOR FIRE LINES. CONTRACTOR SHALL COORDINATE WITH CITY OF SELAH FOR INSPECTION AND GEOTECHNICAL ENGINEER FOR TESTING TRENCH COMPACTION.

FIRELINE NOTES: (NOTES APPLY TO SHEETS C_____ & C_____)

A. ALL MATERIALS AND INSTALLATION TO BE ACCORDING TO NFPA 24 (LATEST EDITION).
B. ALL FIRELINE PIPING TO BE HYDROSTATICALLY TESTED AT 200 PSI FOR A MINIMUM OF 2 HOURS.
C. ALL UNDERGROUND PIPING TO BE FLUSHED PRIOR TO CONNECTING TO THE OVERHEAD PIPING SYSTEM.
D. REFERENCE FIRE PROTECTION DRAWINGS FOR SPRINKLER SYSTEM CALCULATION REFERENCE POINTS AND WATER SUPPLY INFORMATION.
E. ALL PIPING & THRUST BLOCKS (PRIOR TO COVER), HYDROSTATIC TESTING AND FLUSHING OF SYSTEM TO BE WITNESSED AND/OR INSPECTED AS REQUIRED BY THE CITY OF SELAH FIRE DEPARTMENT, STATE FIRE MARSHAL'S OFFICE AND THE CITY OF SELAH PRIOR TO BEING BACKFILLED. MIN. 48 HOUR NOTICE REQUIRED.
F. COORDINATE ACTUAL CONNECTION LOCATION AT BUILDING WITH FIRE PROTECTION DRAWINGS.
G. ALL PIPING WITHIN 5'-0" OF THE BUILDING TO BE STAINLESS STEEL. (I.E. PIPE UNDER FOOTINGS) SEE FIRE PROTECTION PLANS.
H. CONTRACTOR SHALL MAINTAIN A MINIMUM 4' AND MAXIMUM 6' FROM FINISH GRADE TO TOP OF PIPE ON ALL FIRELINES. THRUST RESTRAINT SHALL BE PROVIDED AT ALL VALVES AND CHANGES IN PIPE DIRECTION IN ACCORDANCE WITH THE CITY OF SELAH STANDARD DETAIL _____ AND NFPA 24 10.9.1.1.
I. INSTALLATION OF FIRELINES AND ASSOCIATED APPURTENANCES SHALL BE COMPLETED BY, OR UNDER THE DIRECT SUPERVISION OF A LICENSED FIRE PROTECTION SPECIALIST IN ACCORDANCE WITH THE LAWS OF THE STATE OF WASHINGTON.
J. ALL SYSTEM CONTROL VALVES MUST BE EQUIPPED WITH TAMPER SWITCHES AND BE MONITORED BY THE FIRE ALARM PANEL (INCLUDING VALVES ASSOCIATED WITH THE BACKFLOW PREVENTER).
K. POST INDICATOR VALVE SHALL BE INSTALLED WITH A UL LISTED AND FM APPROVED TAMPER SWITCH. INSTALLATION OF TAMPER SWITCH, CONDUIT AND WIRING SHALL BE COMPLETED BY THE FIRE ALARM CONTRACTOR.
L. PIPE BEDDING SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH CITY OF SELAH STANDARD PLANS. LIMITS OF BEDDING SHALL BE REVISED AS NECESSARY TO EXTEND, AS A MINIMUM, FROM 6" BELOW BOTTOM OF PIPE TO 12" ABOVE TOP OF PIPE. BEDDING MATERIAL SHALL BE CLEAN FILL SAND.
M. ALL BURIED FERROUS PIPE AND FITTINGS SHALL BE INSTALLED SLEEVED WITH LOOSE FOR POLYETHYLENE TUBE PER WSDOT STANDARD SPECIFICATION SECTION 9-30.1(2), MIN. 8 MIL THICKNESS (POLYETHYLENE SHEETING IS NOT ACCEPTABLE). THE ENDS OF THE TUBE AND ANY SPLICES MADE FOR TEES OR OTHER PIPING COMPONENTS SHALL BE "SKIRTS" SEALED WITH 2" TAPE APPROVED FOR UNDERGROUND USE. ALL BOLTS SHALL BE STAINLESS STEEL AND BOLTS AND FERROUS FITTINGS SHALL BE COATED WITH ASPHALT OR OTHER CORROSION RETARDING MATERIAL AFTER ASSEMBLY PRIOR TO INSTALLATION OF TUBING.



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UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811

Parametrix

REVISIONS

CLASS 3 REVIEW

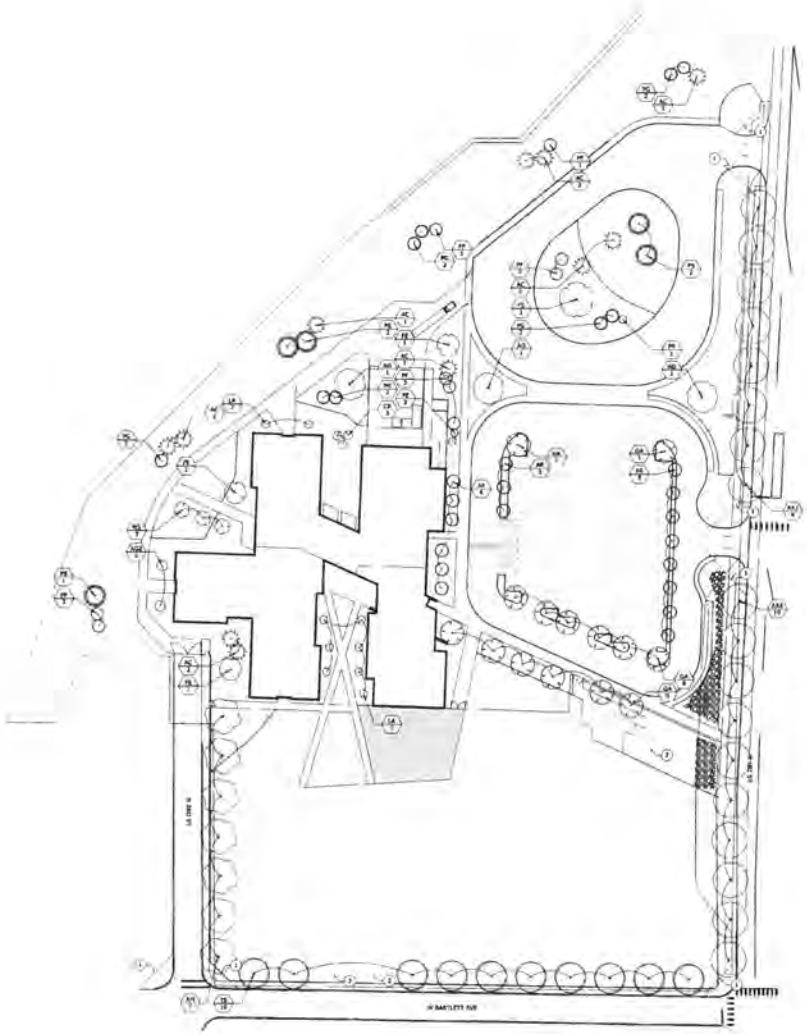
PRELIMINARY

SELAH SCHOOL DISTRICT NO. 119
SELAH PRIMARY SCHOOL

NAC ARCHITECTURE

UTILITY PLAN

C2.01



A LANDSCAPE PLAN

CALLOUTS

1. CLEAR VIEW TRIANGLE PER SPLAN MUNICIPAL CODE.
2. EXISTING TREE TO REMAIN, PRESERVE AND PROTECT.

LEGEND

- SODDED TURF GRASS.
- ATHLETIC FIELD.
- LOW MAINTENANCE GRASSES.
- HARDSCAPE, SEE ARCHITECTURE.
- SPORT COURT.
- PLANTER BED.
- PLAY AREA SAFETY SURFACING.
- STORMWATER SWALE SEE CIVIL.
- 4" CONCRETE HARDSCAPE.
- PROPERTY LINE.

PLANT LEGEND

CODE	BOTANICAL / COMMON NAME	CONT	QTY
ACG	Acer x freemanii 'Jeffersred' / Autumn Blaze Maple	2" Cal	14
AC	Abies concolor / White fir	5-6' Tall	3
AG	Acer rubrum 'Brandon Glory' TM / Brandon Glory Maple	2" Cal	1
AGG	Acer ginnala / Hedgehog Maple	2" Cal	1
AR	Acer saccharum 'Green Mountain' TM / Green Mountain Sugar Maple	2" Cal	1
AS	Acer rubrum 'Summit' / Summit Maple	2" Cal	1
CO	Cornus kousa 'Milwaukee' / Chinese Dogwood	2" Cal	1
FX	Fraxinus excelsior 'Golden Desert' / Golden Desert Ash	2" Cal	1
FG	Fagus sylvatica / European Beech	2" Cal	1
GA	Ginkgo biloba 'Autumn Gold' TM / Autumn Gold Tree	2" Cal	14
LA	Liriodendron tulipifera 'Arnold' / Arnold Tulip Poplar	2" Cal	1
NS	Nyssa sylvatica / Tupelo	2" Cal	1
PP	Pinus ponderosa / Ponderosa Pine	5-6' Tall	1
PT	Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Pine	5-6' Tall	1
PO	Pinus ponderosa 'Classic' / California Blue Spruce	5-6' Tall	1
PY	Pinus ponderosa / Yellow Pine	5-6' Tall	1
TS	Tilia cordata 'Greenspire' / Greenspire Linden	2" Cal	16

CODE	BOTANICAL / COMMON NAME	QTY
SD	Spiraea x 'Gnome Dwarf' / Gnome Dwarf Spireweed	5 gal
CA	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	5 gal
CC	Ceanothus x 'Concha' / Blue Pillow / Blue Blue Shrub	5 gal
CS	Cornus sericea 'Kelseyi' / Kelseyi Dogwood	5 gal
DW	Deutzia scabra 'Moonlight' / Moonlight Deutzia Deutzia	5 gal
HI	Hydrangea arborescens 'Annabelle' / Annabelle Hydrangea	5 gal
P	Pennisetum alopecuroides 'Hamelin' / Hamelin Dwarf Fountain Grass	5 gal
PB	Pennisetum alopecuroides 'Little Bunny' / Little Bunny Dwarf Fountain Grass	5 gal
RA	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	5 gal
VT	Viburnum trilobum 'Compactum' / Compact American Cranberrybush	5 gal
AC	Achillea x 'Coronation Gold' / Coronation Gold Yarrow	1 gal
LV	Lavandula angustifolia 'Hidcote' / Hidcote Lavender	1 gal
PH	Phlox paniculata 'Shortwood' / Shortwood Garden Phlox	1 gal
RLG	Rudbeckia fulgida var. sullivantii 'Goldsturm' / Goldsturm Black Eyed Susan	1 gal
PV1	Panicum virgatum 'Shenandoah' / Shenandoah Switchgrass	1 gal
PV2	Panicum virgatum 'Heavy Metal' / Heavy Metal Switchgrass	1 gal
PM1	Pennisetum alopecuroides 'Hamelin' / Hamelin Dwarf Fountain Grass	1 gal
PM2	Pennisetum alopecuroides 'Little Bunny' / Little Bunny Dwarf Fountain Grass	1 gal
PV	Panicum virgatum 'Shenandoah' / Shenandoah Switchgrass	1 gal
PV1	Panicum virgatum 'Heavy Metal' / Heavy Metal Switchgrass	1 gal
SA	Sporobolus heterolepis / Prairie Dropseed	1 gal
SB	Spiraea x bumalda 'Goldflame' / Goldflame Spirea	2 gal

PLANT QUANTITY NOTE: CONTRACTOR SHALL VERIFY QUANTITIES BY BLANT LEGEND WITH PLANT SHEET & LOW PLANS.

PLANT CALLOUTS

- PLANT IDENTIFICATION
- NUMBER OF PLANTS
- PP — PLANTING

PLANTING NOTES

1. CONTRACTOR SHALL CALL 811 TO LOCATE ALL EXISTING ABOVE OR BELOW GRADE ON-SITE UTILITIES PRIOR TO COMMENCEMENT OF WORK, INCLUDING PLANTING. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN ON THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATE ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. PRESERVE AND PROTECT EXISTING UTILITIES TO REMAIN FROM DAMAGE OR DISRUPTION. TYPICAL. MAINTAIN LOCATIONS DURING CONSTRUCTION FOR REFERENCE. CONTRACTOR SHALL RECORD ALL UTILITY MARKING ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT.
2. CONTRACTOR TO COORDINATE WITH OWNER'S MAINTENANCE PERSONNEL TO IDENTIFY AND PROTECT ANY EXISTING OWNER MAINTAINED UTILITIES, WATER LINES, IRRIGATION LINES, IRRIGATION CONTROL WIRES OR OTHER IMPROVEMENTS PRIOR TO CONSTRUCTION.
3. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTIONS AND THE FACILITY DRAWINGS FOR THIS PROJECT. REFER TO THESE SPECIFICATIONS AND DETAILS FOR ADDITIONAL INFORMATION.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND NOTIFYING THE OWNER AND OWNERS REPRESENTATIVES OF DISCREPANCIES. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR ACCEPTS SUB GRADES UPON COMMENCEMENT OF WORK AND IS RESPONSIBLE FOR ANY CORRECTIONS REQUIRED AFTER WORK BEGINS.
5. REMOVE ALL CONSTRUCTION DEBRIS, CONCRETE, MORTAR, NODES, ETC FROM LANDSCAPE AREAS PRIOR TO SUB GRADE PREPARATION AND INSTALLATION OF PLANTING SOIL.
6. TREES AND SHRUBS TO MEET REQUIREMENTS OF AMERICAN STANDARD FOR NURSERY STOCK FOR SIZE AND NATURAL CONDITION.
7. PLANT COUNTS IN LEGEND ARE FOR REFERENCE ONLY. PLANT SYMBOLS DETERMINE REQUIRED PLANTS.
8. PLANTING SOIL SCHEDULE (SEE SPECIFICATIONS):
   a. HYDROSEEDED LAWN AREAS: 4" OF APPROVED PLANTING SOIL TYPE 'B'.
   b. SODDED LAWN AREAS: 6" OF APPROVED PLANTING SOIL TYPE 'B'.
   c. PLANTING AREAS: 6" OF APPROVED PLANTING SOIL TYPE 'B'.
9. MINERAL MULCH SCHEDULE (SEE SPECIFICATIONS):
   a. PLANTING AREAS: 2" OF MINERAL MULCH TYPE 'A', 3/8" BASALT CHIP
   b. GROUND COVER AREAS: 2" OF MINERAL MULCH TYPE 'B', DECOMPOSED GRANITE
   c. SPRUCE AREAS: 4" OF MINERAL MULCH TYPE 'C', 1 1/2" MINUS BASALT CHIP.
10. ORGANIC MULCH SCHEDULE (SEE SPECIFICATIONS):
    a. PLANTING AREAS: 2" OF ORGANIC MULCH TYPE 'A', MEDIUM BARK
    b. GROUND COVER / PERENNIAL AREAS: 2" OF ORGANIC MULCH TYPE 'B', APPROVED COMPOST
11. ALL LANDSCAPE AREAS TO BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM. SEE IRRIGATION PLANS AND SPECIFICATIONS.
12. TREE LOCATIONS MAY VARY DEPENDING ON WALK, DRIVEWAY, AND UTILITY LOCATIONS. STAKE FOR APPROVAL PRIOR TO PLANTING.
13. LAYOUT OF MONOLITHIC AND EDGING TO BE MARKED FOR APPROVAL PRIOR TO INSTALLATION.
14. DO NOT COMPACT BOTTOMS OF SWALES. PROTECT SWALES FROM CONSTRUCTION TRAFFIC AND DEBRIS. SEE CIVIL PLANS FOR SOILS IN SWALES.
15. ALL TREES TO BE SINGLE TRUNKED, UNLESS OTHERWISE NOTED. MULTI-TRUNKED TREES TO INCLUDE MAIN LEADER EQUAL OR GREATER TO SIZE SPECIFIED.
16. TREES OF THE SAME SPECIES SHALL BE MATCHED FROM SAME LOT AND GROWER.
17. FINISH GRADE TO BE:
    a. PLANTING AREAS: 2 1/2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS BEFORE INSTALLATION OF MINERAL/ORGANIC MULCH.
    b. TURF AREAS, SEEDED: 2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS.
18. TURF AREAS, SODDED: 2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS.

MICHAEL TERRELL - LANDSCAPE ARCHITECTURE, PLLC
1421 N. MEADOWWOOD LANE, SUITE 130
LIBERTY LAKE, WA 99019
PHONE (509) 927-0440

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

PRELIMINARY - NOT FOR CONSTRUCTION

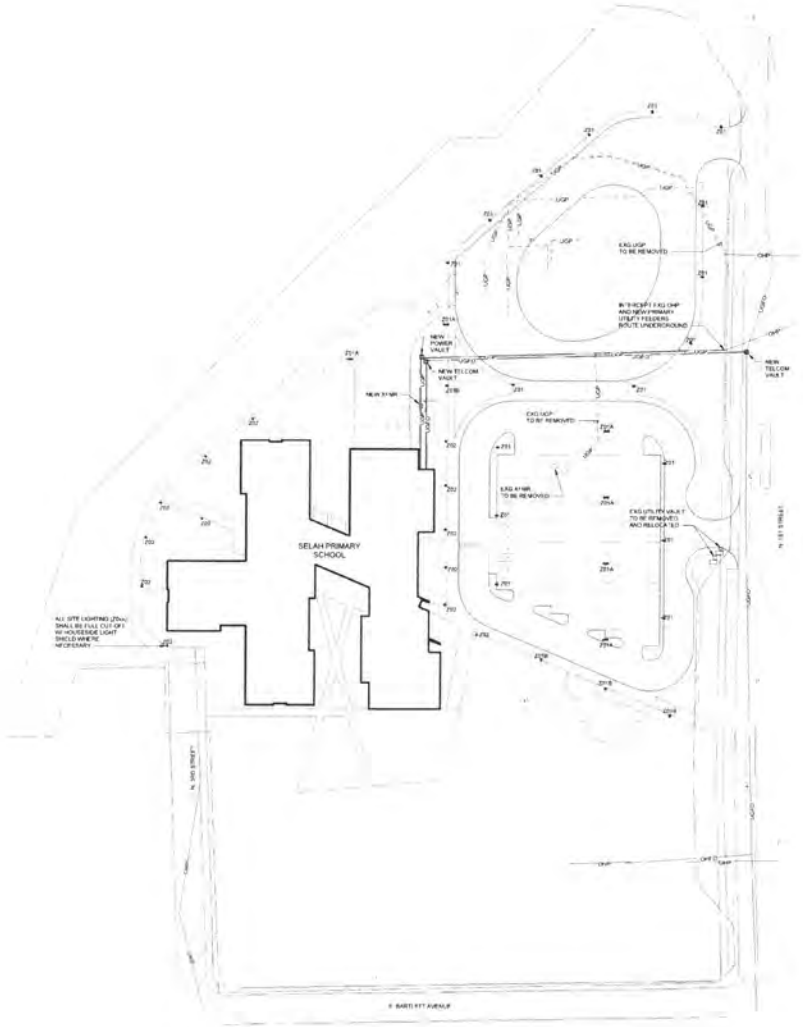
CLASS B REVIEW

SELAH PRIMARY SCHOOL

NAC ARCHITECTURE

LANDSCAPE PLAN

L1.01



1 SITE PLAN - ELECTRICAL
Scale 1" = 50'-0"

REVISIONS

CLASS 3 REVIEW

PRELIMINARY

9-9-2019

SELAH SCHOOL DISTRICT NO. 119
SELAH PRIMARY SCHOOL

NAC ENGINEERING

111-19046
RVT
SVS
9-9-2019

ELECTRICAL SITE PLAN

DD
E1.01

NAC
ARCHITECTURE

SELAH PRIMARY SCHOOL

CLASS 3 REVIEW APPLICATION - SITE PLAN INFORMATION

Refer to the following drawings posted online at the City of Selah's website for additional information:

A1.02 SITE PLAN:

- Legal Description
- Property Dimensions and Shape of Lot
- Size and Location of Proposed Structures
- Proposed Signage
- Parking Circulation Plan
- Location of Ingress and Egress Points
- Dumpster and Screening Location

C2.00 UTILITY PLAN SOUTH and C2.01 UTILITY PLAN NORTH:

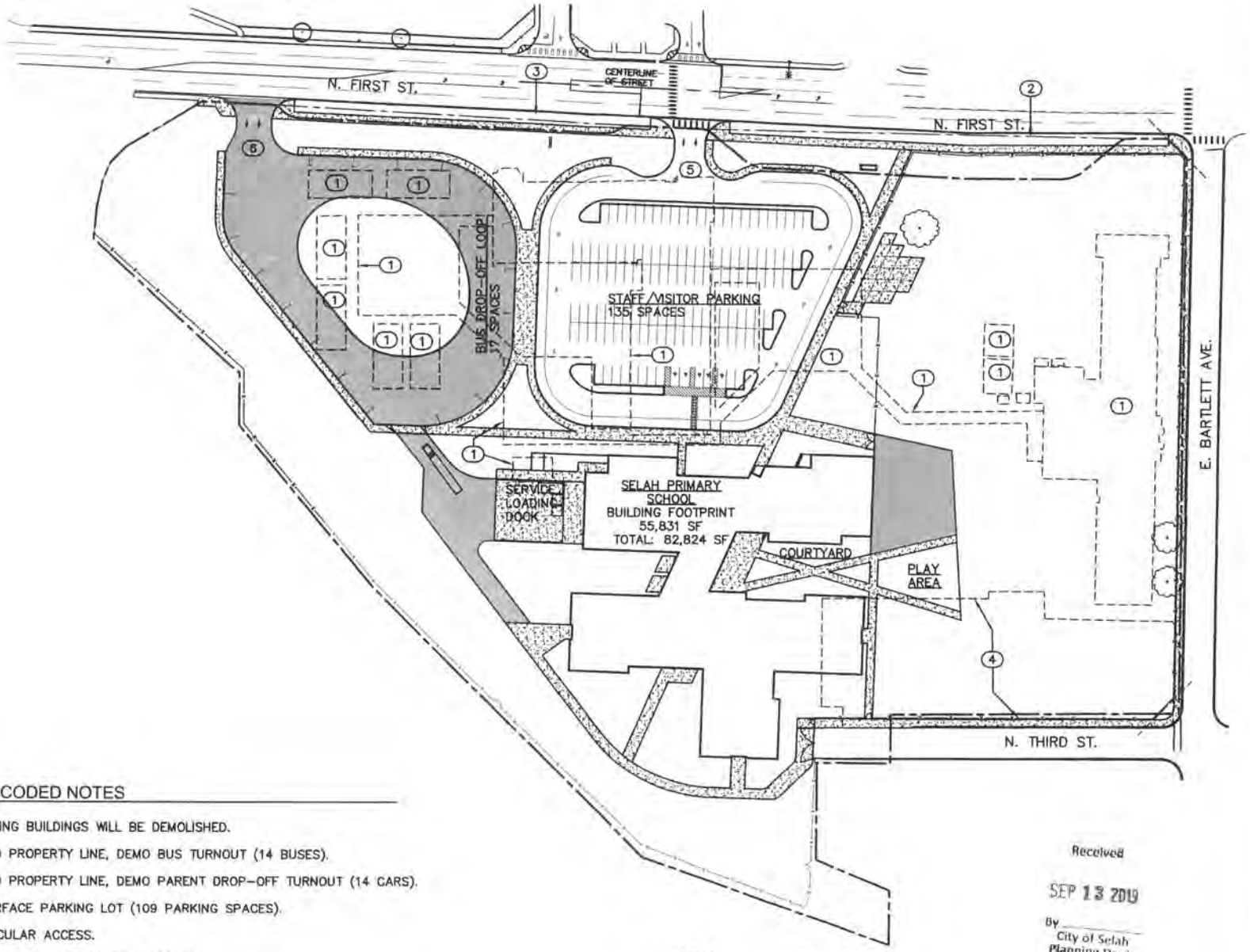
- Size and Location of Utilities
- Adjacent Rights-of-Way and Existing Frontage Improvements

L1.01 LANDSCAPE PLAN:

- Proposed Landscaping

E1.01 ELECTRICAL SITE PLAN:

- Size and Location of Utilities
- Proposed Site Lighting



SITE PLAN CODED NOTES

1. ALL EXISTING BUILDINGS WILL BE DEMOLISHED.
2. PROPOSED PROPERTY LINE, DEMO BUS TURNOUT (14 BUSES).
3. PROPOSED PROPERTY LINE, DEMO PARENT DROP-OFF TURNOUT (14 CARS).
4. DEMO SURFACE PARKING LOT (109 PARKING SPACES).
5. NEW VEHICULAR ACCESS.
6. NEW BUS AND SERVICE VEHICLE ACCESS.

Received
SEP 13 2019
By City of Selah Planning Dept.

SITE PLAN
Scale: 1" = 1('-0"

REVISIONS

CLASS 3 REVIEW

SELAH SCHOOL DISTRICT NO.119
JOHN CAMPBELL PRIMARY SCHOOL
408 N 1ST ST., SELAH, WA 98942

NAC ARCHITECTURE
nacarchitecture.com
1203 WEST RIVERSIDE AVENUE
SPOKANE WA 99201
P:509.838.8240

NAC NO	111-18046
DRAWN	MSC
CHECKED	CSS
DATE	9-11-2019

SITE PLAN

A1.2

P:\111-18046\06_Draw_Model_Render\Revit_Arch\A1-2-11x17.dwg, 1711/ W1 11:10:07 PM
nicholaskard, Tablet

CLASS 3 APPLICATION

City of Selah Planning Department 222 S Rushmore Road, Selah WA 98942

Phone: (509) 698-7365 Email: jeff.peters@selahwa.gov

INSTRUCTIONS – PLEASE READ FIRST AND ANSWER ALL QUESTIONS COMPLETELY.

If you have any questions about this form or the application process, please ask to speak with a planner. All necessary attachments and the filing fee are required upon submittal. Filing fees are not refundable. This application consists of four parts. PART I - GENERAL INFORMATION AND PART V – CERTIFICATION are on this page. PART II, III, and IV contain additional information specific to your proposal and MUST be attached to this page to complete the application.

PART I – GENERAL INFORMATION

1. Applicant's Information:	Name:	Chad Schmidt - NAC Architecture					
	Mailing Address:	1203 W Riverside Ave					
	City:	Spokane	St:	WA	Zip: 99201	Phone :	(509) 838-8240
	E-Mail:	cschmidt@nacarchitecture.com					
2. Applicant's Interest in Property:	Check One:	☐ Owner	☐ Agent	☐ Purchaser	■ Other owner's rep		
3. Property Owner's Information (If other than Applicant):	Name:	Selah School District, attn: Shane Backlund					
	Mailing Address:	316 W Naches Ave					
	City:	Selah	St:	WA	Zip: 98942	Phone:	(509) 698-8002
	E-Mail:	shanebacklund@selahschools.org					

4. Subject Property's Assessor's Parcel Number(s):

181435-14037, 181435-14025, 181435-14038, and 181435-41507

5. Property Address: 408 N. 1st Street

6. Property's Existing Zoning:

☐ SR ■ R-1 ☐ R-2 ☐ R-3 ☐ B-1 ☐ B-2 ☐ HB ☐ SCC ☐ LCC ☐ CBD ☐ GC ☐ AS ☐ RD ☐ M-1 ☐ M-2

7. Type Of Application: (Check All That Apply)

- ■ Class (3) Review
- ☐ Transportation Concurrency
- ☐ Master Application (select if submitting two or more applications under Title 15)
- ■ Administrative Adjustment
- ■ State Environmental Policy Act Review (SEPA)
- ■ Other: Nonconforming use
- ☐ Other:

8. **PART II – LAND USE DESIGNATION** (See attached page)
PART III – NARRATIVE – PROPOSED PROJECT DESCRIPTION (See attached page)
PART IV – SITE PLAN CHECKLIST (See attached page)

PART V – CERTIFICATION

9. I certify that the information on this application and the required attachments are true and correct to the best of my knowledge.

Property Owner's Signature / Owner's Representative — September 6, 2019 **Date**

Applicant's Signature — September 6, 2019 **Date**

Received
SEP 13 2019
By
City of Selah
Planning Dept.

FILE/APPLICATION(S)# CL3-2019-002 / ADJ-2019-006

DATE FEE PAID:	RECEIVED BY:	AMOUNT PAID:	RECEIPT NO:
9/13/19	Brandy		26175

EXHIBIT 2b

Supplemental Application For:

CLASS (3) REVIEW

PART II – LAND USE DESIGNATION

1. PROPOSED LAND USE TYPE: (As listed on SMC § 10.25.020, Table 10.25A:

Schools: Elementary and Middle

PART III - ATTACHMENTS INFORMATION

2. SITE PLAN REQUIRED: (Please use the City of Selah Site Plan Checklist, attached) Attached

3. TRAFFIC CONCURRENCY: (if required) Exempt from Class 3, however a traffic study is reqd w/ env review

4. ENVIRONMENTAL CHECKLIST: (if required by the Washington State Environmental Policy Act) Submitted separately

PART IV - WRITTEN NARRATIVE: Please submit a written response to the following questions. Use a separate sheet of paper, if necessary.

A. Fully describe the proposed development, including number of dwelling units and parking spaces. If the proposal is for a business, describe hours of operation, days per week and all other relevant information related the business.

See attached for written narrative responses to all Part IV questions.

B. How is the proposal compatible to neighboring properties?

C. What mitigation measures are proposed to promote compatibility?

D. How is your proposal consistent with current zoning of your property?

E. How is your proposal consistent with uses and zoning of neighboring properties?

F. How is your proposal in the best interest of the community?

Note: if you have any questions about this process, please contact us City of Selah Planning Division - 222 S Rushmore Road, Selah WA 98942 (509) 698-7365

Part IV – Written Narrative

A. Fully describe the proposed development, including number of dwelling units and parking spaces. If the proposal is for a business, describe hours of operation, days per week and all other relevant information related to the business.
   a. The proposed project is a new elementary school for 736 students to be located on the site of the existing John Campbell Elementary School, located on N. 1st Street, north of W. Bartlett Avenue. The school is 82,824 sf in size and comprised of 36 classrooms, 2 collaborative pods, a resource classroom, a self-contained special education classroom and support spaces, a music room/platform, a maker space, a gym with support spaces, a library, a multi-purpose/commons space, administration offices and general building support spaces. Typical hours of operation are between 8:00 a.m. and 5:00 p.m. along with occasional evening events such as school performances, community meetings and after-school conferences. The building will typically be used 5 days per week during the school year. The site will accommodate outdoor play areas, off-street parking and off-street bus and parent drop-off areas. The kitchen will serve a central kitchen for the district (currently occurs at Selah Intermediate School). The existing 148 off-street parking spaces will be removed in their entirety. The site is being completely reconfigured and will provide 130 new parking spaces.

B. How is the proposal compatible to neighboring properties?
   a. The proposed school is compatible to neighboring properties in the following ways:
      i. It supports the surrounding neighborhoods by providing educational facilities within close proximity to residential areas. This reduces travel time to and from the school and supports a vibrant neighborhood.
      ii. The facility is located on property that currently accommodates the same educational use, thus there is no change to existing uses that the neighborhood is already accustom to.
      iii. Immediate adjacencies include the existing middle school and a church across N. 1st St. to the east, and residential properties to the south, west and north. The south edge is bounded by Bartlett Ave. and a section of 3rd St, which provides separation and a buffer between residential properties. The residential properties to the west and north are on a hillside well above the site, again providing a buffer.

C. What mitigation measures are proposed to promote compatibility?
   a. Off-street parking, parent drop-off and bus drop-off are all located on the site rather than on the public street. This will help to alleviate traffic congestion on N. 1st Street.
   b. Adequate parking stalls are provided so that off-street parking will not be impacted: 126 stalls required vs. 130 new stalls provided (not including the existing 101 stall lot across N. 1st Street which will remain).
   c. Site lighting includes shielded light fixtures so that light trespass is eliminated.

d. The 2-story school is nestled against the toe of the hillside and the front of the building steps down to a single story to minimize its scale and to allow the playfield area and other landscaping to provide an attractive foreground from the streets.
e. Delivery, refuse and mechanical yards are tucked between the building and hillside on the north end of the building to minimize visual and acoustical concerns.
f. Landscape buffers surround the parking areas to prevent headlight glare from impacting adjacent neighbors.
g. A traffic study will document any impacts and outline ways those will be mitigated.

D. How is your proposal consistent with current zoning of your property?
   a. The site is zoned as R-1, (Residential, Single Family) which allows public service uses such as schools as a Class 3 Conditional Use. The Class 3 review process will further ensure that the project is consistent and compatible with the surrounding areas.

E. How is your proposal consistent with uses and zoning of neighboring properties?
   a. All neighboring properties are zoned R-1 and are compatible in that this school will support and enhance the residences by providing educational facilities in close proximity.

F. How is your proposal in the best interest of the community?
   a. This project is in the best interest of the community because it is serving that same community and improving access to the facilities of public education. It has been designed to mitigate any negative impacts to the surrounding area yet fulfill an essential public use need.

PART III - NARRATIVE

1. Description of proposed action:

The Selah Primary School is being submitted for a Class 3 review, an expansion of the existing nonconforming use (school use in an R-1 zone), and for an administrative adjustment regarding lot coverage.

PART IV – SITE PLAN CHECKLIST

All general site plans shall be drawn to scale and be legibly drawn, prepared, or printed on eight and one-half inches by eleven inches, unless otherwise requested. The scale of the drawing shall be a standard engineering scale and shall reasonably utilize the paper's size.

General Site Plan Checklist for Type (1) Review

- ☑ Property Address
- ☑ Legal Description
- ☑ North Arrow
- ☑ Scale
- ☑ Applicant Name
- ☑ Project Name
- ☑ Property Dimensions and Shape of Lot
- ☑ Size and Location of Existing Structures
- ☑ Size and Location of Proposed Structures
- ☑ Distance(s) of Structures to Property Line and Centerline of Right-of-Way (SMC § Ch. 10.38.100)
- ☑ Location of Existing and Proposed Signage (SMC § Ch. 15.08)
- ☑ Size and Location of Utilities
- ☑ Parking Circulation Plan (SMC § Ch. 10.24.120)
- ☑ Proposed Landscaping (SMC § Ch. 10.26.30)
- ☑ Location of Ingress and Egress Points
- ☑ Adjacent Rights-of-Way and Existing Frontage Improvements
- ☑ Lot Coverage Calculation (SMC § Ch. 10.08.040, Table 8-1)
- ☑ Clearview Triangle – (SMC § Ch. 8.79.030 – Vision Clearance SMC § Ch. 8.79.020)
- ☑ Dumpster and Screening Location
- ☑ Misc

The site plan shall also include any other information required by the Department or Administrative Official to clarify the proposal, assess its impacts, or determine compliance with this Title.

Note: If you have any questions about this process, please contact City of Selah Planning Division –
222 S Rushmore Road, Selah, WA 98942 Phone: (509) 698-7365

Zoning Classification: R-1 Comprehensive plan designation: Quasi-Public Open Space

Attach Summary of proposed use.

See attached Class 3 application

REQUIRED CONSIDERATIONS FOR ENLARGEMENT, CHANGE, RECONSTRUCTION, ALTERATION OR EXPANSION OF NONCONFORMING USES OF STURCTURES OR LAND: In accordance with SMC 10.36.050 (4) & (7), the Planning Commission shall approve an expansion of a nonconforming use if it finds that the application meets the following criteria:

Please submit a ***separate written response*** to the following questions: See attached written responses

1. **The enlargement, reconstruction, alteration, expansion or change of use requested would not be contrary to the public health, safety or welfare;**

2. **The use or structure does not and is not likely to significantly depress the value of nearby properties;**

3. **The use or structure was lawful at the time of its inception;**

4. **The significance of the hardship to the applicant is more compelling than, and reasonably overbalances, the benefit the public would derive from denial of the relief requested;**

5. **That no useful purpose would be served by strict application of the provisions or requirements of this title with which the use or structure does not conform;**

6. **That the proposed enlargement, reconstruction, alteration, expansion or change of use on the property is compatible with the character of the neighborhood, and does not jeopardize the future development or use of the area in compliance with this title and the comprehensive plan;**

7. **That the nonconforming structure will comply with all applicable development standards and codes to the extent feasible;**

8. **The degree of nonconformity may not subsequently be increased by changing to a less restrictive use.**

1. The enlargement, reconstruction, alteration, expansion or change of use requested would not be contrary to the public health, safety or welfare;
    a. Correct. The reconstruction of public education facilities at this site will be a benefit to the public because it maintains the availability of the current educational services and has no adverse impact on existing emergency services because the school is essentially the same size. Traffic congestion will be reduced due to removal of street-side car and bus parking on N. 1st Street. This and the revised N. 1st Street traffic signal will improve emergency services access.

2. The use or structure does not and is not likely to significantly depress the value of nearby properties;
    a. Correct. The new primary school will have no negative impacts to adjacent property values. In fact, the improved quality of the new replacement facility should have a positive effect by eliminating the existing eyesore, improving recreational facilities and reducing existing negative acoustic, visual and/or traffic impacts for neighbors to the west and south.

3. The use of structure was lawful at the time of its inception;
    a. Correct. The existing facilities were permitted through the City of Selah.

4. The significance of the hardship to the applicant is more compelling than, and reasonably overbalances, the benefit the public would derive from denial of the relief requested;
    a. Correct. The hardship to the school district is that the school would not be able to be constructed. The public would receive no benefit from the school not being built.

5. That no useful purpose would be served by strict application of the provisions or requirements of this title with which the use or structure does not conform;
    a. Correct. No useful purpose would be served by the school not being replaced.

6. That the proposed enlargement, reconstruction, alteration, expansion or change of use on the property is compatible with the character of the neighborhood, and does not jeopardize the future development or use of the area in compliance with this title and the comprehensive plan;
    a. Correct. There are existing education facilities on this site, and neither the use nor the character would be negatively changed.

7. That the nonconforming structure will comply with all applicable development standards and codes to the extent feasible;
    a. Correct. The new school will comply with all applicable codes and standards.

8. The degree of nonconformity may not subsequently be increased by changing to a less restrictive use.
    a. Correct. The degree of nonconformity will not be changed whether the new school is constructed or not.

Administrative Adjustment tion

Zoning Classification: R-1 Comprehensive plan designation: Quasi-Public Open Space

Summary of proposed Use: See attached

(Attach additional sheets if necessary to describe or explain the proposed Administrative Adjustment Use Application)

Please

FOR ADMINISTRATIVE USE ONLY

Date Application Accepted as Complete: 9-17-19
(statute allows for 28-day application review)

Date of Planning Commission Hearing: _____

Date of Council Consideration: _____

Date of Appeal (if any): _____
(if known at time of application acceptance)

Mailing Date to Adjacent Property Owners: _____

Legal Notice Publication Date: _____

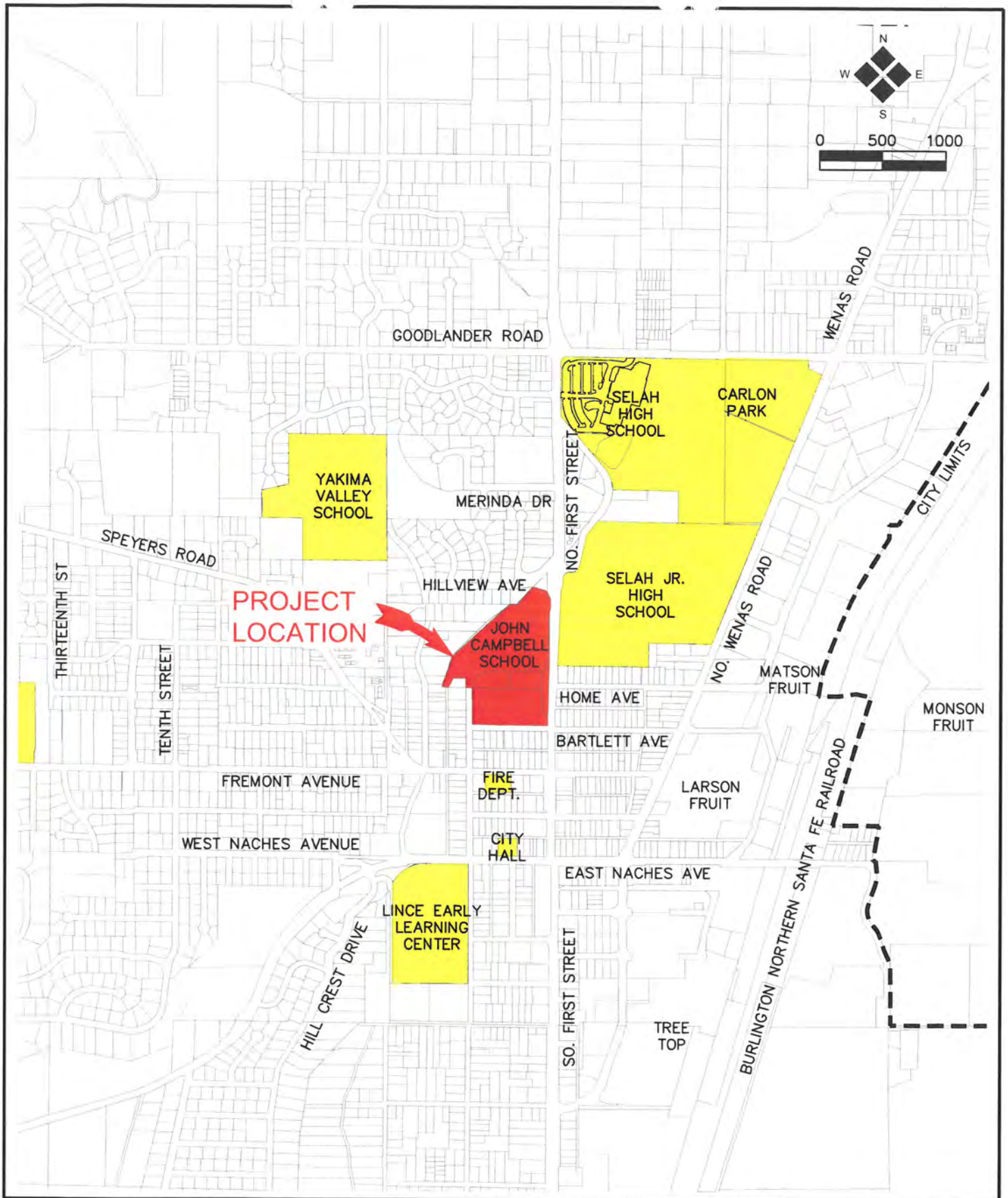
Administrative Adjustment Application
Selah School District, Selah Primary School

1. Summary of Proposed Use:

   The site for the new Selah Primary School is existing school property that is occupied by the John Campbell Elementary School. Parking and stormwater run-off have been designed and are contained to the site as regulated by local codes and ordinances. The proposed primary school will include parking on site to accommodate all users.

   While the current R-1 zone allows for 35% lot coverage (structures and parking lots), the proposed kindergarten would increase the lot coverage to approx. 45% or a 10% deviation from current code. Although slightly above current standards, all stormwater from roof run-off and parking lot run-off will be designed, captured and infiltrated on-site so that no effects will be noticed by the neighborhood or existing City infrastructure. Stormwater will be managed per Eastern Washington's Stormwater Management Manual.

   It is the opinion of the applicant that this minor deviation will not only be mitigated in the design, but that the overall development will enhance the surrounding neighborhood and community. For these reasons, the applicant requests that an administrative adjustment be made to allow the Selah Primary School to be constructed on this site with an overall lot coverage of 45%.



HLA
Engineering and Land Surveying, Inc.
2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

9/10/19

CITY OF SELAH
JOHN CAMPBELL SCHOOL
VICINITY MAP

P:\PROJECTS\2019\19152\VICINTY MAP.DWG

SELAH PRIMARY SCHOOL

APPLICANT: NAC ARCHITECTURE
CHAD SCHMIDT

LEGAL DESCRIPTION

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 14 NORTH, RANGE 18 EAST, W.M., AND RUNNING NORTH 0°00' EAST ALONG THE EAST LINE OF SAID SUBDIVISION 993.75 FEET;
THENCE SOUTH 43°00' WEST 430.00 FEET;
THENCE SOUTH 37°36' WEST, 12.80 FEET;
THENCE NORTH 89°44' WEST, 53.62 FEET TO THE NORTHEAST CORNER OF THE PARCEL DESCRIBED IN DEED RECORDED UNDER AUDITOR'S FILE NO. 1518801, IN VOLUME 533 OF DEEDS, RECORDS OF YAKIMA COUNTY, WASHINGTON;
THENCE SOUTHWESTERLY ON A BEARING WHICH FOR THE PURPOSE OF THIS DESCRIPTION IS SOUTH 50°31' WEST, A DISTANCE OF 215.82 FEET TO THE SOUTHWEST CORNER OF SAID PREVIOUSLY DESCRIBED PARCEL;
THENCE SOUTH 45°05'39" WEST, 347.21 FEET;
THENCE SOUTH 19°41' 40" WEST, 267.50 FEET TO THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 35;
THENCE SOUTH 89°33' EAST ALONG SAID SOUTH LINE 985.70 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 35.

EXCEPT BEGINNING AT A POINT ON THE EAST AND WEST CENTER LINE OF SECTION 35, TOWNSHIP 14 NORTH, RANGE 18 EAST, W.M., A DISTANCE OF 630.8 FEET WEST OF THE EAST 1/4 CORNER;
THENCE EAST ALONG SAID EAST AND WEST CENTER LINE 128.4 FEET, MORE OR LESS, TO THE WEST LINE OF THIRD STREET AS SHOWN ON THE PLAT OF SUNSET ADDITION TO SELAH, WASHINGTON, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME "G" OF PLATS, PAGE 23, RECORDS OF YAKIMA COUNTY, WASHINGTON;
THENCE NORTH 75 FEET;
THENCE WEST AND PARALLEL TO SAID EAST AND WEST CENTER LINE 99 FEET, MORE OR LESS, TO A POINT BEARING NORTH 22°30' EAST FROM THE POINT OF BEGINNING;
THENCE SOUTH 22°30' WEST TO THE POINT OF BEGINNING.

AND EXCEPT THAT PORTION CONVEYED TO THE TOWN OF SELAH BY DEED RECORDED MAY 26, 1963, IN VOLUME 640, UNDER AUDITOR'S FILE NO. 1651976.

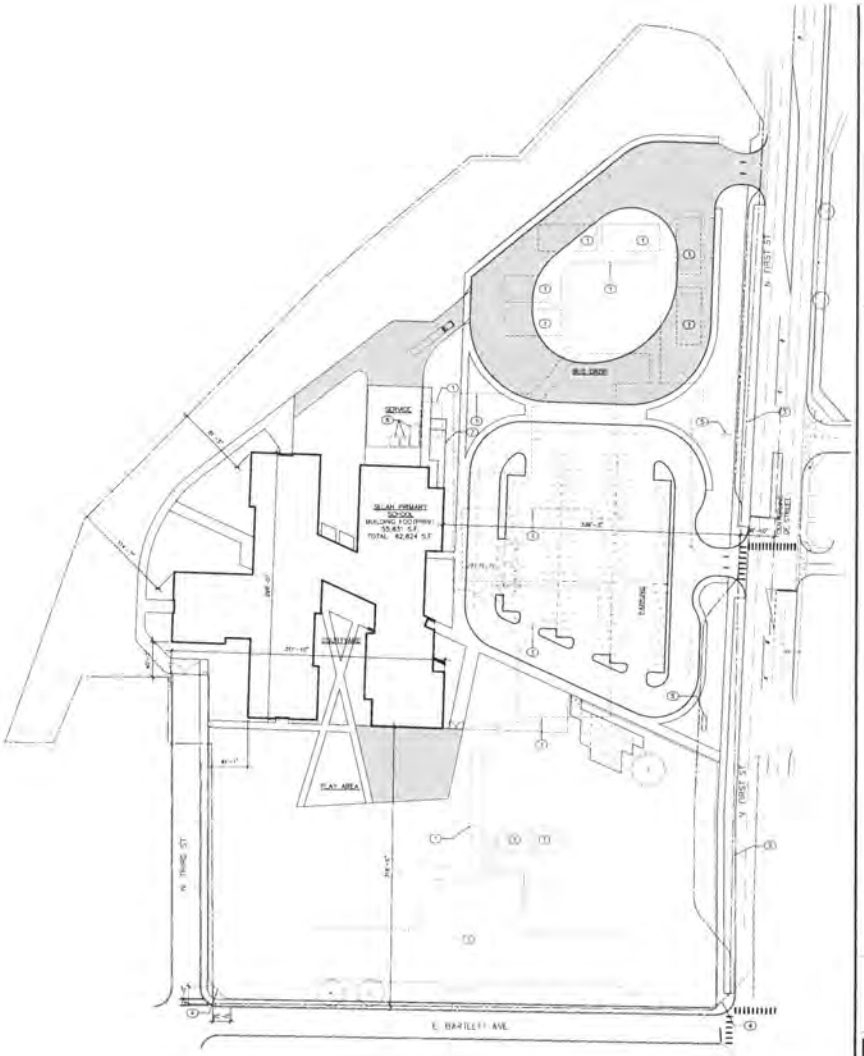
AND EXCEPT THAT PORTION CONVEYED TO CITY OF SELAH BY QUIT CLAIM DEED RECORDED JUNE 14, 1991, UNDER AUDITOR'S FILE NO. 2926543.

AND EXCEPT THAT PORTION CONVEYED TO YAKIMA VALLEY TRANSPORTATION COMPANY BY DEEDS RECORDED APRIL 10, 1912 AND APRIL 18, 1912, UNDER AUDITOR'S FILE NOS. 22224 AND 22604.

AND:

LOTS 52 THROUGH 75, INCLUSIVE, SUNSET ADDITION, RECORDED IN VOLUME "G" OF PLATS, PAGE 23, RECORDS OF YAKIMA COUNTY, WASHINGTON, TOGETHER WITH VACATED ALLEY AND STREETS ACCRUING THERETO BY REASON OF VACATION AS DISCLOSED IN ORDINANCE RECORDED JANUARY 8, 1948, IN VOLUME 447 OF DEEDS, UNDER AUDITOR'S FILE NO. 1193657.

EXCEPT THAT PORTION CONVEYED TO CITY OF SELAH BY QUIT CLAIM DEED RECORDED JUNE 14, 1991, UNDER AUDITOR'S FILE NO. 2926544



SITE PLAN
Scale: 1" = 30'-0"

SITE PLAN CODED NOTES

1. EXIST. BUILDING TO BE DEMOLISHED
2. PROPOSED PROPERTY LINE, DEMO BLD. SUBMIT
3. PROPOSED PROPERTY LINE, DEMO PARENT SHORT-LIVE SUBMIT
4. CLEARVIEW TRIANGLE PER SMC-8.70.020
5. SIGNAGE PER SMC-09.110
6. DUMPSTER
7. SERVICE SCREENING PER SMC-10.98.175

REVISIONS

CLASS 3 REVIEW

SELAH SCHOOL DISTRICT NO. 119
SELAH PRIMARY SCHOOL

NAC ARCHITECTURE

SITE PLAN

A1.02

Map For Files:
SEPA-2019-009, ADJ-2019-006, CL3-2019-002 & NCF-2019-001
All areas highlighted where sent notification by mail

CityMap

September 17, 2019

Override 1

Parcels

1:4,514

0 0.03 0.05 0.1 mi

0 0.04 0.08 0.16 km

CITY OF SELAH
Planning Department • 222 South Rushmore RD. • Selah, WA 98942 • Ph: (509) 698-7365 •
www.selahwa.gov

CITY OF SELAH
NOTICE OF DEVELOPMENT APPLICATION & ENVIRONMENTAL REVIEW
OPPORTUNITY TO PROVIDE COMMENT

Application: On September 13, 2019, the City of Selah Planning Department received a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications from NAC Architecture and HLA Engineering and Land Surveying Inc. on behalf of the Selah School District #119 to construct a new primary school, increase the maximum lot coverage of the site from 35% to 45%, and provide environmental review of the proposal in its entirety. The proposed construction constitutes 82,824 sq. ft. of building space to accommodate 736 students within 36 class rooms, 2 collaborative pods, a resource classroom, self-contained special education classroom, music room/platform, maker space, gym, library, multi-purpose/commons space, administrative offices, support space, and play areas. Additionally, the 148 stall existing parking lot will be removed and replaced with a 130-stall parking lot and off-street bus and parent drop-off areas.

Project Address: 408 N. 1st St., Selah, WA 98942
Tax Parcel Number: 181435-14037, 181435-14025, 181435-14038, and 181435-41507

Zoning District of Subject Property: One-Family Residential (R-1)
File Numbers: SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001

The application was determined complete for processing on September 17, 2019. The decision on this application will be made within one-hundred twenty days of the determination of complete application.

Approvals, Actions and Required Studies: Class 3 Use Review, Nonconforming Use, & Administrative Adjustment.

Environmental Review: The City of Selah is the lead agency for this proposal under the State Environmental Policy Act (SEPA). The City has reviewed the proposal for probable adverse environmental impacts and expects to issue a Mitigated Determination of Nonsignificance (MDNS). The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposal. Mitigation measures being considered include requirement of a dust control plan, shielded lighting, and installation of sidewalk and public street improvements. The proposal may include mitigation measures regardless of whether an EIS is prepared. After all comments have been received and considered, a threshold determination will be made without an additional comment period. Comments received by 5:00 PM October 3, 2019, will be considered in making the determination. A copy will be sent to those who comment or may be obtained upon request. The determination will have specific appeal information and may be appealed within five business days of issuance.

Request for Written Comments on the Proposal Written comments concerning the proposed Class 3/Nonconforming Use applications and Environmental Checklist will be accepted during the public comment period that ends at **5:00 p.m, on October 3, 2019**. You may mail your comments to Selah Planning Department, 222 So. Rushmore Road, Selah, WA 98942, send them by fax to (509) 698-7372 or by e-mail to jeff.peters@selahwa.gov. Reference File

EXHIBIT
3a

Numbers: SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001 or "Selah School District #119" in your correspondence.

Open Record Public Hearing The requested applications require both an open record public hearing and recommendation by the City of Selah Planning Commission, as well as a closed record public hearing by the City of Selah city council. Following completion of the of the above identified public comment period and environmental review decision, the City of Selah will issue separate notices for above identified public hearing in accordance with SMC Title 21.

Application information and additional environmental information including the SEPA environmental checklist, required studies and maps detailing the proposal are available during regular business hours at the Planning Department at 222 South Rushmore Road, Selah, Washington 98942 or online at https://selahwa.gov/planning/sepa/, and https://selahwa.gov/planning/public-notices/. Contact the Planning Department with project, procedural or environmental questions.

Dated this 19h day of September 2019.

/s/

Jeff Peters, Community Development Supervisor

YAKIMA HERALD-REPUBLIC
WE TELL YOUR STORIES YAKIMAHERALD.COM

El Sol de Yakima

Affidavit of Publication

STATE OF WASHINGTON,)
)
COUNTY OF YAKIMA)

Jackie Chapman, being first duly sworn on oath deposes and says that she/he is the Accounting clerk of Yakima Herald-Republic, Inc., a daily newspaper. Said newspaper is a legal newspaper approved by the Superior Court of the State of Washington for Yakima County under an order made and entered on the 13th day of February, 1968, and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continually as a daily newspaper in Yakima, Yakima County, Washington. Said newspaper is now and has been during all of said time printed in an office maintained at the aforesaid place of publication of said newspaper.

That the annexed is a true copy of a:
CITY OF SELAH NOTICE OF DEVELOPMENT

it was published in regular issues (and not in supplement form) of said newspaper once each day and for a period of 1 times, the first insertion being on 09/19/2019 and the last insertion being on 09/19/2019

Yakima Herald-Republic 09/19/19

and the such newspaper was regularly distributed to its subscribers during all of the said period. That the full amount of the fee charged for the foregoing publication is the sum of $288.60

Jackie Chapman

Accounting Clerk

Sworn to before me this 19th day of September 2019

Lisa M. Dripps

Notary Public in and for the
State of Washington,
residing at Yakima

LISA M DRIPPS
NOTARY
My Comm. Expires
April 05, 2021
PUBLIC
STATE OF WASHINGTON

EXHIBIT
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CITY OF SELAH NOTICE OF DEVELOPMENT APPLICATION & ENVIRONMENTAL REVIEW OPPORTUNITY TO PROVIDE COMMENT: **Application**: On September 13, 2019, the City of Selah Planning Department received a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications from NAC Architecture and HLA Engineering and Land Surveying Inc. on behalf of the Selah School District #119 to construct a new primary school, increase the maximum lot coverage of the site from 35% to 45%, and provide environmental review of the proposal in its entirety. The proposed construction constitutes 82,824 sq. ft. of building space to accommodate 736 students within 36 class rooms, 2 collaborative pods, a resource classroom, self-contained special education classroom, music room/platform, maker space, gym, library, multi-purpose/commons space, administrative offices, support space, and play areas. Additionally, the 148 stall existing parking lot will be removed and replaced with a 130-stall parking lot and off-street bus and parent drop-off areas.: **Project Address**: 408 N. 1st St., Selah, WA 98942:**Tax Parcel Number**: 181435-14037, 181435-14025, 181435-14038, and 181435-41507: **Zoning District of Subject Property**: One-Family Residential (R-1): **File Numbers**: SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001: The application was determined complete for processing on September 17, 2019. The decision on this application will be made within one-hundred twenty days of the determination of complete application.: **Approvals, Actions and Required Studies**: Class 3 Use Review, Nonconforming Use, & Administrative Adjustment.: **Environmental Review**: The City of Selah is the lead agency for this proposal under the State Environmental Policy Act (SEPA). The City has reviewed the proposal for probable adverse environmental impacts and expects to issue a Mitigated Determination of Nonsignificance (MDNS). The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposal. Mitigation measures being considered include requirement of a dust control plan, shielded lighting, and installation of sidewalk and public street improvements. The proposal may include mitigation measures regardless of whether an EIS is prepared. After all comments have been received and considered, a threshold determination will be made without an additional comment period. Comments received by 5:00 PM October 3, 2019, will be considered in making the determination. A copy will be sent to those who comment or may be obtained upon request. The determination will have specific appeal information and may be appealed within five business days of issuance.: **Request for Written Comments on the Proposal** Written comments concerning the proposed Class 3/ Nonconforming Use applications and Environmental Checklist will be accepted during the public comment period that ends at **5:00 p.m, on October 3, 2019**. You may mail your comments to Selah Planning Department, 222 So. Rushmore Road, Selah, WA 98942, send them by fax to (509) 698-7372 or by e-mail to jeff.peters@selahwa.gov. Reference File Numbers: SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001 or "Selah School District #119" in your correspondence.: **Open Record Public Hearing** The requested applications require both an open record public hearing and recommendation by the City of Selah Planning Commission, as well as a closed record public hearing by the City of Selah city council. Following completion of the of the above identified public comment period and environmental review decision, the City of Selah will issue separate notices for above identified public hearing in accordance with SMC Title 21.: Application information and additional environmental information including the SEPA environmental checklist, required studies and maps detailing the proposal are available during regular business hours at the Planning Department at 222 South Rushmore Road, Selah, Washington 98942 or online at https://selahwa.gov/planning/sepa/, and https://selahwa.gov/planning/public-notices/. Contact the Planning Department with project, procedural or environmental questions: Dated this 19h day of September 2019:/s/ Jeff Peters, Community Development Supervisor

(907929) September 19, 2019

Courtesy of Yakima Herald-Republic

CITY OF SELAH
AFFIDAVIT OF MAILING

STATE OF WASHINGTON
COUNTY OF YAKIMA

I, Brandy Tucker, being first duly sworn on oath dispose and says:

I am an employee of the City of Selah, 222 South Rushmore Road, Selah, Washington; that I did on the 19 day of September, 2019 caused to be mailed, 38 envelopes, containing a true and correct copy of the Notice of Development Application & Environmental Review & Opportunity to Provide Comment. Said envelopes mailed from Selah, WA. with the correct first class postage and addressed to the persons having made written or verbal comment regarding these files.

A listing of the persons to whom notice has been mailed is contained in file ADJ-2019-006, SEPA-2019-009, CL3-2019-002 & NCF-2019-001.

Signed

STATE OF WASHINGTON
COUNTY OF YAKIMA

On this day personally appeared before me Brandy Tucker to me known to be the individual referenced herein and who caused to be mailed File ADJ-2019-006, SEPA-2019-009 CL3-2019-002 & NCF-2019-001

Given under my hand and official seal this 19th day of September 2019.

Caprise Groo
Signed

Notary Public in and for the State of Washington, residing at Yakima, WA. My term expires June 1, 2021.

CAPRISE GROO
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
JUNE 1, 2021

EXHIBIT 3C

CITY OF SELAH
Planning Department
222 South Rushmore Road
Selah, Washington 98942

Phone 509 698-7365
Fax 509 698-7372

WASHINGTON STATE ENVIRONMENTAL POLICY ACT
MITIGATED DETERMINATION OF NONSIGNIFICANCE
CITY OF SELAH, WASHINGTON
November 12, 2019

PROJECT DESCRIPTION: Environmental Review for construction of 82,824 sq. ft. of building space to accommodate 736 students within 36 class rooms, 2 collaborative pods, a resource classroom, self-contained special education classroom, music room/platform, maker space, gym, library, multi-purpose/commons space, administrative offices, support space, and play areas. Additionally, the 148 stall existing parking lot will be demolished, and a new 130-stall parking lot constructed with off-street bus and parent drop-off areas.

PROPONENT:	Selah School District #119
PROPERTY OWNER:	Same as above
LOCATION:	408 N. 1st St., Selah, WA 98942
PARCEL NUMBERS:	181435-14037, 181435-14025, 181435-14038, and 181435-41507
LEAD AGENCY:	City of Selah, Washington
FILE NUMBERS:	SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001

DETERMINATION: The City of Selah, as lead agency for this proposal, after reviewing a completed environmental checklist and other information on file with the lead agency, has determined that the project will not have a probable significant adverse impact on the environment, and an environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c), provided the measures listed below are used to mitigate potential adverse impacts. The information relied upon in reaching this determination is available to the public upon request at the City of Selah Planning Department.

FINDINGS, CONCLUSIONS AND IDENTIFIED ENVIRONMENTAL IMPACTS, AND MITIGATION MEASURES:
This Mitigated Determination of Nonsignificance (MDNS) is hereby conditioned upon the following mitigating measures, as authorized under WAC 197-11-660 and Selah Municipal Code SMC 11.40.400, and the City of Selah Comprehensive Plan, which contains goals, policies, and regulations, which provide substantive authority to require mitigation under the State Environment Policy Act.

FINDINGS:

A. <u>Critical Area:</u>

1. A portion of the subject properties lie within the wellhead protection area for the City of Selah's Well #6, and is considered a Critical Aquifer Recharge Area requiring review and approval under the city's Critical Area Ordinance SMC 11.50.110.

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2. The western portion of the subject properties lie within a Critical Area Oversteepened Slopes Intermediate Risk area requiring review and approval under the city's Critical Area Ordinance SMC 11.50.150.

3. As a condition of this MDNS, the proponent will be required to submit a Critical Areas application for potential impacts to surrounding Critical Aquifer Recharge Areas and Oversteepened Slopes, which shall be reviewed and approved prior to consideration of the any further zoning review.

B. Transportation:

- On October 9, 2019, the applicants submitted a Transportation Impact Analysis prepared by DN Traffic Consultants, Inc. and HLA Engineering and Land Surveying Inc. for the Selah School District #119 covering the following transportation related activities and impacts of the proposed John Campbell school site.
- On November 6, 2019, the applicants submitted a revised Transportation Impact Analysis prepared by DN Traffic Consultant Inc. and HLA Engineering and Land Surveying Inc., which specifically analyses the proposed site plan relocating the primary access to the proposed John Campbell parking lot to access from the intersection of E. Home Ave. and S. 1st St.

    a. **John Campbell Primary School Construction Description:** The proposed project includes the replacement of the John Campbell Primary School (grades 1-2) on the John Campbell school site within the City of Selah. The proposed construction will remove the existing building and parking structures on the site, and replace them with the construction of 82,824 sq. ft. of building space to accommodate 736 students, and a new 130-stall parking lot constructed with off-street bus and parent drop-off areas.

- **Streets and Intersections Studied:** The Transportation Impact Analysis identifies that analysis was conducted on the transportation-related impacts (street and intersection level of service, pedestrian/safe routes to school, and pavement condition) associated with the following streets and intersections:

Streets:	**Intersections:**
North 1st St.	South 3rd St. /Naches Ave.
North 3rd St.	North 1st St. /Naches Ave.
West/East Bartlett Ave.	North 3rd St. /W. Fremont Ave.
West/East Fremont Ave.	North 1st St. Bartlett Ave.
West/East Naches Ave.	

- **Existing Conditions of Streets:**

    a. **Streets:**

    - North 1st Street is classified as an Urban Minor Arterial. In the vicinity of the John Campbell school N. 1st St. is a two way, five-lane arterial approximately 54-feet-wide with two lanes in each direction and a center two-way left turn lane. Curbs,

gutters, and six (6) foot sidewalks exist on both sides with an approximate 56 ft. by 411 ft. wide bus parking area within the public right-of-way.

- North 3rd Street from W. Fremont Ave. north to its terminus is functionally classified as a local access street. In the vicinity of the John Campbell school, 3rd St. is a two –way, 50-foot roadway with curb and gutter on the west side of the street.
    i. Traffic Control: Includes all-way stops at W. Bartlett. Stop signs are located at the intersections of, W Naches Ave., and W. Fremont Ave. Additional stop signs are located at the minor street intersections; in general, there is no posted speed limit except for the school "20 MPH When Flashing" sign.

- West/East Bartlett Ave. is not functionally classified, but designated as a Local Access Street. In the vicinity of the John Campbell school, W. Bartlett Ave. is two lanes 30 feet wide with curbs and gutters on both sides and sidewalk on the north side between N. 3rd St. and N. 1st St., with parking on the south side of the street.
    i. Traffic Control: Includes an all-way stop at N. 3rd Street and stop signs on E. Bartlett at N. Wenas Rd., N 1st St., and N. Rail Rd Ave. There are "School 20 MPH When Flashing" signs posted in both directions of travel in front of the school.

- West/East Fremont Ave. is classified as an Urban Minor Arterial Street, which is generally a two-way, three-lane roadway. In front of both school sites, the street is a three-lane roadway with a single lane in each direction and a center turn lane that has curbs, gutters, and six-foot sidewalks on both sides of the street.
    i. Traffic Control: includes signals at N. 1st St. and N. Wenas Rd, a pedestrian signal at the Selah Middle School, and all-way stop at Speyers Rd. with stop sign at all minor streets. There is also a "School 20 MPH When Flashing" signs posted on W. Fremont Ave.

- West/East Naches Ave. is functionally classified as an Urban Minor Arterial from Hillcrest Dr. to S. 1st St. and an Urban Major Collector east of S. 1st St. W. Naches Ave. is a two-way roadway with one lane in each direction and designated turn pockets at the intersection of S. 3rd St. The Roadway is approximately 40 to 52 –feet wide with curbs, gutters, and sidewalks on both sides.
    i. Traffic Control includes signals at S. 1st Street and S. Wenas St.; and stop signs on Hill crest Dr. west of the school and the minor streets west of the school. Additionally, adjacent to the Lince site there is a "School 20 MPH When Flashing" sign, and west of the site a pedestrian activated overhead flashing beacon.

b. **Pavement Evaluation:** On December 20, 2018, the Applicant's Engineer HLA Engineering and Land Surveying Inc. submitted a Pavement Evaluation study for the Lince Kindergarten & Selah Primary School sites. The subject streets covered by the study and resultant pavement indexes are as follows:

3rd St., Selah Ave. to Naches Ave.	PCR = 55-60
3rd St., Naches Ave. To Fremont Ave.	PCR = 60-65
3rd St., Fremont Ave. to Bartlett Ave.	PCR = 45-50
3rd St, North of Bartlett Ave.	PCR = 75-80
Bartlett Ave., 3rd St.	PCR = 70-75

Based on an analysis of the above pavement indexes and the proposed projects, the Pavement Evaluation Study concludes that:

i. The asphalt in all analyzed segments is beyond their intended life cycle.
ii. The roadway segment on 3rd St. from Selah to Naches Ave. has an adequate section to support bus traffic, as there is a lack of alligator cracking. However, as the asphalt is beyond its intended life cycle a 0.25 depth grind and overly is recommended. This condition was complied with as a requirement of the Lince Elementary School MDNS.
iii. The roadway segment on 3rd Street from Naches Ave. to Fremont Ave. does not have an adequate section to support bus traffic therefore a 0.17 depth grind and 0.30' overlay is recommended. This will result in a 0.30' asphalt over 0.75 of crushed surfacing. This condition shall be complied with as a requirement of the Lince Elementary School MDNS if the school district reroutes bus traffic through the subject street segment.
iv. The roadway segment on 3rd St. from Fremont Ave. to the north termination of 3rd St. (near John Campbell Elementary) does not have an adequate section to support bus traffic. Therefore, a 0.38 asphalt over 0.75' crushed surfacing to match the previous roadway section is recommended. In addition, the subgrade on the west side of the roadway between Fremont Ave. and Bartlett Ave. will need to be inspected as the surface exhibits cracking. This condition shall be complied with as a requirement of the Lince Elementary School MDNS if the school district reroutes bus traffic through the subject street segment.
v. The segment of Bartlett Ave. from 3rd St. to 1st St. has an adequate section to support bus traffic, and no improvements are recommended.

- **Existing and Proposed Intersection Level of Service and Trip Generation:**

a. **Existing and Proposed Intersection Level of Service:** The applicant's Traffic Impact Analysis identifies that at present, all existing intersections operate at the City of Selah Level of Service (LOS) standard "D" or better for the AM and PM Peak Hours for all intersections with the following exceptions:
   - N. 3rd St. / W. Fremont Ave. identified as LOS "F" for both the AM & PM Peaks.
   - N. 1st St. / W. Bartlett Ave. identified as LOS "E" for the AM Peak, and "D" for the PM Peak.

b. **Proposed Intersection of Home Ave. /N. 1st St. /John Campbell proposed Driveway Level of Service:** The proposed intersection is projected to operate at LOS "B" for the AM Peak, and "A" for the School and Street PM Peak.

c. **Existing Trip Generation:** The October 15, 2018, Traffic Impact Analysis identified that the proposed primary school and kindergarten school expansion will add 548 daily trips, 194 AM peak trips, 99 PM school peak and 49 PM street peak hour trips to the city of Selah's street network at project completion. At present, the John Campbell Elementary School is estimated to generate 1,531 daily trips, 543 AM, 275 PM school peak, and 138 PM street peak hour trips.

d. **Proposed Trip Generation:** Proposed trip generation for the site redevelopment is estimated to generate 1,399 daily, 496, AM, 252 PM school peak, and 126 PM street peak hour trips. The John Campbell redevelopment will replace the existing elementary school resulting in 70 fewer PM street peak hour trips on the Selah network. As a result, there will be a reduction of 132 daily trips, 47 AM peak hour trips, 24 PM school peak trips, and 12 PM street peak hour trips, and 12 PM peak hour trips on the Selah street network.

- **Pedestrian Access/Safe Walk Routes to School:** As the applicant's development will result in the removal and redevelopment of two existing school sites, provide for reassignment and instruction for 1,100 students, and the existing Safe Route to School maps have not been updated since October of 2009, the Selah School District is required to reassess the district's Safe Route to School maps in accordance with Washington Administrative Code (WAC), 392-151-025. As a result, new walking patterns will be created from the existing residential neighborhoods for every elementary school where children walk to school. These plans must cover a one-mile walking distance from the school and the suggested route to school. The plans must also contain a plan to make safety improvements as needed, take into account traffic patterns, existing traffic controls, seek to limit the number of school zone crossings, greatest physical separation between walking children and traffic, lowest vehicle speeds and volumes, and fewest rail crossings.

  As a result of the mitigation from the Lince and John Campbell school redevelopments and the recommendations indicated in the applicant's traffic study, the Selah School District is required to modify the safe routes to school maps as identified below, and is solely responsible for construction of the required improvements:

  a. **Safe Route to School Map Revisions and Required Street Improvements:**
     i. Selah Loop Rd. from Goodlander Rd. to McGonagle Rd.
     ii. E. Goodlander Rd. from N. 1st St. to Wenas Rd.
     iii. 3rd St. from Naches to Bartlett Ave.
     iv. W. Goodlander Rd.: Improvements include installation of approximately 470 lineal ft. of curb, gutter, sidewalk, and asphalt patching, retaining wall, handrail, ADA ramp, and driveway approach replacement (see October 3, 2019, DNraffic Consultants Traffic Study for complete description).
     v. South 3rd St. replace S. 1st St. as the designated walking route from Southern Ave. to Bartlett Ave. Improvements include installation of curb, gutter, and sidewalk on the west side of 3rd St. from Selah Ave. to Southern Ave.
     vi. W. Freemont on the north side of the street between N. 1st St. and N. 4th St. This section of walking route is unimproved lacking curb, gutter, and

sidewalk, and directly serves the neighborhoods immediately to the west and south of the school. As school children highly utilize this section of walking route to access both school sites, this section of W. Freemont is required to be improved with approximately 1,400 linear feet of sidewalk, curb, gutter, and asphalt patching.

- **Suggested Traffic Impact Mitigation:** The John Campbell School Traffic Analysis suggest the following traffic mitigation based upon the increased trip generation and degraded intersection LOS:

  a. North 1st St. / Existing Middle School Driveway: The existing traffic signal and crosswalk on North First Street should be removed. The east leg parking lot approach to North 1st St. should also be stop controlled.

  b. North 1st St. / New John Campbell Parking Lot Driveway/Home Ave. Intersection:

     - A new traffic signal at this intersection should be installed. The channelization should include northbound and southbound left turn pockets, and an eastbound left turn pocket. The east leg approach should be modified as necessary to support the west side approach including land alignment, crosswalk location, provision of vehicle and pedestrian detection and intersection illumination. Crosswalks should be installed on all legs. The recommended signal operation should include protected permissive signal phasing for the north bound and southbound left turn pockets. The east and westbound approaches should be operated as a single phase without left turn protected phasing.

     - With the new signal at North 1st St. / East Home Ave. / John Campbell parking lot driveway, roadway channelization is required. In particular is the northbound and southbound left turn pockets details. The estimated average (50th percentile) queue for the northbound and southbound left turns under the worst-case condition (estimated to be the AM peak hour for turning traffic) is 64 ft. and 40 ft. respectively. The 95th percentile queue based on model simulation is 102 ft. and 93 ft. respectively.

       The East Bartlett Ave. intersection is approximately 350 ft. south of East Home Ave. and with left turn channelization requirements, would be impacted by queuing at East Home Ave. Given the low southbound left turn from North 1st St. to E. Bartlett Ave., it is recommended the southbound left turn pocket at this intersection, be limited to 50 ft. and maximize the northbound left turn pocket at the John Campbell driveway to at least 100 feet to provide adequate storage for north bound left turns.

  c. At the intersection of N. 3rd St. / W. Fremont Ave., a new traffic signal should be installed. The existing and future intersections operates at LOS "F" and will serve both the new Kindergarten and Selah Primary School. In analyzing the submitted traffic, study to determine the School District's proportionate share of

this new traffic signal the City of Selah deducted that the existing traffic running through the subject intersection is approximately 1,050 Average Daily Trips (ADT). The combined schools approximate ADT upon the subject intersection is 153, ADT resulting in a 14.57% proratashare contribution towards the cost of the new traffic signal. This condition was complied with as a requirement of the Lince Elementary School MDNS.

d. The southwest corner of N. 3rd St. / W. Fremont Ave intersection will need to be reconstructed to provide an adequate turning radius to allow bus turns without encroaching on opposing traffic, which is triggered by the construction of the Kindergarten. This condition shall be complied with as a requirement of the Lince Elementary School MDNS if the school district reroutes bus traffic through the subject street segment.

e. As W. Fremont is designated a safe route to school, the school district shall also be required to add flashing school zone beacons both directions approaching 3rd St. on W. Fremont Ave. This condition was complied with as a requirement of the Lince Elementary School MDNS.

f. Proposed Bus Routes for the 28 bus trips per day for Robert Lince, John Campbell Elementary Schools, and transfers between schools in the vicinity of the project area are as follows:
   - S. 3rd St.
   - W. / E. Naches Ave.
   - Fremont Ave.
   - Speyers Ave.
   - N. / S. 1st St.

g. The angled bus parking on N. 1st St. is required to be eliminated with new sidewalk, as shown on the proposed John Campbell site plan.

h. The proposed parking lot for the John Campbell primary school should be designed for counterclockwise flow through the lot. Design of the parking lot should be done such that all traffic entering from N. 1st St. should only be allowed to circulate to the north, and likewise all traffic exiting the lot should be directed to an exit lane on the south side of the access. To facilitate this, pork-chop delineation as well as one-way exit markings should be installed in the vicinity of the ingress/egress point to N. 1st St.

C. <u>Right-of-way Acquisition for John Campbell Elementary/Elimination of Angled Bus Parking:</u>

The Selah School district has identified in their preliminary John Campbell Elementary plan that they intend to remove the school bus parking on S. 1st St., and redevelop the subject property into their campus as open space and access to the proposed parking lot. As, the subject property has been dedicated to the City of Selah as public right-of-way, in accordance with RCW 35.75 the school district will be required to submit and undergo a Right-of-Way Vacation application and compensate the City for the acquisition of the right of way in accordance with state law.

D. <u>Comprehensive Plan Compliance:</u>

Goals and polices of the City's Comprehensive Plan, which are applicable and are met by this development are as follows:

- Goal 2.2: Development within natural drainage basins.
- Policy 2: Encourage development to areas where infrastructure (water, sewer, stormwater, and streets) is either present, can be easily extended, or is planned to be extended.
- Goal 2.3: Provide for the protection of significant natural features and the public health through land use policies.
- Policy 1: Provide for the protection of wellheads and springs from land uses that present a threat to surface and groundwater quality. Aquifer recharge areas shall be subject to scrutiny and intergovernmental efforts to control potential threats to aquifer contamination.
- Goal 3.1: Develop an efficient transportation system that supports the community vision.
- Objective 3.1.1.1: Provide a safe and efficient transportation network within the City of Selah.
- Policy 1: Street and highways should be located and designed to meet the demands of both existing and projected land uses as provided for in the Selah Comprehensive Plan.
- Policy 2: Street and highway improvements should be located and designed to respect the residential character of the community and its quality living environment.
- Policy 10: Ensure mobility for all residents, including the elderly and persons with disabilities, by providing accessible transportation services. 2. Apply street and sidewalk design standards and develop a system that responds to the needs of persons who are elderly, disabled or have other special needs.
- Objective 2.1.3: Improve pedestrian safety and circulation within the City of Selah's UGA.
- Policy 1: Require sidewalks on one side of all local streets and both sides of all collectors and arterials.
- Policy 2: Safe and efficient movement of bicycle and pedestrian traffic through Selah, especially in school and recreational areas, in the business district and points of congestion should be provided.
- Policy 4: As part of the pedestrian network, provide crosswalks at key locations such as Downtown, intersections of City arterials, the local street network near schools, and other locations with significant pedestrian volumes.
- Goal 3.4: To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development. Concurrency protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.
- Policy 1: The City shall not issue development permits where the project requires transportation improvements that the City is not able to provide in accordance with adopted LOS standards, unless the developer either provides the necessary improvements, or provides acceptable strategies to mitigate the impacts of development.
- Policy 3: Accommodate design and improvements to Selah's transportation system based on both existing conditions and projected growth.

- Policy 4: Allow new development only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvement or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by transportation facilities without reducing LOS elsewhere.
- Policy 6: "Require developers to construct streets directly serving new development, and pay a fair-share for specific off-site improvements needed to mitigate the impacts of development..."
- Goal 3.5: To manage, conserve and protect Selah's natural resources though a balance of development activities complemented with sound environmental practices.
- Policy 2: Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Selah's consumption of non-renewable energy sources.

CONCLUSIONS:

1. Site-specific impacts for construction of buildings, installation of utilities, dust control, and stormwater facilities are sufficiently addressed and/or mitigated through the implementation of the City of Selah's development standards.

2. The applicant's submitted traffic study addresses all identified traffic impacts to the surrounding City and County street systems. Provided all mitigation identified and required, as a condition of approval of this MNDS is completed, no adverse environmental impacts will result from approval of the proposed school construction.

3. The subject development and proposed mitigation is well supported by the City of Selah's Comprehensive Plan through the application and compliance of twenty individual goals, objectives, and policies.

4. As the applicant did not submit the Critical Area CARA application at the same time as the SEPA application, the Selah, School District will not be able to start construction on the subject school until such time as the City completes the required Critical Area Review and approval. Additionally, the school district shall incorporate all required conditions of approval into its construction documents, which shall be reviewed by the city prior to building permit issuance.

REQUIRED MITIGATION MEASURES

1. All site-specific impacts for construction of buildings, installation of utilities, dust control, and stormwater facilities are sufficiently addressed and/or mitigated through the implementation of the City of Selah's development standards. Compliance with all development standards are either required as a condition of approval as a part of the applicant's Class (3) zoning and/or building permit approval.

2. Upon approval of the applicants Class (3) Review, and Right-of-Way Vacation applications, engineering plans for all utility and work within the public right-of-way shall be submitted for review and approval to the City of Selah Public Works

Director. The city will conduct all inspections for city facilities within the right-of-way, including curbs & gutters, sidewalks, roads, water, sanitary & storm sewers, etc. The city will also have the right to inspect any private utilities installed in or crossing the right-of-way. Inspections shall be requested a minimum of 24 hours in advance. The School District (or their designated party) shall reimburse the city for these required inspections. These inspections will be conducted by city staff, their consultant or by a special inspector. The applicant or their engineer shall have weekly construction meetings as necessary with the city for work located in the right-of-way.

3. As the applicant's consultant did not submit the Critical Area application at the same time as the SEPA application, the Selah, School District will not be able to start construction on the subject school until such time as the City completes the required Critical Area review and approval. Additionally, the school district shall incorporate all required conditions of approval into its construction documents, which shall be reviewed by the city prior to building permit issuance.

4. All conditions of City of Selah MDNS, SEPA #2018-001 issued January 15, 2019, are required to be complied with in their entirety unless otherwise amended by the City of Selah in accordance with WAC 197-11-600(4)(c).

5. North 1st St./New John Campbell Parking Lot Driveway/Home Ave. Intersection and Associated Driveways:
    - The applicant shall submit engineering plans to the City of Selah for review and approval for all impacts identified within this MDNS. Additionally, all engineering plans shall conform to the mitigation measures of the applicant's November 6, 2019, revised Transportation Impact Analysis, and shall be designed to be in substantially in conformance with the attached NAC Architecture Selah Primary School Site Plan Figure 1.

    - The applicant shall remove the existing traffic signal and crosswalk on North 1st St., and shall install a stop sign control to North 1st St.

    - A new traffic signal at North 1st St. / New John Campbell Parking Lot Driveway / Home Ave. Intersection shall be installed. The channelization shall include northbound and southbound left turn pockets, and an eastbound left turn pocket. The east leg approach shall be modified as necessary to support the west side approach including land alignment, crosswalk location, provision of vehicle and pedestrian detection and intersection illumination. Crosswalks shall be installed on all legs. The recommended signal operation shall include protected permissive signal phasing for the northbound and southbound left turn pockets. The east and westbound approaches shall be operated as a single phase without left turn protected phasing.

- Channelization shall be installed with the new signal at North 1st St. / East Home Ave. / John Campbell parking lot driveway, roadway.

- The southbound left turn lane from North 1st St. to E. Bartlett Ave. shall be limited to 50 ft. and maximize the northbound left turn pocket at the John Campbell driveway to at least 100 feet to provide adequate storage for north bound left turns.

6. The construction window for all work, which requires crossing and or excavation within the right-of-way for 1st St., shall not exceed 60 concurrent calendar days in length.

7. The angled bus parking on N. 1st St. shall be eliminated with new sidewalk, as shown on the proposed John Campbell site plan. Additionally, in accordance with RCW 35.79 the school district will be required to submit and undergo a Right-of-Way Vacation application and compensate the City for the acquisition of the right of way in accordance with state law prior to the start of construction.

8. The proposed parking lot for the John Campbell primary school shall be designed for counterclockwise flow through the lot. Design of the parking lot shall be done such that all traffic entering from N. 1st St. shall only be allowed to circulate to the north, and likewise all traffic exiting the lot shall be directed to an exit lane on the south side of the access. To facilitate this, pork-chop delineation as well as one-way exit markings shall be installed in the vicinity of the ingress/egress point to N. 1st St.

9. The following road sections shall be added to the Selah School Districts Safe Walking Routes map prior to the school year in which the John Campbell school is in operation or before:
    a. Selah Loop Rd. from Goodlander Rd. to McGonagle Rd.
    b. E. Goodlander Rd. from N. 1st St. to Wenas Rd.
    c. 3rd St. from Naches to Bartlett Ave.
    d. W. Goodlander Rd.
    e. South 3rd St. replace S. 1st St. as the designated walking route from Southern Ave. to Bartlett Ave.

10. The school district shall add W. Goodlander Rd. to its Safe Route Map as soon as possible, and pursue funding to construct the required improvements which include installation of approximately 470 lineal ft. of curb, gutter, sidewalk, and asphalt patching, retaining wall, handrail, ADA ramp, and driveway approach replacement (see October 3, 2019, DNtraffic Consultants Traffic Study for complete description).

11. The school district shall pursue safe route to school funding to supplement city funding for the S. 3rd St. improvement project scheduled for 2022. Improvements include installation of curb, gutter, and sidewalk on the west side of 3rd St. from Selah Ave. to Southern Ave.

12. W. Freemont on the north side of the street between N. 1st St. and N. 4th St. This section of walking route is unimproved lacking curb, gutter, and sidewalk, and directly serves the neighborhoods immediately to the west and south of the school. As school children highly utilize this section of walking route to access both school sites, this section of W. Freemont shall be improved with approximately 1,400 linear feet of sidewalk, curb, gutter, and asphalt patching.

13. The school district shall be responsible for all school signage changes required by the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

14. Prior to issuance of any permits for the subject development, the applicant shall obtain a NPDES stormwater permit for the proposed development from the WSDOE and provide the City of Selah a copy of said permit.

CONTACT PERSON: Contact Jeff Peters, Community Development Supervisor Planner (509) 698-7367 for more information.

☐ There is no comment period for this MDNS

☑ This MDNS is issued under WAC 197-11-355. There is no further comment period on the MDNS.

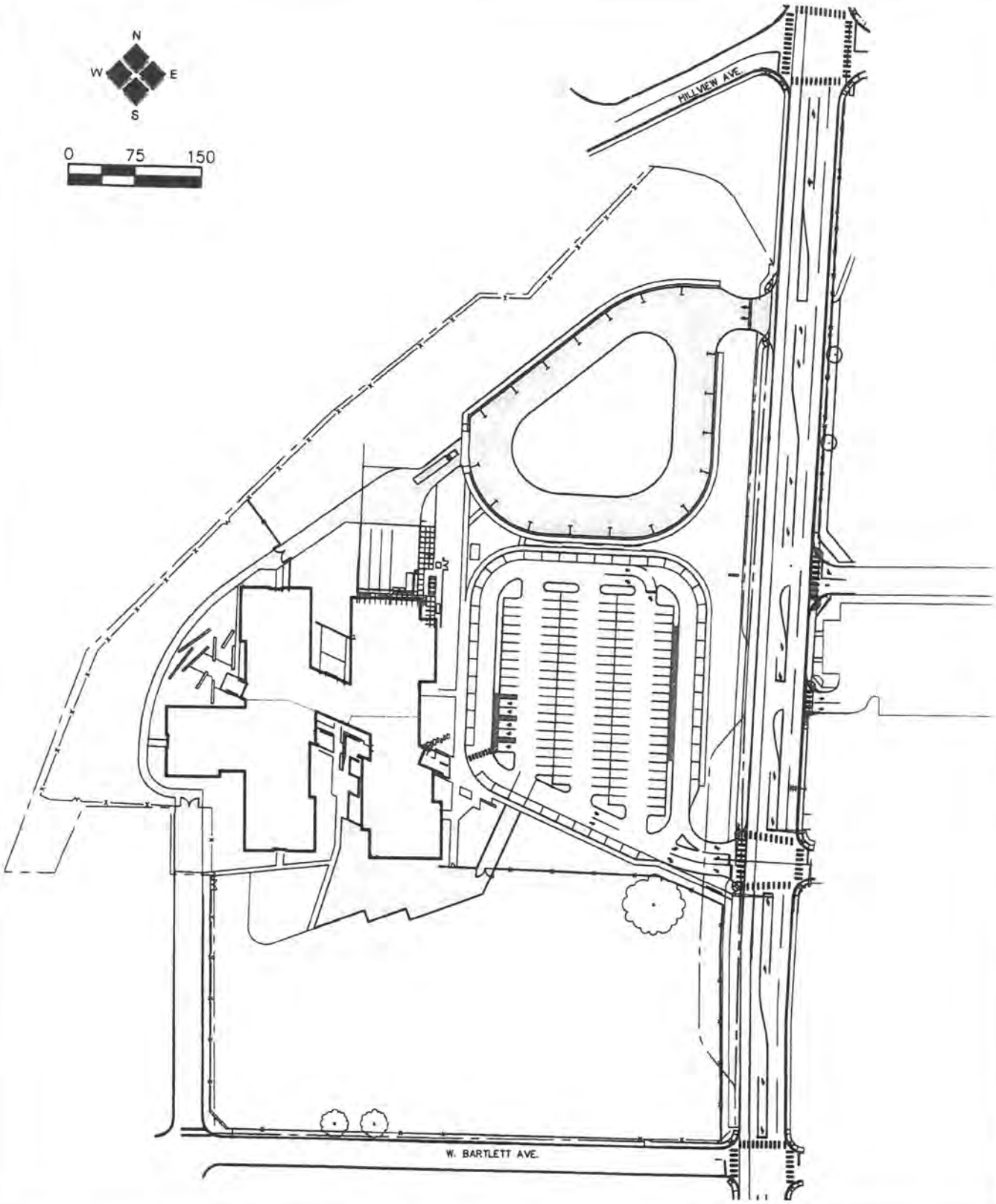
Responsible official: Donald C. Wayman

Position/Title: SEPA Responsible Official

Address: City of Selah, 115 W. Naches Avenue, Selah, WA. 98942

Date November 12, 2019 Signature

Appeals: You may appeal this determination to the Selah City Council by filing a written appeal with the required $300.00 filing fee at the Selah Planning Department, 222 S. Rushmore Road no later than 5:00 p.m. on November 18, 2019. You should be prepared to make specific factual objections. Contact the Planning Department at 698-7365 to read or ask about the procedures for SEPA appeals.



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JOB NUMBER: 19152	DATE: 11-7-19
FILE NAMES: DRAWING:	19152.dwg
DESIGNED BY:	TDA
ENTERED BY:	BFP

NAC ARCHITECTURE
SELAH PRIMARY SCHOOL

SITE PLAN
FIGURE 1

CITY OF SELAH
AFFIDAVIT OF MAILING

STATE OF WASHINGTON
COUNTY OF YAKIMA

I, Brandy Tucker, being first duly sworn on oath dispose and says:

I am an employee of the City of Selah, 222 South Rushmore Road, Selah, Washington; that I did on the 22 day of November, 2019 attached said document containing a true and correct copy of the Staff Report for John Campbell Elementary project. Said document was emailed to recipients. 'ShaneBacklund@selahschools.org; bharding@NACARCHITECTURE.com

A listing of the persons to whom notice has been mailed is contained in file CLIII-2019-002, ADJ-2019-006, CAO-2019-002, SEPA-2019-009 & NCF-2019-001.

Signed

STATE OF WASHINGTON
COUNTY OF YAKIMA

On this day personally appeared before me Brandy Tucker to me known to be the individual referenced herein and who caused to be mailed CL III-2019-002, ADJ-2019-006, CAO-2019-002, Sepa-2019-009 + NCF-2019-001

Given under my hand and official seal this 25th day of November 2019.

Signed

Notary Public in and for the State of Washington, residing at Yakima, WA. My term expires June 1, 2021.

CAPRISE GROO
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
JUNE 1, 2021

EXHIBIT 3F

DNraffic CONSULTANTS
Transportation Engineers and Planners
PO Box 547
Preston, Washington 98050

Memorandum

Received
OCT 09 2019
By
City of Selah
Planning Dept.

To: Terry Alapeteri, P.E.
HLA Engineering and Land Surveying, Inc

From: Gary A. Norris, PE, PTOE
DN Traffic Consultants, Inc

Date: October 3, 2019

Subject: Traffic Impact Analysis Update

RE: Replacement/Expansion of the Lince Kindergarten & Selah Primary Schools

Background

The following technical memorandum is an update to the *October 15, 2018 Traffic Impact Analysis for the Proposed Replacement/Expansion of the Lince Kindergarten & Selah Primary Schools*. It was prepared to address the proposed modifications to the John Campbell site plan, which includes relocation of the school parking lot and driveway ingress egress as well as modification to the school bus parking drop off pick up zone location.

The revisions do not include any changes to the Lince Kindergarten school and there are no changes to the proposed student count at the John Campbell primary school. There are however changes to the John Campbell primary school trip assignment (for AM peak, PM school peak, and PM street peak) which result from the relocation of the school parking lot ingress and egress from Bartlett Avenue to North First Street. This will result in changes in project impact at Intersections 3, 4, 5, 6 and 7, as well as inclusion of an 8th intersection in the analysis (the new John Campbell parking lot driveway at North First Street). As a result, there are modifications to the level of service analyses and mitigation recommendations.

The analysis also includes an updated evaluation of school pedestrian safe walkway routes and documentation of school drop off and pick up activity.

The following sections of the October 15, 2018 Traffic Impact Analysis (TIA) have been modified:

- Project Description relevant to the John Campbell Primary School
- 2022 Future Conditions with project
  - ✓ Revised Traffic Assignment for John Campbell
  - ✓ Level of Service Update (future conditions with project)
- Updated Mitigation Measures
- Updated Conclusions

EXHIBIT
4a

Project Description

As noted in the original traffic study, the proposed project includes the replacement of John Campbell Primary School (grades K-2) with a new Lince Kindergarten School (kindergarten only) on the District's existing Lince site, and a new Selah Primary School (grades 1-2) on the John Campbell Primary School site, both within the city of Selah. Existing buildings on the Lince site will remain in their current usage for Early Learning Center, Selah Academy, District Administration and District Maintenance. The John Campbell Primary School site is located on the west side of North First Street at 408 North First Street and the Lince site is located on the southwest corner of the West Naches Avenue/South Third Street intersection at 316 West Naches Avenue.

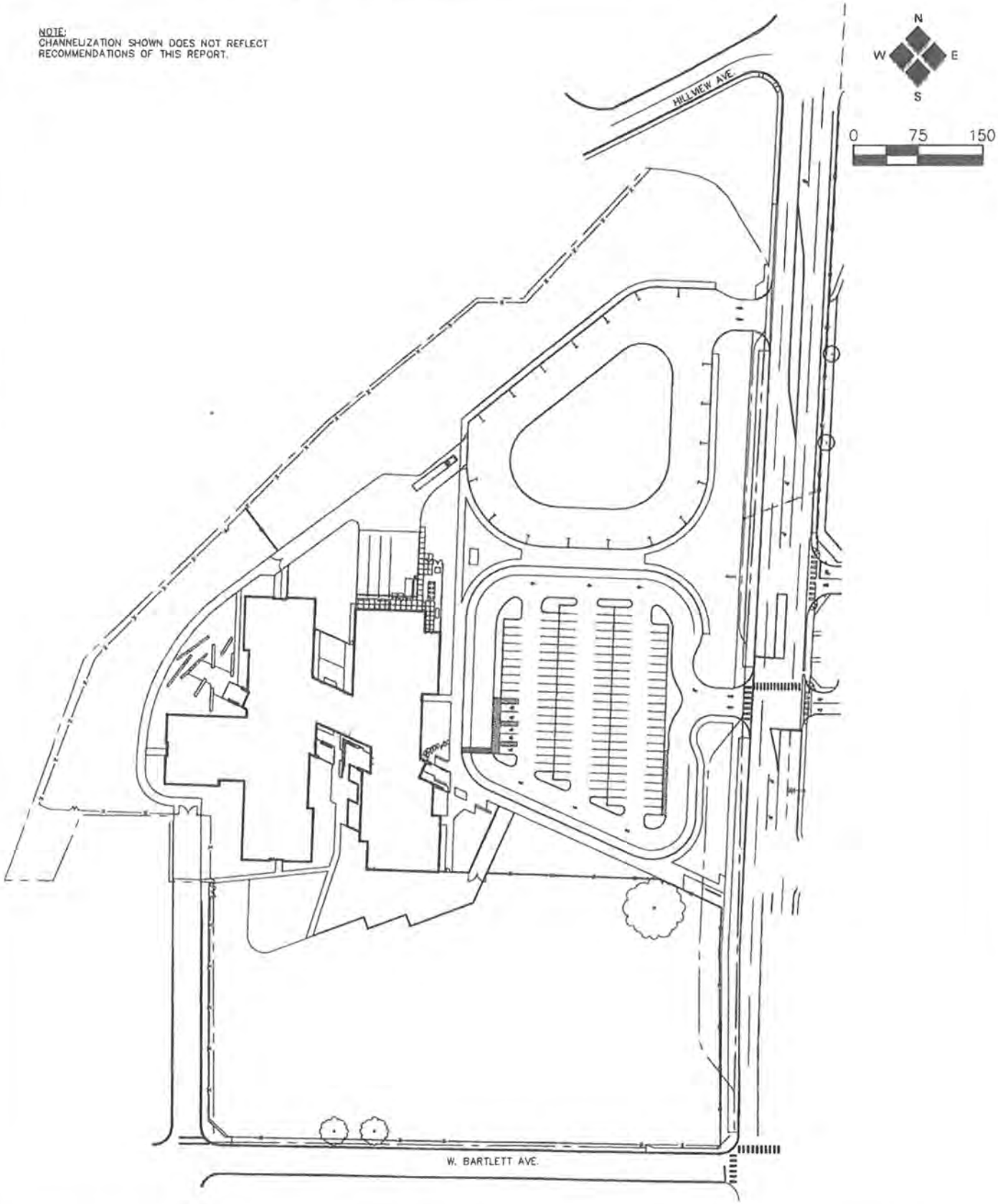
The are no modifications to the proposed Lince Kindergarten School site plan identified in the October 15, 2019 traffic impact analysis. However, there are significant new building, parking, and school bus circulation modifications to the original TIA proposed for the Selah Primary School (grades 1-2) that will be constructed on the existing John Campbell Primary School site. The proposed construction will remove the existing building structures on the site. There are no changes in student assumptions from the prior traffic study, the existing school site serves 810 students and the new site will serve 740 students. The proposed site plan, shown on Figure 1, will include removal of the student drop-off areas along North First Street, a new 150-stall parking lot centered on the site with access to North First Street directly across from the middle school parking lot on the east side of North First Street, and bus access which will include a circular bus turn around and loading loop at the north end of the site with access to North First Street. The primary school facilities are expected to be complete and occupied in 2022. Therefore, 2022 was determined to be the horizon year for this development.

Trip Distribution/Traffic Assignment

The trip distribution for *Selah Primary and Kindergarten School Replacement/Expansion,* presented in the October 15, 2018 TIA, was based on existing school bus routings, for John Campbell and Lince, provided by the Selah School District. Using these routings, it is estimated that forty (40) percent of the school trips will travel to and from areas north and northwest of the two schools via North First Street; approximately fifteen (15) percent will be to and from areas northwest via Speyers Road; fifteen (15) percent to and from areas east via North Wenas Road; ten (10) percent to and from areas west via West Fremont Avenue; ten (10) percent to and from areas southwest via Crusher Canyon Road; and ten (10) percent to and from areas south via South First Street.

As part of this update, the trip assignment for the John Campbell primary school was revised to reflect proposed changes to the site plan and parking. There were no changes made to the Lince School analysis since there were no modifications to the Lince site plan. The trip assignment changes for John Campbell resulted in reassignment of project trips through the following intersections:

NOTE:
CHANNELIZATION SHOWN DOES NOT REFLECT RECOMMENDATIONS OF THIS REPORT.



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DESIGNED BY:	TDA
ENTERED BY:	BFP

NAC ARCHITECTURE
SELAH PRIMARY SCHOOL

SITE PLAN
FIGURE 1

- South Third Street/ Naches Avenue (3)
- North First Street/Naches Avenue (4)
- North Third Street/Fremont Avenue (5)
- North First Street/Fremont Avenue (6)
- North First Street/Bartlett Avenue (7)

The reassignment of trips, in general, resulted in more trips using Naches Avenue, Fremont Avenue, and North First Street and fewer trips on North Third Street and West Bartlett Avenue.

A summary of 2022 AM and PM peak hour volumes (PM for both for school peak and street peak) with the proposed development of *Selah Primary and Kindergarten School Replacement/Expansion* is presented in Figure 2. These values replace those presented in Figure 11 of the *October 15, 2018 Traffic Impact Analysis for the Proposed Replacement/Expansion of the Lince Kindergarten & Selah Primary Schools.*

Level of Service (Future Conditions with Project)

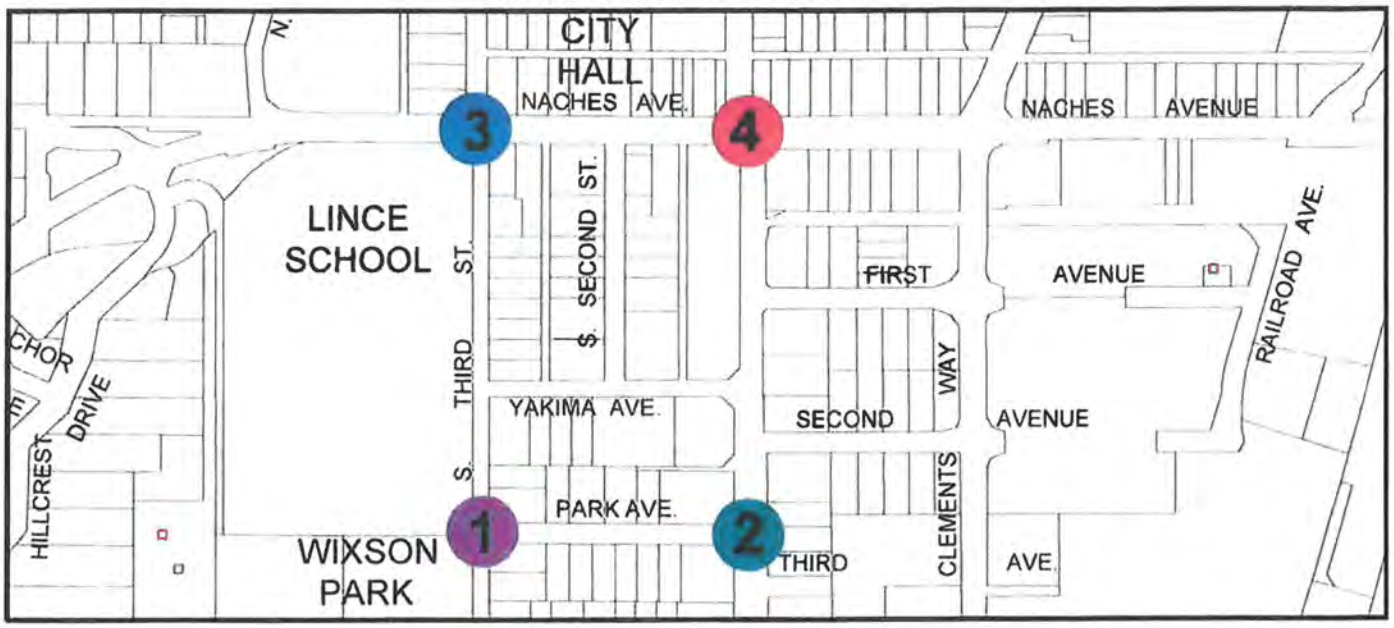
The 2022 with project peak hour level of service at the analysis intersections is provided in Table 1. This table is an update of Table 7 in the *October 15, 2018 Traffic Impact Analysis.* The 2018 existing and 2022 without project levels of service are shown for comparison purposes.

It is important to note, that with the new site plan design for John Campbell, a new four-legged intersection is created and introduced into the analysis and included in this technical memorandum. The new intersection is North First Street/Selah Middle School parking lot driveway (existing east leg)/New John Campbell Primary School parking lot driveway (new west leg).

This intersection, under existing conditions, provides signal control for the three existing approaches; north, south and east. The intersection also includes a pedestrian crosswalk on the north leg and crossing guard during peak school crossing periods. The intersection was not evaluated for existing or future without project conditions for this update as these volume scenarios didn't change from the original October 15, 2018 traffic impact analysis.

A recent traffic count was conducted at this intersection that indicated a very heavy amount of pedestrian crossing activity occurs during the afternoon peak hour using the north leg crossing of North First Street.

SELAH TRAFFIC COUNT LOCATIONS 2022 AM TURNING MOVEMENTS WITH PROJECT 2019 AMENDMENT



• AM = 6:45 am to 8:45 am

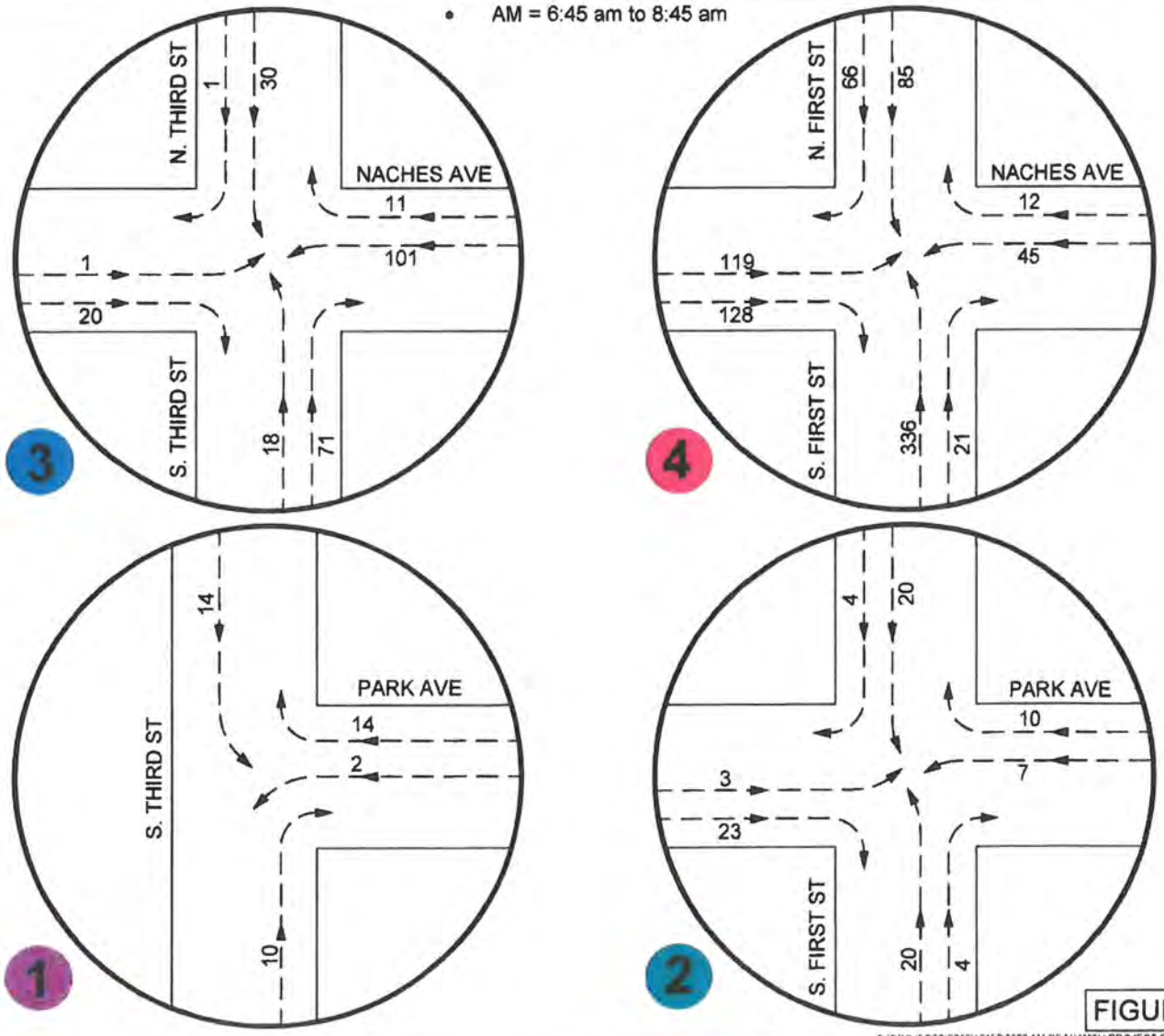
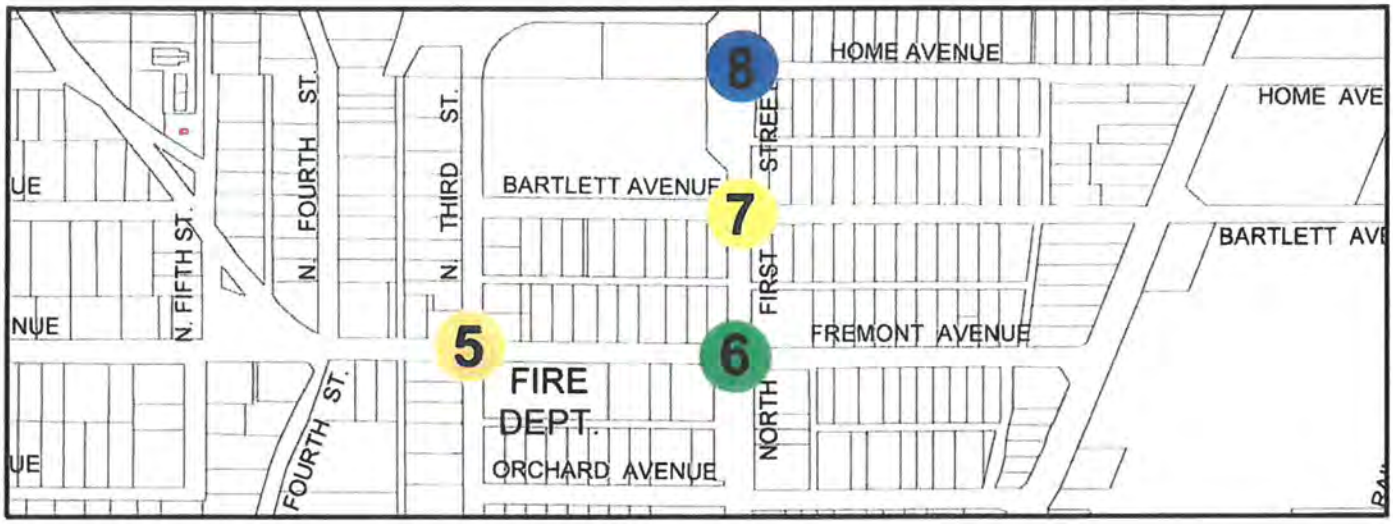


FIGURE 2

P:\PROJECTS\2019\191520\2022 AM PEAK WITH PROJECT.DWG

SELAH TRAFFIC COUNT LOCATIONS 2022 AM TURNING MOVEMENTS WITH PROJECT 2019 AMENDMENT



- AM = 6:45 am to 8:45 am

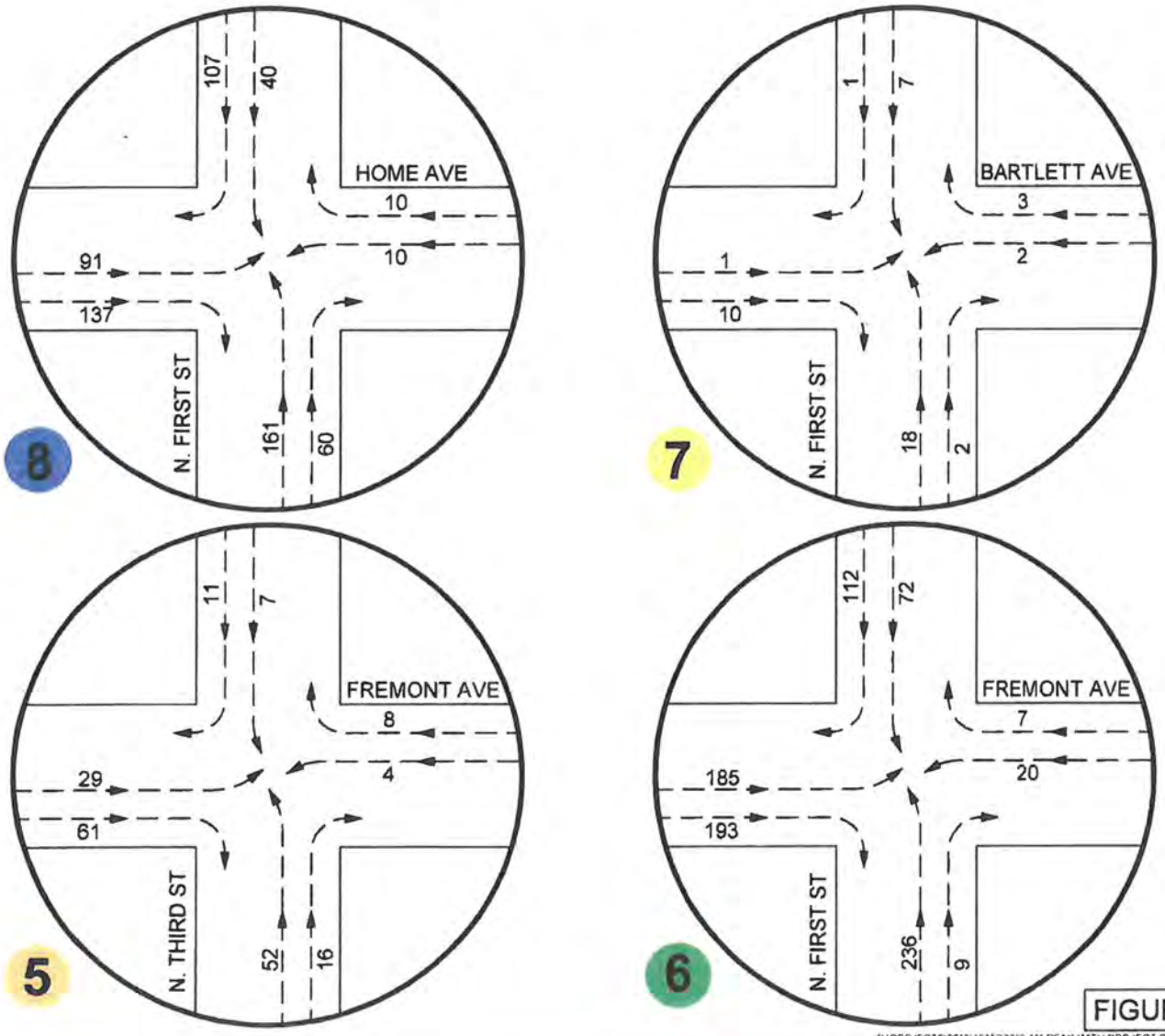


FIGURE 2

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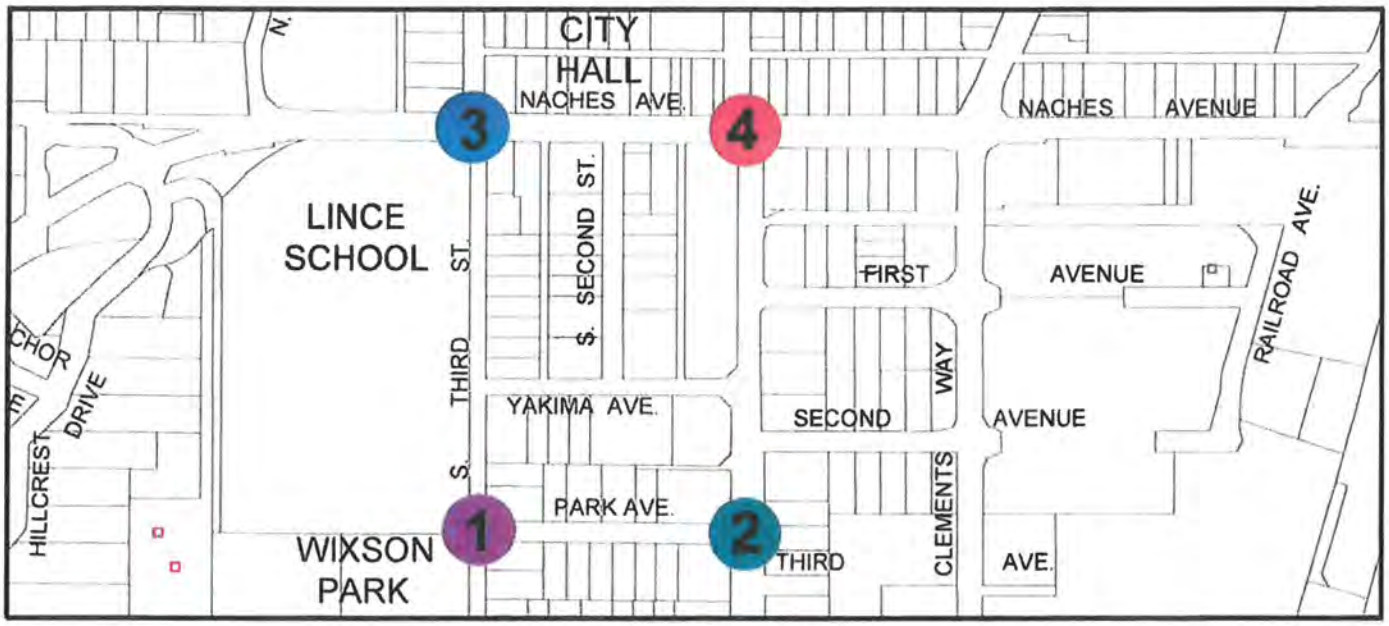
SELAH TRAFFIC COUNT LOCATIONS 2022 SCHOOL PM TURNING MOVEMENTS WITH PROJECT 2019 AMENDMENT



• PM = 2:00 pm to 4:00 pm

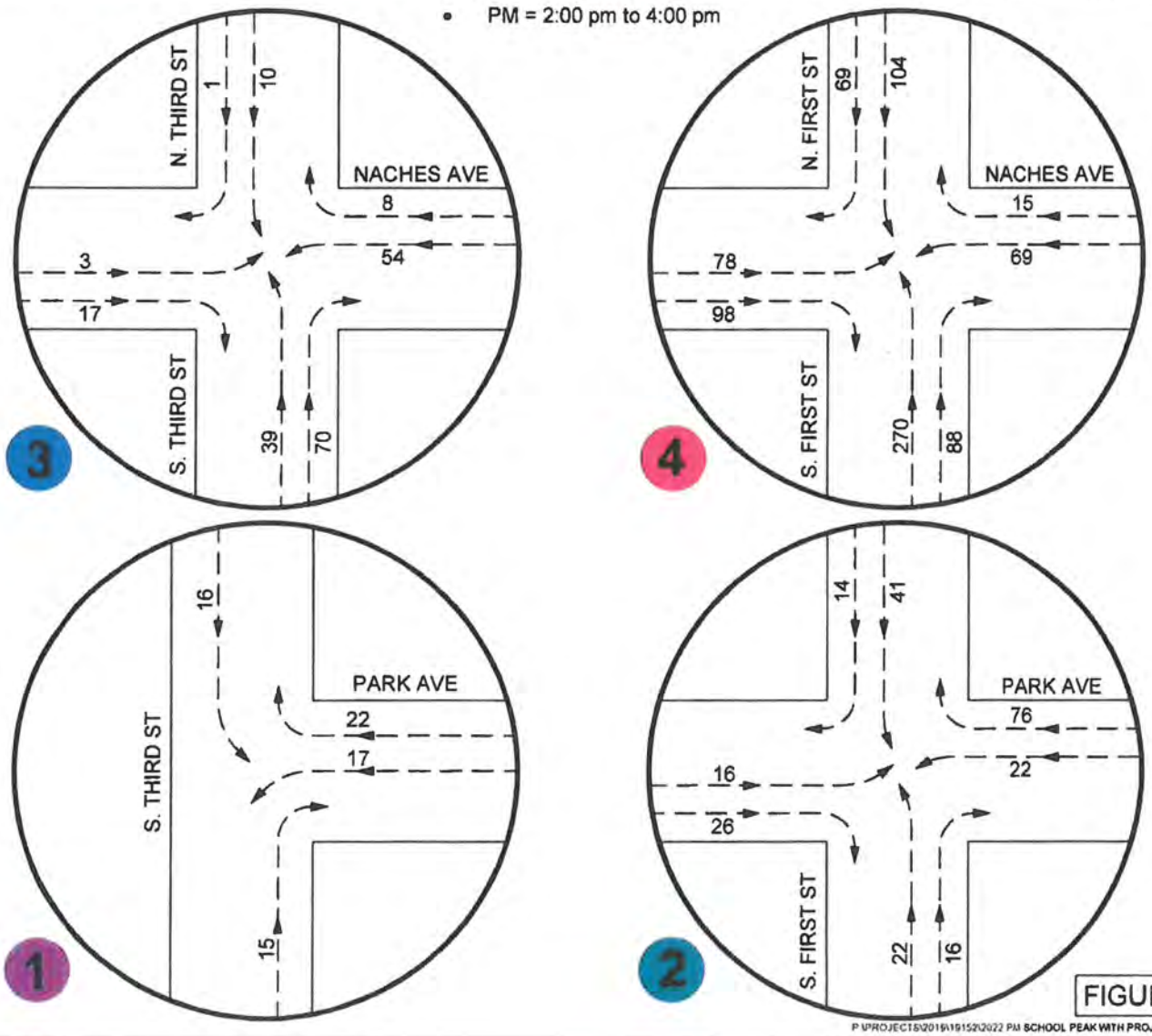


FIGURE 2

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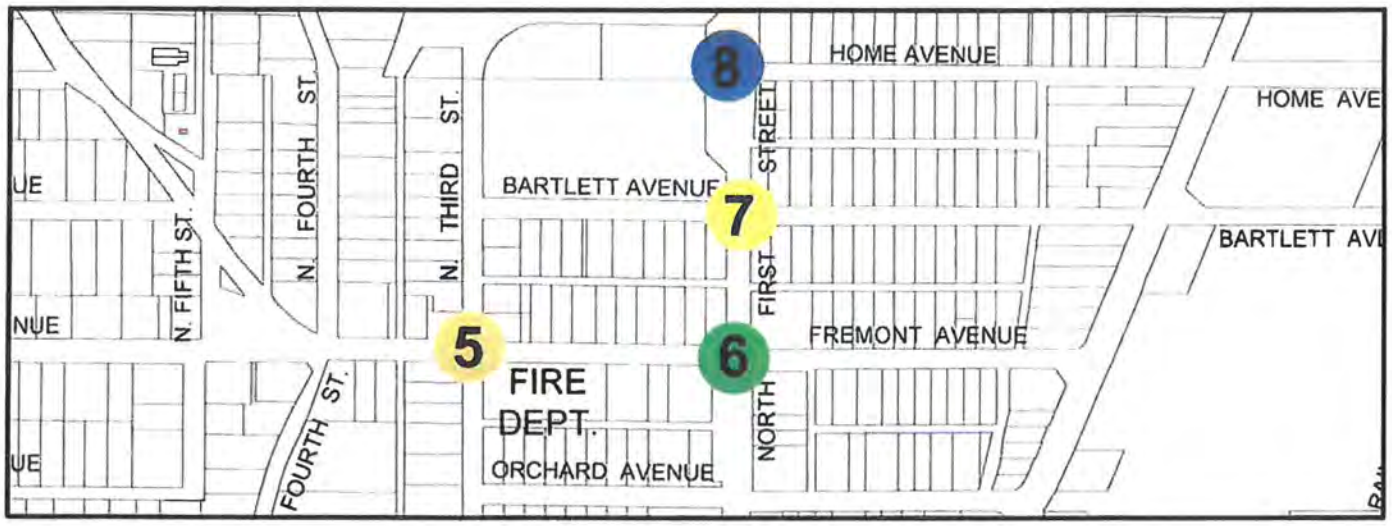
SELAH TRAFFIC COUNT LOCATIONS 2022 SCHOOL PM TURNING MOVEMENTS WITH PROJECT 2019 AMENDMENT



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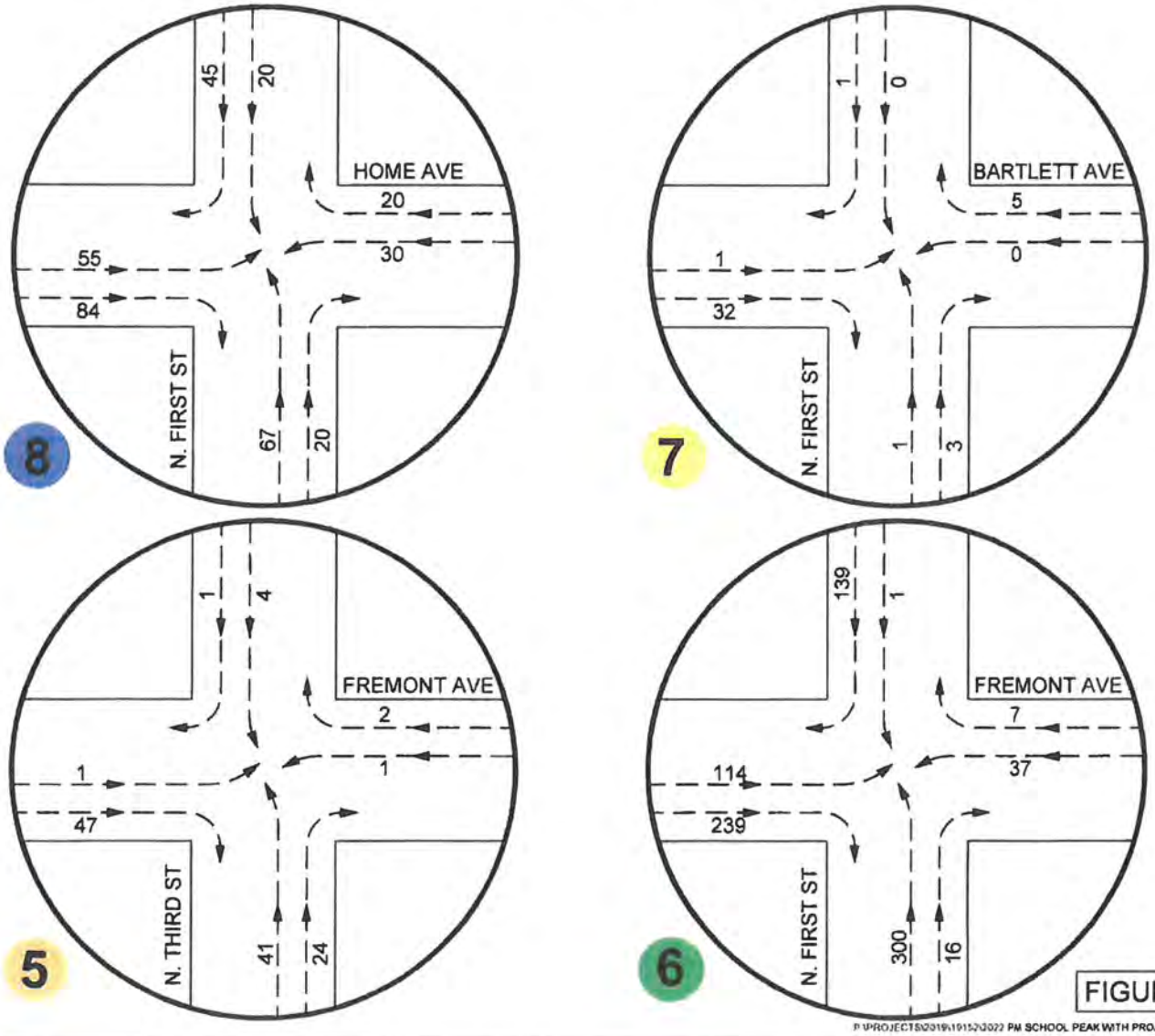

FIGURE 2

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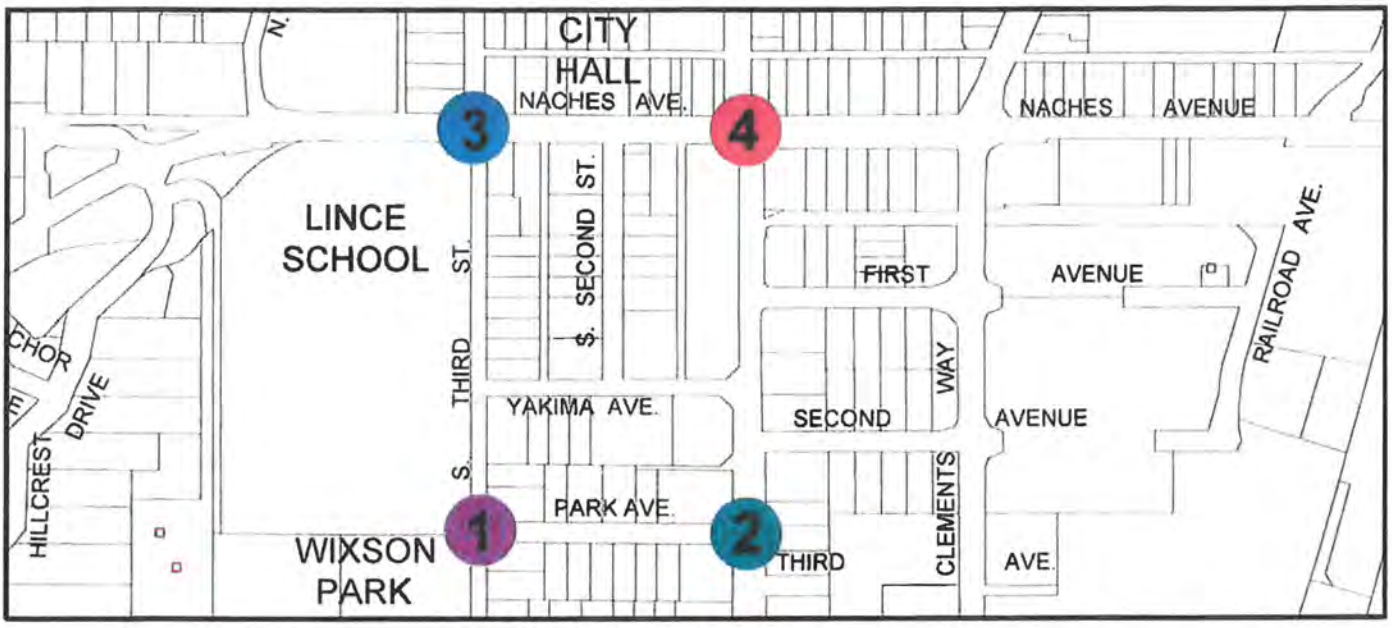
SELAH TRAFFIC COUNT LOCATIONS 2022 PM TURNING MOVEMENTS WITH PROJECT 2019 AMENDMENT



• PM = 2:00 pm to 6:00 pm

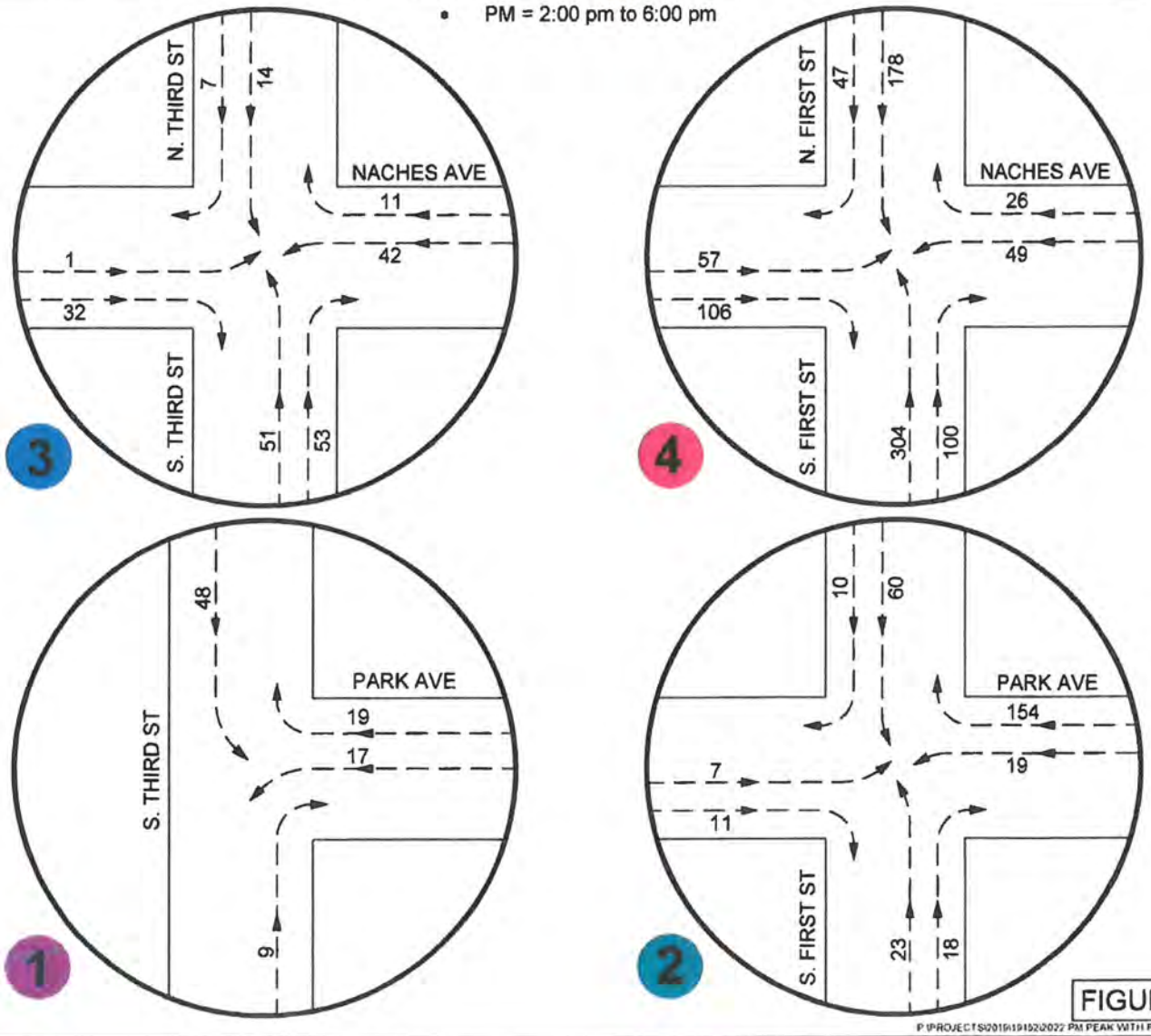


FIGURE 2

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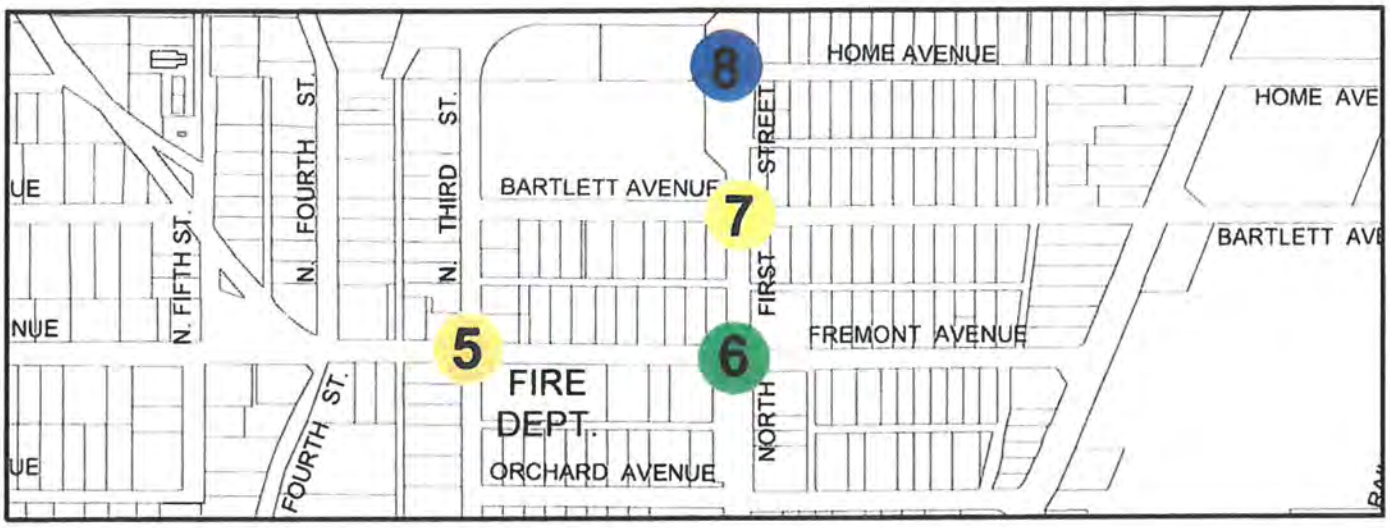
SELAH TRAFFIC COUNT LOCATIONS 2022 PM TURNING MOVEMENTS WITH PROJECT 2019 AMENDMENT



- PM = 2:00 pm to 6:00 pm

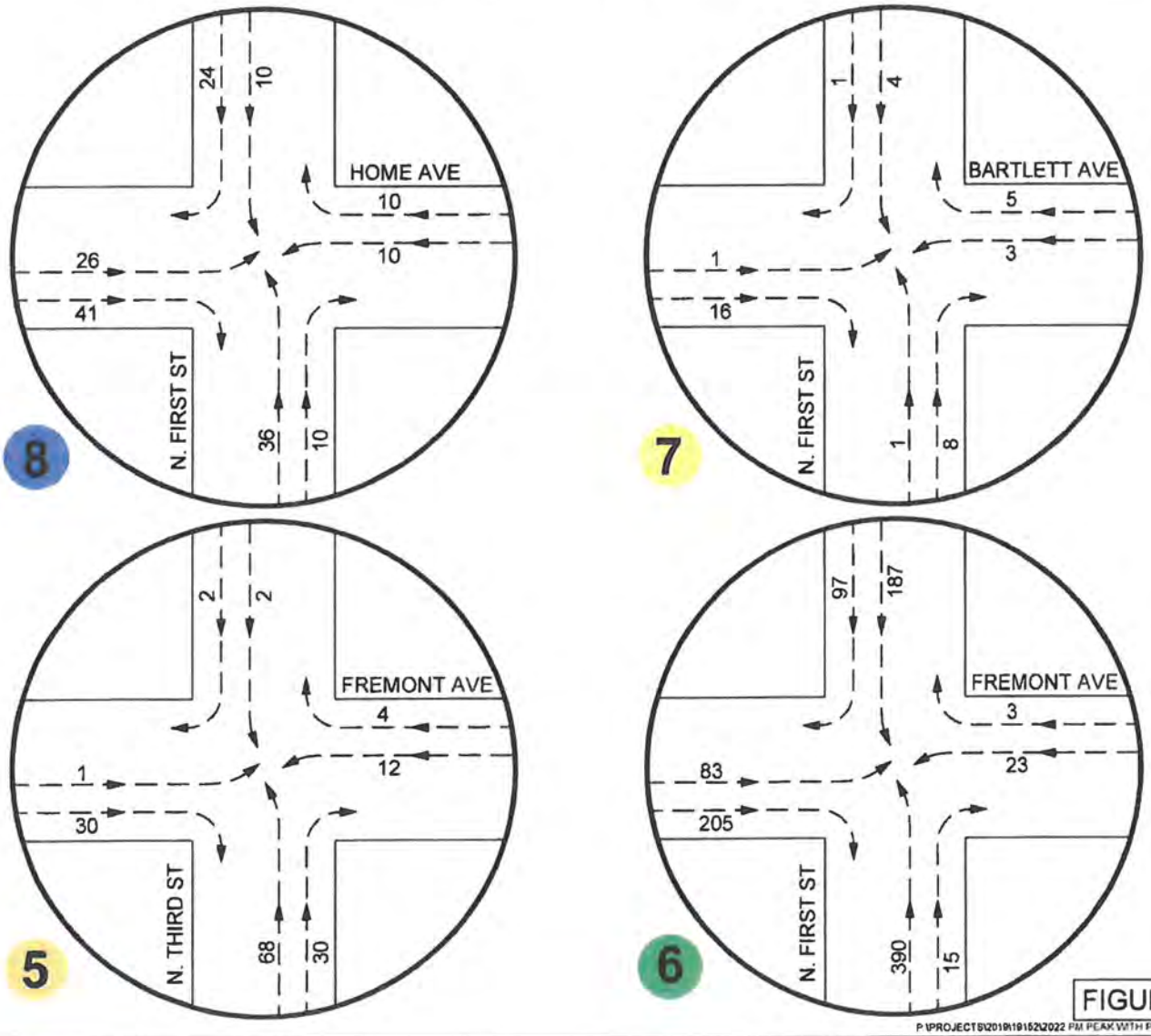


FIGURE 2

P:\PROJECTS\2019\19152\2022 PM PEAK WITH PROJECT.DWG

Table 1. 2022 With Project Peak Hour Level of Service

	2018 Existing Peak Hour			2022 w/o Project			2022 w/Project			
		PM Peak			PM Peak			PM Peak		
Int # Intersection	AM Peak	School Peak	Street Peak	AM Peak	School Peak	Street Peak	AM Peak	School Peak	Street Peak	Selah Standard
1 S 3rd St/Park Ave N	A (9.4) [1]	B (10.5) [1]	B (10.6) [1]	A (9.5)	B (10.7)	B (10.7)	A (9.2)	A (10.7)	B (10.7)	D
2 S 1st St/Park Ave N	A (5.0)	A (7.4)	B (11.1)	A (5.3)	A (7.5)	B (12.1)	A (5.5)	A (7.9)	B (12.1)	D
3 3rd St/W Naches Ave	B (13.4) [2]	C (15.7) [2]	B (14.8) [2]	B (13.9)	C (16.4) [2]	C (15.4) [3]	D (31.5)	C (19.8)	C (16.7)	D
4 1st St/W Naches Ave	C (23.8)	B (14.8)	C (21.8)	C (25.8)	B (15.3)	C (23.1)	D (44.8)	B (19.1)	C (25.9)	D
5 N 3rd St/E Fremont Ave	F (144) [3]	F (50.5) [3]	F (Err) [5]	F (206) [3]	F (61.3) [3]	F (Err) [3,5]	F (255) [3]	F (80.8) [3]	F (Err) [3,5]	D
6 1st St/E Fremont Ave	C (34.4)	D (47.6)	D (40.2)	D (36.0)	D (48.9)	D (43.5)	D (47.8)	D (54.5)	D (42.6)	D
7 1st St/E Bartlett Ave	E (35.8) [1]	D (26.7) [4]	D (25.5) [1]	E (39.0)	D (31.3) [4]	D (28.0) [4]	D (27.4) [1]	B (13.9) [4]	C (22.7)	D
8 N 1st St/Existing Parking Lot east side/New School Parking Lot west side	n/a	n/a	n/a	n/a	n/a	n/a	B (15.7) [6]	A (7.9) [6]	A (5.7) [6]	D

(xx) - Seconds of delay per vehicle

1) LOS & Delay for the westbound movement
2) LOS & Delay for the southbound movement
3) LOS & Delay for the northbound movement
4) LOS & Delay for the eastbound movement
5) V/C exceeds threshold, delay not computable.
6) LOS & Delay assumes signal modifications to include a fourth leg (new west leg).

As shown in Table 1, seven (7) of the eight (8) analysis intersections are estimated to operate at an acceptable level of service (LOS D or better) in 2022 with the project during the AM peak hour; during the school PM peak hour, as well as during the street PM peak hour. The one (1) intersection with a sub-standard level of service is North Third Street/East Fremont Avenue. This intersection is estimated to operate at LOS F for the 2022 with project conditions for all peak hour scenarios.

To address the deficient level of service at the North Third Street/East Fremont Avenue intersection, alternative traffic control configurations were considered. With an "all-way" stop configuration, the intersection level of service is estimated to remain at LOS F during the AM peak hour. With installation of a traffic signal, and no additional widening, this intersection is estimated to operate at LOS A (9.9 sec/veh) during the AM peak hour, LOS A (9.4 sec/veh) during the school PM peak hour, and LOS B(15.9 sec/veh) during the street PM peak hour.

The North First Street/New John Campbell driveway/Selah Middle School driveway intersection analysis for future conditions assumes signal modifications to include a new west leg signal serving the on-site parking lot, a new northbound left turn pocket, and northbound/southbound protected/permissive signal phasing. The resulting level of service, with these modifications, is shown in Table 1.

It should be noted, that the proposed signal operation analysis assumes a relatively high pedestrian crossing time and high pedestrian volume across North First Street. However, it is also noted that a significant amount of the pedestrian traffic crossing North First Street at the new parking lot will be eliminated as pick-up and drop-off traffic will no longer be required to cross North First Street at this location. The analysis also assumes all pedestrian traffic would cross North First Street on the north leg of the intersection as no crosswalk will be provided on the south leg (same as existing conditions).

The northbound left turn pocket at the new parking lot access on North First Street will require elimination of the southbound left turn pocket at Home Avenue. It is recommended the left turn striping at the North First Street/Home Avenue intersection be revised to a right-in and right-out configuration to eliminate conflict with the new left turn pocket to the new parking lot.

Pedestrian Access

With the construction of a new primary school and kindergarten, school populations will be reassigned to the new facilities. As a result, new walking patterns will be created from the existing residential neighborhoods to each site. Each of these routes will have issues which need to be addressed to provide safe walking conditions.

School districts are required by Washington State regulations[1] to have suggested walk route plans for every elementary school where children walk to school. The plan must cover a one-mile walking distance from the school and the suggested route to school. The map must be distributed to all elementary school students and their parents

A school walk route plan is usually a map or written document to inform parents and school children about walking routes within a one-mile walking distance of the school and a plan to make safety improvements as needed. It recommends a walking route to school based on considerations of traffic patterns and existing traffic controls such as crosswalks, traffic lights, or school safety patrol posts.

The chosen route should seek to limit the number of school zone crossings in a way that encourages students to cross streets in groups. In addition, it should seek those routes that provide the greatest physical separation between walking children and traffic, expose children to the lowest speeds and volumes of moving vehicles, and have the fewest number of road or rail crossings (Washington Administrative Code (WAC), 392-151-025).

[1] Washington Administrative Code (WAC) 392-141-340.

As with any plan, once a school walk route plan is developed and distributed to all students and their parents, it must be routinely updated as conditions change. Development of the walk or bike route plan will help document needs and help improve conditions for walking and biking.

Figure 3 provides a map identifying the one-mile walking area and proposed walking routes. Each route has been driven with noted features including sidewalks, speed limits, traffic signals, and crosswalks. In general, the routes identified offer sidewalks at least on one side, reasonable speed limits of 25 mph although there are routes which have 30 mph posted speed limits. Specific features that could be improved include delineated crosswalks on all streets where pedestrians are anticipated to cross; evaluation of signal timings sufficient to address pedestrian crossing volumes; and provision of ADA features to accommodate disabled persons.

We recommend the following changes be considered by the Selah School District to their Designated Walking Routes map (Figure 3):

- Add Selah Loop Road from Goodlander Road to McGonagle Road as a designated walking route. Existing 7-foot wide sidewalks on both sides of the roadway and low volume cross streets make this a desirable walking route for the School District.
- Add East Goodlander Road from North First Street to Wenas Road as a designated walking route. The current improvements being constructed on East Goodlander Road, including a 10-foot sidewalk on the South side of the roadway, and proximity to the Middle School and High School, make this a logical walking route.
- Sidewalk Improvements are needed to the West Goodlander Road walking route. There is currently sidewalk on the South side of the roadway only. However, there are two significant gaps in the sidewalk measuring a combined 470 linear feet. The most Westerly sidewalk gap (East of Goodlander Circle) is exacerbated by a vertical curve with sight distance issues. Pedestrians are forced into the roadway by the topography of the unimproved roadway shoulder. The gap sidewalk improvement would include curb and gutter, sidewalk, asphalt patching, and possibly a section of retaining wall and handrail. Additionally, there are non-existing or non-compliant ADA ramps and driveways throughout this segment of roadway.
- South Third Street replace South First Street as the designated walking route from Southern Avenue to Naches Avenue. Businesses, not residential properties, line both sides of South First Street. According to the City traffic counts in 2018, approximately 34,000 vehicles use South First Street on any given day, making it the second most traveled City Street in the entire County. Consequently, there are more accidents on South First Street than any other road in the City of Selah. According to the Washington State Department of Transportation Crash Portal, there have been three car accidents involving pedestrians in the past four years on this section of roadway including one fatality. The current issue with South Third Street is there are no pedestrian facilities South of Selah Avenue. However, the City has secured Federal funding for a South Third Street improvement project that will extend sidewalk the entire length of South Third Street. The 2022 construction schedule for South Third Street coincides with the scheduled completion of the Selah Primary School (John Campbell).

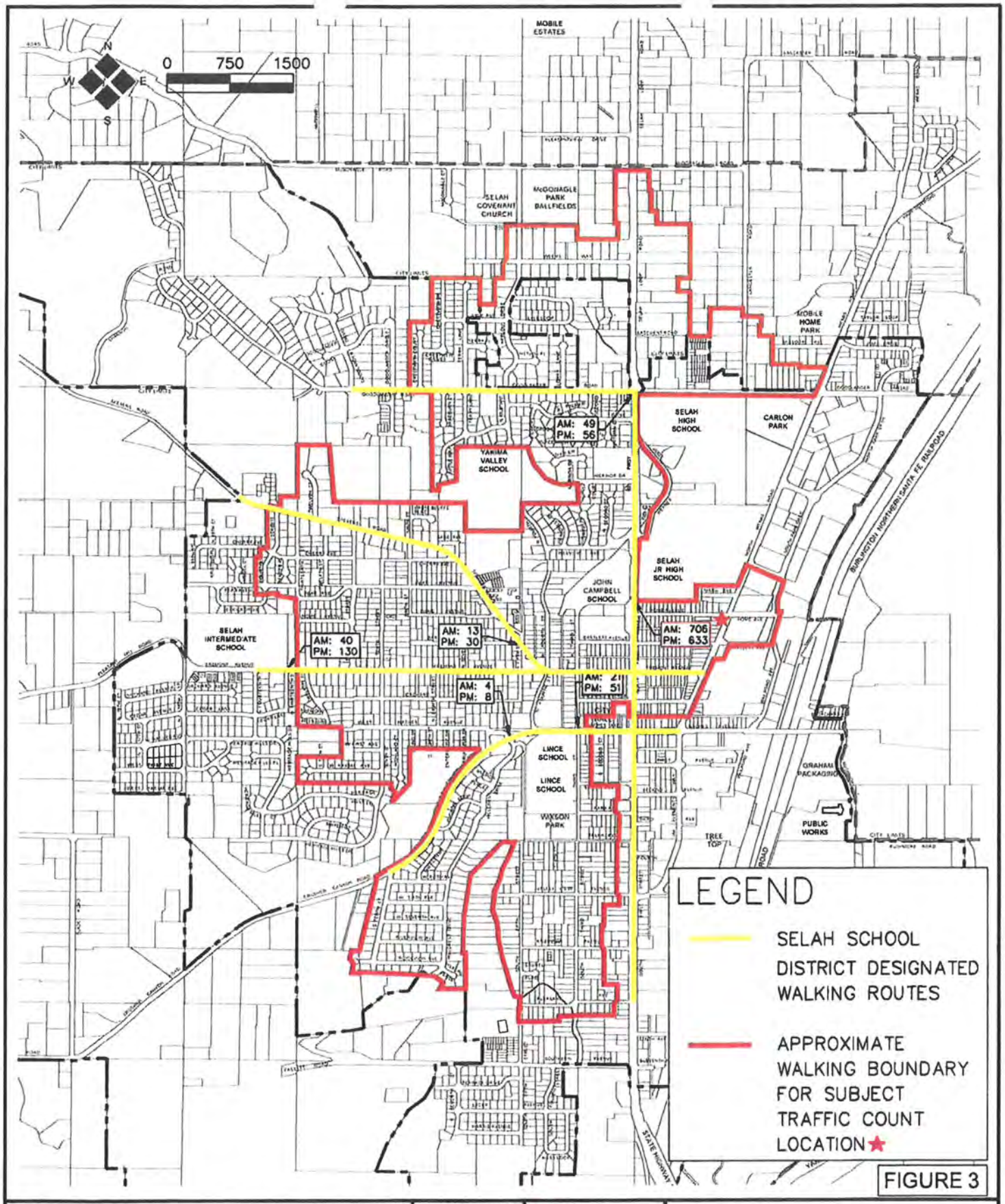


FIGURE 3

HLA
Engineering and Land Surveying, Inc.
2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

● COUNT LOCATIONS
AM PERIOD
6:45–9:15
PM PERIOD
1:45–3:30
9/30/19

CITY OF SELAH

PEDESTRIAN TRAFFIC COUNTS
PROBABLE RESIDENTIAL AREA

P:\PROJECTS\2019\19152\PEDESTRIAN COUNTS.DWG

- South Third Street replace South First Street as the designated walking route on the south end of the City. Businesses, not residential properties, line both sides of South First Street. According to the City traffic counts in 2018, approximately 34,000 vehicles use South First Street on any given day, making it the second most traveled city Street in the entire county. Consequently, there are more accidents on South First Street than any other road in the City of Selah. According to the Washington State Department of Transportation Crash Portal, there have been three car accidents involving pedestrians in the past four years on this section of roadway including one fatality. The current issue with South Third Street is there are no pedestrian facilities south of Selah Avenue. However, the City has secured federal funding for a South Third Street improvement project that will extend the sidewalk the entire length of South Third Street. The 2022 construction schedule for South Third Street coincides with the scheduled completion of the Selah Primary School (John Campbell).
- Though not required, it would be desirable to complete the section of sidewalk between North First Street and North Fourth Street on north side of West Fremont Avenue. Finishing this gap section of sidewalk would provide sidewalks on both sides of West Fremont from North First Street to Selah Intermediate School. The project would include approximately 1,400 linear feet of five (5)-foot wide sidewalk, and 450 linear feet of new curb and gutter, and asphalt patching.
- We take no exceptions to the sections of the Designated Walking Routes not mentioned above.

Mitigation Measures

The following measures have been identified to mitigate transportation impacts of the proposed *Selah Primary and Kindergarten School Replacement/Expansion* project. Some of the measures have been re-iterated to avoid confusion with the original TIA. They are:

- North Third Street/East Fremont Avenue – install traffic signal with existing channelization and pedestrian facilities. A new signal would eliminate the substandard level of service and provide a safe crossing of pedestrians through this intersection, which currently has a crossing guard assigned during school times.
- North First Street/New John Campbell Parking Lot Driveway/Existing Selah Middle School Driveway – modify traffic signal to provide signalization for the new parking lot access (fourth leg). Revise the channelization on the south leg to provide a new northbound left turn pocket. The 95th percentile queue is estimated to be 82 feet; thus, it is recommended the turn pocket be designed at a minimum of 100 feet storage plus 50 feet deceleration zone, and then transition to the existing center two-way left turn lane to the south. This would result in elimination of the southbound left turn lane to Home Avenue.
- Reconstruction of the southwest corner of North Third Street/East Fremont Avenue intersection to provide adequate curb radii to allow bus turns without encroaching on opposing lanes.
- Eliminate the angle bus parking on North First Street with new sidewalk, as shown on the proposed John Campbell site plan. See Figure 1.

- Update channelization on North First Street north of the proposed school parking lot to include a new center two-way left turn lane for buses turning left from North First Street (from south to the west) into the new Primary School bus drop-off and pick-up zone. This new center turn lane would transition between the southbound left turn pocket serving the existing school parking lot on the east side, and the northbound left turn pocket at Hillview Avenue. The southbound left turn storage pocket for the existing parking lot on the east side of the street, currently at 245 feet, could be reduced at least 100 feet based on current counts and queue calculations with the existing traffic signal, in order to maximize storage for the busses turning into the site. The two-way left turn lane would also serve to provide left turn storage and protection for bus traffic entering and exiting the Selah Middle School bus drop/pick-up lane.
- The proposed parking lot for the John Campbell primary school should be designed for counterclockwise flow through the lot. Design of the parking lot should be done such that all traffic entering from North First should only be allowed to circulate to the north, and likewise all traffic exiting the lot should be directed to a exist lane on the south side of the access. To facilitate this, pork-chop delineation as well as one-way exit markings should be installed in the vicinity of the ingress/egress point to North First Street.
- As part of the further development for the School District's Designated Walking Routes map, we recommend the following timeline for improvements:
    - Immediately designate or seek funding to finish the gap sidewalk and non-compliant ADA issues on West Goodlander Road. This section of walking route is currently not acceptable and needs improvement as soon as possible.
    - Consider adding Selah Loop Road and East Goodlander Roads as part of the Designated Walking Route when the Walking Routes Map is next reviewed.
    - When South Third Street is reconstructed by the City of Selah (currently scheduled for 2022) revise the Designated Walking Route map to replace South 1st Street with South Third Street as the Designated Walking Route for the south end of the city.
    - Designate District funds and/or support City funding opportunities to construct the sidewalk gap on West Fremont Road from North First Street to North Fourth Street on the north side of the roadway. There is no recommended timeline for this improvement, as the existing Designated Walking Route meets standards.
    - School District review the Designated Walking Routes map bi-yearly to account for new housing development, changing roadway conditions, and changes in walking route patterns of students.

Conclusions

The conclusions resulting from the current analysis will replace the Conclusions identified in the *October 15, 2018 Traffic Impact Analysis.*

- There are no changes to any of the trip generation findings.
- The trip assignment for John Campbell was updated as a result of relocation of the proposed school parking lot, from Bartlett Avenue to North First Street.

- As a result of the changes in the traffic assignment, the level of service analysis was substantially changed. The North Third Street/Fremont Avenue intersection remains at LOS F for the existing and the with and without future conditions. It should be noted that the proposed development, does not create a substandard LOS condition at the North Third Street/Fremont Avenue intersection. The North First Street/Bartlett Avenue intersection has improved from LOS E during the AM peak to an acceptable LOS D for future with project conditions. Thus, mitigation is no longer recommended at the North First Street/Bartlett Avenue intersection.
- With the John Campbell proposed parking lot and site access, a new intersection analysis is provided in this update. This intersection is the North First Street/Selah Middle School existing parking lot driveway/John Campbell new parking lot driveway intersection. With the fourth leg, on the John Campbell site, it is assumed the signal will be modified to control the west leg plus rechannelization for a new northbound left turn lane. With modifications, this intersection is estimated to operate at LOS B for future conditions with project during the AM peak hour and LOS A for the school PM peak hour and street PM peak hour.
- The new site plan for the redevelopment of John Campbell would eliminate all angle bus parking on North First Street. The new site plan would include a new bus turn around and drop-off pick-up zone that would all be on the John Campbell site and away from heavy traffic on North First Street. Thus, the changes will offer a significant safety benefit for the school, plus it should enhance traffic operations on North First Street with elimination of busses backing out onto North First Street. In addition, parents of students often use the existing bus parking zone in the morning after the buses have left, often times double parking with children exiting from parked vehicles and maneuvering between other parked vehicles and/or vehicles attempting to park or leave from parking thus creating an unsafe situation, which would all be eliminated with the elimination of the existing bus zone parking.

TECHNICAL APPENDIX A

Updated Intersection Volumes

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- AM PEAK HOUR VOLUMES

1 South Third Street & Park Avenue

	Existing 2018 AM PK [a]	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	0	0	0	0			0	0
EBT	0	0	0	0			0	0
EBRT	0	0	0	0			0	0
WBLT	2	0	2	0			0	2
WBT	0	0	0	0			0	0
WBRT	1	0	1	13			13	14
NBLT	0	0	0	0			0	0
NBT	86	3	89	0			0	89
NBRT	10	0	10	0			0	10
SBLT	3	0	3	11			11	14
SBT [c]	63	3	66	0			0	66
SBRT	0	0	0	0			0	0
	165	7	172	24	0	0	24	196
								12.3%

2018 AM PK a

66	87
0	3
0	13
65	96

2022 Background AM PK

69	91
0	3
0	14
68	100

2022 with Project AM PK

80	104
0	16
0	25
68	100

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

2 South First Street & Park Avenue

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	3	0	3	0			0	3
EBT	1	0	1	0			0	1
EBRT	12	0	12	11			11	23
WBLT	7	0	7	0			0	7
WBT	17	1	18	0			0	18
WBRT	10	0	10	0			0	10
NBLT	7	0	7	13			13	20
NBT	355	14	369	0	29	27	-2	367
NBRT	4	0	4	0			0	4
SBLT	19	1	20	0			0	20
SBT	857	35	892	0	28	23	-2	890
SBRT	4	0	4	0			0	4
	1296	53	1349	24	54	50	20	1369
								1.5%

2018 AM PK a

880	368
28	34
16	24
876	366

2022 Background AM PK

916	383
29	35
17	25
912	381

2022 with Project AM PK

914	381
42	35
28	25
921	392

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- AM PEAK HOUR VOLUMES

3 South Third Street & Naches Avenue

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	0	0	0	0	29		-29	-29
EBT	147	6	153	0		27	27	180
EBRT	19	1	20	0			0	20
WBLT	28	1	29	72			72	101
WBT	71	3	74	0		23	23	97
WBRT	11	0	11	0			0	11
NBLT	17	1	18	0			0	18
NBT	31	1	32	28			28	60
NBRT	10	0	10	61			61	71
SBLT	29	1	30	0			0	30
SBT	69	3	72	33			33	105
SBRT	24	1	25	0	25		-25	0
	456	19	475	194	54	50	190	665
								28.6%

2018 AM PK a

	122	42	
112			110
166			186
	116	58	

2022 Background AM PK

	127	44	
117			114
173			194
	121	60	

2022 with Project AM PK

	135	43	
115			209
171			282
	226	149	

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

4 First Street & Naches Avenue

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	51	2	53	39		27	66	119
EBT	94	4	98	22			22	120
EBRT	123	5	128	0			0	128
WBLT	43	2	45	0			0	45
WBT	40	2	42	26			26	68
WBRT	12	0	12	0			0	12
NBLT	323	13	336	0			0	336
NBT	257	10	267	0	29	27	-2	265
NBRT	20	1	21	0			0	21
SBLT	82	3	85	0			0	85
SBT	645	26	671	0	25	23	-2	669
SBRT	29	1	30	46		23	69	99
	1719	70	1789	133	54	100	179	1968
								9.1%

2018 AM PK a

	756	320	
392			95
268			196
	811	600	

2022 Background AM PK

	787	333	
408			99
279			204
	844	624	

2022 with Project AM PK

	854	397	
503			125
367			226
	842	622	

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- AM PEAK HOUR VOLUMES

5 North Third Street & Fremont Avenue

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	35	1	36	0	73		-73	-37
EBT	378	15	393	0		67	67	460
EBRT	27	1	28	33			33	61
WBLT	4	0	4	0			0	4
WBT	440	18	458	0		57	57	515
WBRT	8	0	8	0			0	8
NBLT	23	1	24	28			28	52
NBT	51	2	53	0	29		-29	24
NBRT	15	1	16	0			0	16
SBLT	7	0	7	0			0	7
SBT	46	2	48	0	25		-25	23
SBRT	15	1	16	0	62		-62	-46
	1049	43	1092	61	189	124	-4	1088
								-0.4%

2018 AM PK a

	68	94
478		452
440		400
	77	89

2022 Background AM PK

	71	98
497		470
458		416
	80	93

2022 with Project AM PK

	-16	-4
520		527
485		483
	88	92

[a] Counts conducted 9/5/18

[b] G_r=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

6 North First Street & Fremont Avenue

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	113	5	118	0		67	67	185
EBT	120	5	125	0			0	125
EBRT	185	8	193	0			0	193
WBLT	19	1	20	0			0	20
WBT	95	4	99	0			0	99
WBRT	7	0	7	0			0	7
NBLT	227	9	236	0			0	236
NBT	320	13	333	39	29	54	64	397
NBRT	9	0	9	0			0	9
SBLT	69	3	72	0			0	72
SBT	613	25	638	46	75	46	67	705
SBRT	53	2	55	0		57	57	112
	1830	74	1904	85	54	224	255	2159
								11.8%

2018 AM PK a

	735	440
375		121
418		198
	817	556

2022 Background AM PK

	765	458
390		126
435		206
	850	579

2022 with Project AM PK

	889	589
447		126
502		206
	917	643

[a] Counts conducted 9/5/18

[b] G_r=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- AM PEAK HOUR VOLUMES

7 North First Street & Bartlett Avenue

	Existing 2018 AM PK [a]	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9 26 19 John Campbell -810 students	9 26 19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	10	0	10	0	100		-100	-90
EBT	9	0	9	0	37		-37	-28
EBRT	34	1	35	0	25		-25	10
WBLT	2	0	2	0			0	2
WBT	12	0	12	0	44		-44	-32
WBRT	3	0	3	0			0	3
NBLT	45	2	47	0	29		-29	18
NBT	469	19	488	32		121	153	641
NBRT	2	0	2	0			0	2
SBLT	7	0	7	0			0	7
SBT	569	23	592	38		103	141	733
SBRT	23	1	24	0	117		-117	-93
	1185	48	1233	70	352	224	-58	1175
								-4.9%

2018 AM PK a

599	482
80	17
53	18
605	516

2022 Background AM PK

623	502
83	18
55	19
630	537

2022 with Project AM PK

647	555
-107	-26
-107	-18
746	661

[a] Counts conducted 9/5/18

[b] G_f= 1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

8 North First Street & New School Pkg Lot Dvwy

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	9 26 19 John Campbell -810 students	9 26 19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	0	0	0			91	91	91
EBT	0	0	0				0	0
EBRT	0	0	0			137	137	137
WBLT	56	2	58				0	58
WBT	0	0	0				0	0
WBRT	14	1	15				0	15
NBLT	0	0	0			161	161	161
NBT	482	20	502		100		-100	402
NBRT	111	5	116				0	116
SBLT	28	1	29				0	29
SBT	599	24	623		117		-117	506
SBRT	0	0	0			107	107	107
	1290	52	1342	0	217	496	279	1621
								17.2%

2018 AM PK a

627	496
0	70
0	139
655	593

2022 Background AM PK

652	516
0	73
0	145
682	617

2022 with Project AM PK

642	507
268	73
228	145
702	678

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM SCHOOL PEAK HOUR VOLUMES

1 South Third Street & Park Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	0	0	0	0			0	0
EBT	0	0	0	0			0	0
EBRT	0	0	0	0			0	0
WBLT	16	1	17	0			0	17
WBT	0	0	0	0			0	0
WBRT	15	1	16	6			6	22
NBLT	0	0	0	0			0	0
NBT	137	6	143	0			0	143
NBRT	14	1	15	0			0	15
SBLT	9	0	9	7			7	16
SBT [c]	90	4	94	0			0	94
SBRT	0	0	0	0			0	0
	281	11	292	13	0	0	13	305
								4.3%

2018 PM School a

	99	152
0		31
0		23
	106	151

2022 Background PM School

	103	158
0		32
0		24
	110	157

2022 with Project PM School

	110	164
0		38
0		31
	110	157

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

2 South First Street & Park Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	15	1	16	0			0	16
EBT	9	0	9	0			0	9
EBRT	18	1	19	7			7	26
WBLT	21	1	22	0			0	22
WBT	7	0	7	0			0	7
WBRT	73	3	76	0			0	76
NBLT	15	1	16	6			6	22
NBT	636	26	662	0	-12	11	-1	661
NBRT	15	1	16	0			0	16
SBLT	39	2	41	0			0	41
SBT	561	23	584	0	15	14	-1	583
SBRT	13	1	14	0			0	14
	1422	58	1480	13	27	25	11	1491
								0.7%

2018 PM School a

	613	724
35		101
42		63
	600	666

2022 Background PM School

	638	753
36		105
44		66
	624	693

2022 with Project PM School

	637	752
42		105
51		66
	630	698

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM SCHOOL PEAK HOUR VOLUMES

3 South Third Street & Naches Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	14	1	15	0	12		-12	3
EBT	147	6	153	0		11	11	164
EBRT	16	1	17	0			0	17
WBLT	23	1	24	30			30	54
WBT	143	6	149	0		14	14	163
WBRT	8	0	8	0			0	8
NBLT	37	2	39	0			0	39
NBT	26	1	27	17			17	44
NBRT	33	1	34	36			36	70
SBLT	10	0	10	0			0	10
SBT	83	3	86	14			14	100
SBRT	7	0	7	0	15		-15	-8
	547	22	569	97	27	25	95	664
								14.3%

2018 PM School a

100	48
187	174
177	190
122	96

2022 Background PM School

104	50
195	181
184	198
127	100

2022 with Project PM School

103	55
194	225
183	245
171	153

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

4 First Street & Naches Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	42	2	44	23		11	34	78
EBT	53	2	55	13			13	68
EBRT	94	4	98	0			0	98
WBLT	66	3	69	0			0	69
WBT	52	2	54	11			11	65
WBRT	14	1	15	0			0	15
NBLT	259	11	270	0			0	270
NBT	635	26	661	0	12	11	-1	660
NBRT	85	3	88	0			0	88
SBLT	100	4	104	0			0	104
SBT	419	17	436	0	15	14	-1	435
SBRT	35	1	36	19		14	33	69
	1854	75	1929	66	27	50	89	2018
								4.4%

2018 PM School a

554	691
346	132
189	238
579	979

2022 Background PM School

576	719
360	137
197	248
603	1019

2022 with Project PM School

608	752
404	148
244	261
602	1018

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM SCHOOL PEAK HOUR VOLUMES

5 North Third Street & Fremont Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	5	0	5	0	29		-29	-24
EBT	848	34	882	0		28	28	910
EBRT	32	1	33	14			14	47
WBLT	1	0	1	0			0	1
WBT	304	12	316	0		35	35	351
WBRT	2	0	2	0			0	2
NBLT	23	1	24	17			17	41
NBT	9	0	9	0	12		-12	-3
NBRT	23	1	24	0			0	24
SBLT	4	0	4	0			0	4
SBT	45	2	47	0	15		-15	32
SBRT	33	1	34	0	36		-36	-2
	1328	54	1382	31	92	63	2	1384
								0.1%

2018 PM School a

82	16
360	307
885	875
78	55

2022 Background PM School

85	16
374	319
921	911
81	57

2022 with Project PM School

34	-25
390	354
934	939
80	62

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

6 North First Street & Fremont Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	83	3	86	0		28	28	114
EBT	260	11	271	0			0	271
EBRT	230	9	239	0			0	239
WBLT	36	1	37	0			0	37
WBT	178	7	185	0			0	185
WBRT	7	0	7	0			0	7
NBLT	288	12	300	0			0	300
NBT	418	17	435	23	12	22	33	468
NBRT	15	1	16	0			0	16
SBLT	0	0	0	0			0	0
SBT	293	12	305	19	15	28	32	337
SBRT	100	4	104	0		35	35	139
	1908	77	1985	42	27	113	128	2113
								6.1%

2018 PM School a

393	508
566	221
573	275
559	721

2022 Background PM School

409	529
589	230
596	286
582	750

2022 with Project PM School

476	590
624	230
624	286
614	783

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM SCHOOL PEAK HOUR VOLUMES

7 North First Street & Bartlett Avenue

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	14	1	15	0	61		-61	-46
EBT	20	1	21	0	21		-21	0
EBRT	45	2	47	0	15		-15	32
WBLT	0	0	0	0			0	0
WBT	7	0	7	0	17		-17	-10
WBRT	5	0	5	0			0	5
NBLT	10	0	10	0	12		-12	-2
NBT	638	26	664	23		50	73	737
NBRT	3	0	3	0			0	3
SBLT	0	0	0	0			0	0
SBT	437	18	455	19		63	82	537
SBRT	14	1	15	0	50		-50	-35
	1193	48	1241	42	176	113	-21	1220
								-1.7%

2018 PM School a

451	657
31	12
79	23
482	651

2022 Background PM School

469	684
32	12
82	24
502	677

2022 with Project PM School

501	696
-47	-5
-15	3
569	738

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

8 North First Street & New School Pkg Lot Dvwy

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM School
EBLT	0	0	0	0		55	55	55
EBT	0	0	0	0			0	0
EBRT	0	0	0	0		84	84	84
WBLT	27	1	28	0			0	28
WBT	0	0	0	0			0	0
WBRT	8	0	8	0			0	8
NBLT	0	0	0	0		67	67	67
NBT	657	27	684	23	61		-38	646
NBRT	92	4	96	0			0	96
SBLT	15	1	16	0			0	16
SBT	451	18	469	19	50		-31	438
SBRT	0	0	0	0		45	45	45
	1250	51	1301	42	111	251	182	1483
								12.3%

2018 PM School a

466	665
0	35
0	107
478	749

2022 Background PM School

485	692
0	36
0	111
497	779

2022 with Project PM School

499	709
112	36
139	111
550	808

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM STREET PEAK HOUR VOLUMES

1 South Third Street & Park Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	0	0	0	0			0	0
EBT	0	0	0	0			0	0
EBRT	0	0	0	0			0	0
WBLT	16	1	17	0			0	17
WBT	0	0	0	0			0	0
WBRT	15	1	16	3			3	19
NBLT	0	0	0	0			0	0
NBT	90	4	94	0			0	94
NBRT	9	0	9	0			0	9
SBLT	43	2	45	3			3	48
SBT [c]	99	4	103	0			0	103
SBRT	0	0	0	0			0	0
	272	11	283	6	0	0	6	289
								2.1%

2018 PM Street a

142	105
0	31
0	52
115	99

2022 Background PM Street

148	109
0	32
0	54
120	103

2022 with Project PM Street

151	112
0	35
0	57
120	103

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

2 South First Street & Park Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell 740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	7	0	7	0			0	7
EBT	5	0	5	0			0	5
EBRT	8	0	8	3			3	11
WBLT	18	1	19	0			0	19
WBT	41	2	43	0			0	43
WBRT	148	6	154	0			0	154
NBLT	19	1	20	3			3	23
NBT	913	37	950	0	7	6	-1	949
NBRT	17	1	18	0			0	18
SBLT	58	2	60	0			0	60
SBT	581	24	605	0	7	7	0	605
SBRT	10	0	10	0			0	10
	1825	74	1899	6	14	13	5	1904
								0.3%

2018 PM Street a

649	1068
70	207
20	80
607	949

2022 Background PM Street

675	1111
73	215
21	83
632	988

2022 with Project PM Street

675	1110
76	215
24	83
635	990

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM STREET PEAK HOUR VOLUMES

3 South Third Street & Naches Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	7	0	7	0	7		-7	0
EBT	106	4	110	0		6	6	116
EBRT	31	1	32	0			0	32
WBLT	25	1	26	16			16	42
WBT	143	6	149	0		7	7	156
WBRT	11	0	11	0			0	11
NBLT	49	2	51	0			0	51
NBT	26	1	27	8			8	35
NBRT	35	1	36	17			17	53
SBLT	13	1	14	0			0	14
SBT	83	3	86	6			6	92
SBRT	13	1	14	0	7		-7	7
	542	22	564	47	14	13	46	610
								7.5%

2018 PM Street a

	109	44	
205			179
144			154
	139	110	

2022 Background PM Street

	113	46	
213			186
150			160
	145	114	

2022 with Project PM Street

	112	47	
213			209
149			183
	167	139	

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

4 First Street & Naches Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	38	2	40	11		6	17	57
EBT	169	7	176	6			6	182
EBRT	102	4	106	0			0	106
WBLT	47	2	49	0			0	49
WBT	97	4	101	6			6	107
WBRT	25	1	26	0			0	26
NBLT	292	12	304	0			0	304
NBT	895	36	931	0	7	6	-1	930
NBRT	96	4	100	0			0	100
SBLT	171	7	178	0			0	178
SBT	480	19	499	0	7	7	0	499
SBRT	29	1	30	10		7	17	47
	2441	99	2540	33	14	26	45	2585
								1.7%

2018 PM Street a

	680	958	
418			169
309			436
	629	1283	

2022 Background PM Street

	708	997	
435			176
322			454
	655	1335	

2022 with Project PM Street

	725	1013	
458			182
345			460
	655	1334	

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM STREET PEAK HOUR VOLUMES

5 North Third Street & Fremont Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	3	0	3	0	16		-16	-13
EBT	454	18	472	0		15	15	487
EBRT	22	1	23	7			7	30
WBLT	12	0	12	0			0	12
WBT	463	19	482	0		17	17	499
WBRT	4	0	4	0			0	4
NBLT	58	2	60	8			8	68
NBT	78	3	81	0	7		-7	74
NBRT	29	1	30	0			0	30
SBLT	2	0	2	0			0	2
SBT	61	2	63	0	7		-7	56
SBRT	4	0	4	0	17		-17	-13
	1190	48	1238	15	47	32	0	1238
								0.0%

2018 PM Street a

67	85
525	479
479	485
95	165

2022 Background PM Street

70	88
546	498
498	505
99	172

2022 with Project PM Street

46	65
554	515
504	520
99	173

[a] Counts conducted 9/5/18

[b] G_F=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

6 North First Street & Fremont Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9.26.19 John Campbell -810 students	9.26.19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	65	3	68	0		15	15	83
EBT	192	8	200	0			0	200
EBRT	197	8	205	0			0	205
WBLT	22	1	23	0			0	23
WBT	118	5	123	0			0	123
WBRT	3	0	3	0			0	3
NBLT	375	15	390	0			0	390
NBT	599	24	623	11	7	12	16	639
NBRT	14	1	15	0			0	15
SBLT	180	7	187	0			0	187
SBT	231	9	240	10	7	14	17	257
SBRT	77	3	80	0		17	17	97
	2073	84	2157	21	14	58	65	2222
								2.9%

2018 PM Street a

488	667
570	143
454	386
450	988

2022 Background PM Street

508	694
593	149
472	402
468	1028

2022 with Project PM Street

542	725
610	149
487	402
485	1044

[a] Counts conducted 9/5/18

[b] G_F=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

SELAH PRIMARY AND KINDERGARTEN SCHOOL

SCHOOL EXPANSION -- PM STREET PEAK HOUR VOLUMES

7 North First Street & Bartlett Avenue

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9 26 19 John Campbell -810 students	9 26 19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	14	1	15	0	29		-29	-14
EBT	16	1	17	0	10		-10	7
EBRT	45	2	47	0	31		-31	16
WBLT	3	0	3	0			0	3
WBT	14	1	15	0	9		-9	6
WBRT	5	0	5	0			0	5
NBLT	5	0	5	0	7		-7	-2
NBT	635	26	661	9		27	36	697
NBRT	8	0	8	0			0	8
SBLT	4	0	4	0			0	4
SBT	529	21	550	9		31	40	590
SBRT	6	0	6	0	26		-26	-20
	1284	52	1336	18	112	58	-36	1300
								-2.8%

2018 PM Street a

	539	654
25		22
75		28
	577	648

2022 Background PM Street

	561	681
26		23
78		29
	600	674

2022 with Project PM Street

	575	688
-16		14
8		19
	609	703

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

8 North First Street & New School Pkg Lot Dvw

	Existing 2018 PM Street [a]	2022 Background Growth [b]	2022 Background PM Street	Robert Lince 360 students	9 26 19 John Campbell -810 students	9 26 19 John Campbell +740 students	Elementary School New Trips [c]	2022 with Project PM Street
EBLT	0	0	0	0		26	26	26
EBT	0	0	0	0			0	0
EBRT	0	0	0	0		41	41	41
WBLT	14	1	14	0			0	14
WBT	0	0	0	0			0	0
WBRT	4	0	4	0			0	4
NBLT	0	0	0	0		36	36	36
NBT	654	27	681	9	29		-20	661
NBRT	46	2	48	0			0	48
SBLT	8	0	8	0			0	8
SBT	539	22	561	9	26		-17	544
SBRT	0	0	0	0		24	24	24
	1264	51	1315	18	55	127	90	1405
								6 4%

2018 PM Street a

	547	658
0		18
0		54
	553	700

2022 Background PM Street

	569	685
0		18
0		56
	575	728

2022 with Project PM Street

	576	691
60		18
67		56
	599	744

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

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TECHNICAL APPENDIX C

Level of Service Results

2022 with Project Conditions Only

HCM Unsignalized Intersection Capacity Analysis
1: Park Ave & S 3rd St

09/26/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	14	89	10	14	66
Future Volume (Veh/h)	2	14	89	10	14	66
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.72	0.72	0.82	0.82
Hourly flow rate (vph)	4	28	124	14	17	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245	131			138	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	131			138	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			99	
cM capacity (veh/h)	735	919			1446	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	32	138	97
Volume Left	4	0	17
Volume Right	28	14	0
cSH	891	1700	1446
Volume to Capacity	0.04	0.08	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	9.2	0.0	1.4
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	1.4
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
2: Park Ave & S 1st St

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	23	7	18	10	20	367	4	20	890	4
Future Volume (vph)	3	1	23	7	18	10	20	367	4	20	890	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.95		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1598		1770	1762		1770	3534		1770	3537	
Flt Permitted	0.98	1.00		0.98	1.00		0.21	1.00		0.50	1.00	
Satd. Flow (perm)	1817	1598		1817	1762		399	3534		929	3537	
Peak-hour factor, PHF	0.64	0.64	0.64	0.80	0.80	0.80	0.90	0.90	0.90	0.75	0.75	0.75
Adj. Flow (vph)	5	2	36	9	22	12	22	408	4	27	1187	5
RTOR Reduction (vph)	0	34	0	0	12	0	0	1	0	0	0	0
Lane Group Flow (vph)	5	4	0	9	24	0	22	411	0	27	1192	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	4.1	4.1		4.1	4.1		47.1	46.1		49.3	47.2	
Effective Green, g (s)	4.1	4.1		4.1	4.1		47.1	46.1		49.3	47.2	
Actuated g/C Ratio	0.06	0.06		0.06	0.06		0.72	0.70		0.75	0.72	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	113	99		113	109		306	2475		722	2537	
v/s Ratio Prot		0.00			c0.01		0.00	0.12		c0.00	c0.34	
v/s Ratio Perm	0.00			0.00			0.05			0.03		
v/c Ratio	0.04	0.04		0.08	0.22		0.07	0.17		0.04	0.47	
Uniform Delay, d1	29.0	29.0		29.1	29.3		2.8	3.3		2.1	4.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.2		0.3	1.0		0.1	0.1		0.0	0.6	
Delay (s)	29.2	29.2		29.4	30.3		2.9	3.5		2.1	4.6	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s)		29.2			30.1			3.5			4.5	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	65.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: S 3rd St & Naches Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	180	20	101	97	11	18	60	71	30	105	1
Future Volume (Veh/h)	1	180	20	101	97	11	18	60	71	30	105	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.71	0.71	0.71	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	212	24	142	137	15	23	75	89	38	131	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					670							
pX, platoon unblocked												
vC, conflicting volume	152			236			721	662	224	781	666	144
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	152			236			721	662	224	781	666	144
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			89			90	78	89	82	61	100
cM capacity (veh/h)	1429			1331			221	341	815	213	339	903

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	237	294	187	170
Volume Left	1	142	23	38
Volume Right	24	15	89	1
cSH	1429	1331	432	300
Volume to Capacity	0.00	0.11	0.43	0.57
Queue Length 95th (ft)	0	9	54	82
Control Delay (s)	0.0	4.4	19.6	31.5
Lane LOS	A	A	C	D
Approach Delay (s)	0.0	4.4	19.6	31.5
Approach LOS			C	D

Intersection Summary			
Average Delay	11.6		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: S 1st St/N 1st St & Naches Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	120	128	45	68	12	336	265	21	85	669	99
Future Volume (vph)	119	120	128	45	68	12	336	265	21	85	669	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.98	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1817	1385		1826	1385	1770	3501		1770	3471	
Flt Permitted		0.63	1.00		0.52	1.00	0.14	1.00		0.52	1.00	
Satd. Flow (perm)		1166	1385		974	1385	257	3501		975	3471	
Peak-hour factor, PHF	0.68	0.68	0.68	0.50	0.50	0.50	0.74	0.74	0.74	0.69	0.69	0.69
Adj. Flow (vph)	175	176	188	90	136	24	454	358	28	123	970	143
RTOR Reduction (vph)	0	0	133	0	0	17	0	8	0	0	16	0
Lane Group Flow (vph)	0	351	55	0	226	7	454	378	0	123	1097	0
Parking (#/hr)			5			5						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		22.4	22.4		22.4	22.4	44.5	35.2		29.3	24.5	
Effective Green, g (s)		22.4	22.4		22.4	22.4	44.5	35.2		29.3	24.5	
Actuated g/C Ratio		0.30	0.30		0.30	0.30	0.59	0.46		0.39	0.32	
Clearance Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		344	408		287	408	459	1623		426	1120	
v/s Ratio Prot							c0.20	0.11		0.02	0.32	
v/s Ratio Perm		c0.30	0.04		0.23	0.01	c0.38			0.09		
v/c Ratio		1.02	0.14		0.79	0.02	0.99	0.23		0.29	0.98	
Uniform Delay, d1		26.8	19.6		24.6	19.0	21.2	12.2		15.4	25.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		53.8	0.2		13.3	0.0	38.7	0.3		0.4	22.5	
Delay (s)		80.6	19.8		37.9	19.0	59.9	12.6		15.8	47.9	
Level of Service		F	B		D	B	E	B		B	D	
Approach Delay (s)		59.4			36.1			38.2			44.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	75.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Fremont Ave & N 3rd St

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	460	61	4	515	8	52	24	16	7	23	1
Future Volume (Veh/h)	1	460	61	4	515	8	52	24	16	7	23	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.60	0.60	0.60	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	1	568	75	7	858	13	74	34	23	10	33	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					665							
pX, platoon unblocked	1.00						1.00	1.00		1.00	1.00	1.00
vC, conflicting volume	871			643			1497	1492	606	1488	1524	864
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	871			643			1497	1492	606	1488	1524	864
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			5	72	95	87	72	100
cM capacity (veh/h)	774			942			78	122	497	76	117	353

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	1	643	7	871	131	44
Volume Left	1	0	7	0	74	10
Volume Right	0	75	0	13	23	1
cSH	774	1700	942	1700	103	106
Volume to Capacity	0.00	0.38	0.01	0.51	1.27	0.42
Queue Length 95th (ft)	0	0	1	0	224	44
Control Delay (s)	9.7	0.0	8.9	0.0	254.9	61.4
Lane LOS	A		A		F	F
Approach Delay (s)	0.0		0.1		254.9	61.4
Approach LOS					F	F

Intersection Summary			
Average Delay	21.3		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
5: Fremont Ave & N 3rd St

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	460	61	4	515	8	52	24	16	7	23	1
Future Volume (vph)	1	460	61	4	515	8	52	24	16	7	23	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.98			1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99	
Satd. Flow (prot)	1770	1830		1770	1859			1548			1607	
Flt Permitted	0.18	1.00		0.33	1.00			0.80			0.92	
Satd. Flow (perm)	331	1830		615	1859			1274			1496	
Peak-hour factor, PHF	0.81	0.81	0.81	0.60	0.60	0.60	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	1	568	75	7	858	13	74	34	23	10	33	1
RTOR Reduction (vph)	0	7	0	0	1	0	0	15	0	0	1	0
Lane Group Flow (vph)	1	636	0	7	870	0	0	116	0	0	43	0
Parking (#/hr)							5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.9	26.9		26.9	26.9			9.5			9.5	
Effective Green, g (s)	26.9	26.9		26.9	26.9			9.5			9.5	
Actuated g/C Ratio	0.59	0.59		0.59	0.59			0.21			0.21	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	196	1084		364	1101			266			313	
v/s Ratio Prot		0.35			c0.47							
v/s Ratio Perm	0.00			0.01				c0.09			0.03	
v/c Ratio	0.01	0.59		0.02	0.79			0.44			0.14	
Uniform Delay, d1	3.8	5.8		3.8	7.1			15.6			14.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.8		0.0	3.9			1.1			0.2	
Delay (s)	3.8	6.6		3.8	11.0			16.8			14.8	
Level of Service	A	A		A	B			B			B	
Approach Delay (s)		6.6			11.0			16.8			14.8	
Approach LOS		A			B			B			B	

Intersection Summary

HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: N 1st St & Fremont Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	125	193	20	99	7	236	397	9	72	705	112
Future Volume (vph)	185	125	193	20	99	7	236	397	9	72	705	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.91		1.00	0.99		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1693		1770	1845		1770	3528		1770	3466	
Flt Permitted	0.68	1.00		0.21	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1258	1693		390	1845		1770	3528		1770	3466	
Peak-hour factor, PHF	0.64	0.64	0.64	0.83	0.83	0.83	0.81	0.81	0.81	0.58	0.58	0.58
Adj. Flow (vph)	289	195	302	24	119	8	291	490	11	124	1216	193
RTOR Reduction (vph)	0	75	0	0	3	0	0	2	0	0	17	0
Lane Group Flow (vph)	289	422	0	24	124	0	291	499	0	124	1392	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	19.1	19.1		19.1	19.1		13.1	34.7		8.6	30.2	
Effective Green, g (s)	19.1	19.1		19.1	19.1		13.1	34.7		8.6	30.2	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.17	0.46		0.11	0.40	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	316	426		98	464		305	1612		200	1379	
v/s Ratio Prot		c0.25			0.07		c0.16	c0.14		0.07	c0.40	
v/s Ratio Perm	0.23			0.06								
v/c Ratio	0.91	0.99		0.24	0.27		0.95	0.31		0.62	1.01	
Uniform Delay, d1	27.6	28.3		22.6	22.8		31.1	13.0		32.1	22.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	29.5	41.1		1.3	0.3		39.0	0.5		5.6	26.6	
Delay (s)	57.1	69.4		24.0	23.1		70.1	13.5		37.7	49.4	
Level of Service	E	E		C	C		E	B		D	D	
Approach Delay (s)		64.9			23.2			34.3			48.5	
Approach LOS		E			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	47.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	75.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: N 1st St & Bartlett Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	10	2	1	3	18	641	2	7	733	1
Future Volume (Veh/h)	1	1	10	2	1	3	18	641	2	7	733	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.56	0.56	0.56	0.75	0.75	0.75	0.71	0.71	0.71	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	18	3	1	4	25	903	3	8	852	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								361				
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92				0.92		
vC, conflicting volume	1374	1824	426	1416	1824	453	853			906		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1238	1726	426	1282	1724	239	853			730		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	97	97	99	99	97			99		
cM capacity (veh/h)	116	78	576	104	78	703	782			803		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	22	8	25	602	304	8	568	285
Volume Left	2	3	25	0	0	8	0	0
Volume Right	18	4	0	0	3	0	0	1
cSH	296	169	782	1700	1700	803	1700	1700
Volume to Capacity	0.07	0.05	0.03	0.35	0.18	0.01	0.33	0.17
Queue Length 95th (ft)	6	4	2	0	0	1	0	0
Control Delay (s)	18.1	27.4	9.8	0.0	0.0	9.5	0.0	0.0
Lane LOS	C	D	A			A		
Approach Delay (s)	18.1	27.4	0.3			0.1		
Approach LOS	C	D						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
8: New JC Driveway & N 1st St

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	0	137	58	0	15	161	402	116	29	506	107
Future Volume (vph)	91	0	137	58	0	15	161	402	116	29	506	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.96		1.00	1.00		1.00	0.91	
Flpb, ped/bikes		0.93			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.97		1.00	0.97	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1563			1672		1770	3420		1770	3137	
Flt Permitted		0.85			0.70		0.25	1.00		0.44	1.00	
Satd. Flow (perm)		1358			1209		467	3420		821	3137	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	0	149	63	0	16	175	437	126	32	550	116
RTOR Reduction (vph)	0	85	0	0	50	0	0	34	0	0	23	0
Lane Group Flow (vph)	0	163	0	0	29	0	175	529	0	32	643	0
Confl. Peds. (#/hr)	300					300						300
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.5			23.5		30.2	24.9		23.2	21.4	
Effective Green, g (s)		23.5			23.5		30.2	24.9		23.2	21.4	
Actuated g/C Ratio		0.37			0.37		0.47	0.39		0.36	0.34	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		500			446		329	1336		325	1053	
v/s Ratio Prot							c0.04	0.15		0.00	c0.20	
v/s Ratio Perm		c0.12			0.02		0.21			0.03		
v/c Ratio		0.33			0.07		0.53	0.40		0.10	0.61	
Uniform Delay, d1		14.4			13.0		10.7	14.0		13.1	17.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.1		1.7	0.2		0.1	1.1	
Delay (s)		14.8			13.1		12.3	14.2		13.2	18.7	
Level of Service		B			B		B	B		B	B	
Approach Delay (s)		14.8			13.1			13.7			18.5	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	63.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
1: Park Ave & S 3rd St

09/26/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	22	143	15	16	94
Future Volume (Veh/h)	17	22	143	15	16	94
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.72	0.72	0.63	0.63
Hourly flow rate (vph)	34	44	199	21	25	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	408	210			220	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	408	210			220	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	95			98	
cM capacity (veh/h)	588	831			1349	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	78	220	174
Volume Left	34	0	25
Volume Right	44	21	0
cSH	704	1700	1349
Volume to Capacity	0.11	0.13	0.02
Queue Length 95th (ft)	9	0	1
Control Delay (s)	10.7	0.0	1.2
Lane LOS	B		A
Approach Delay (s)	10.7	0.0	1.2
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
2: Park Ave & S 1st St

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	9	26	22	7	76	22	661	16	41	583	14
Future Volume (vph)	16	9	26	22	7	76	22	661	16	41	583	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1656		1770	1608		1770	3527		1770	3526	
Flt Permitted	0.69	1.00		0.72	1.00		0.40	1.00		0.34	1.00	
Satd. Flow (perm)	1285	1656		1349	1608		744	3527		639	3526	
Peak-hour factor, PHF	0.70	0.70	0.70	0.80	0.80	0.80	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	13	37	28	9	95	24	734	18	46	648	16
RTOR Reduction (vph)	0	34	0	0	87	0	0	1	0	0	1	0
Lane Group Flow (vph)	23	16	0	28	17	0	24	751	0	46	663	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	6.0	6.0		6.0	6.0		52.7	50.4		55.3	51.7	
Effective Green, g (s)	6.0	6.0		6.0	6.0		52.7	50.4		55.3	51.7	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.72	0.69		0.75	0.70	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	104	135		110	131		565	2418		536	2480	
v/s Ratio Prot		0.01			0.01		0.00	c0.21		c0.00	0.19	
v/s Ratio Perm	0.02			c0.02			0.03			0.06		
v/c Ratio	0.22	0.12		0.25	0.13		0.04	0.31		0.09	0.27	
Uniform Delay, d1	31.6	31.3		31.7	31.3		3.0	4.6		2.4	4.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.4		1.2	0.4		0.0	0.3		0.1	0.3	
Delay (s)	32.6	31.7		32.9	31.8		3.0	4.9		2.5	4.2	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s)		32.0			32.0			4.9			4.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: S 3rd St & Naches Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	164	17	54	163	8	39	44	70	10	100	1
Future Volume (Veh/h)	3	164	17	54	163	8	39	44	70	10	100	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.81	0.81	0.81	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	4	238	25	67	201	10	46	52	83	12	119	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					670							
pX, platoon unblocked												
vC, conflicting volume	211			263			659	604	250	708	611	206
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	211			263			659	604	250	708	611	206
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			83	87	89	96	69	100
cM capacity (veh/h)	1360			1301			276	390	788	270	387	835

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	267	278	181	132
Volume Left	4	67	46	12
Volume Right	25	10	83	1
cSH	1360	1301	446	373
Volume to Capacity	0.00	0.05	0.41	0.35
Queue Length 95th (ft)	0	4	48	39
Control Delay (s)	0.1	2.3	18.5	19.8
Lane LOS	A	A	C	C
Approach Delay (s)	0.1	2.3	18.5	19.8
Approach LOS			C	C

Intersection Summary			
Average Delay	7.7		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: S 1st St/N 1st St & Naches Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	68	98	69	65	15	270	660	88	104	435	69
Future Volume (vph)	78	68	98	69	65	15	270	660	88	104	435	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1814	1385		1816	1385	1770	3477		1770	3466	
Flt Permitted		0.56	1.00		0.62	1.00	0.33	1.00		0.32	1.00	
Satd. Flow (perm)		1051	1385		1155	1385	620	3477		593	3466	
Peak-hour factor, PHF	0.71	0.71	0.71	0.58	0.58	0.58	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	110	96	138	119	112	26	300	733	98	117	489	78
RTOR Reduction (vph)	0	0	104	0	0	20	0	10	0	0	11	0
Lane Group Flow (vph)	0	206	34	0	231	6	300	821	0	117	556	0
Parking (#/hr)			5			5						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		18.6	18.6		18.6	18.6	47.9	37.4		37.6	31.6	
Effective Green, g (s)		18.6	18.6		18.6	18.6	47.9	37.4		37.6	31.6	
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.63	0.50		0.50	0.42	
Clearance Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258	341		284	341	573	1722		388	1450	
v/s Ratio Prot							c0.08	0.24		0.02	0.16	
v/s Ratio Perm		0.20	0.02		c0.20	0.00	c0.25			0.13		
v/c Ratio		0.80	0.10		0.81	0.02	0.52	0.48		0.30	0.38	
Uniform Delay, d1		26.7	22.0		26.8	21.5	6.9	12.6		10.2	15.2	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		15.7	0.1		16.1	0.0	0.9	0.9		0.4	0.8	
Delay (s)		42.4	22.1		42.9	21.6	7.7	13.5		10.7	16.0	
Level of Service		D	C		D	C	A	B		B	B	
Approach Delay (s)		34.3			40.8			12.0			15.1	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	75.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Fremont Ave & N 3rd St

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	910	47	1	351	2	41	1	24	4	32	1
Future Volume (Veh/h)	1	910	47	1	351	2	41	1	24	4	32	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	1011	52	1	390	2	46	1	27	4	36	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					665							
pX, platoon unblocked												
vC, conflicting volume	392			1063			1450	1433	1037	1434	1458	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	392			1063			1450	1433	1037	1434	1458	391
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			46	99	90	96	72	100
cM capacity (veh/h)	1167			655			85	134	281	100	129	658

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	1	1063	1	392	74	41
Volume Left	1	0	1	0	46	4
Volume Right	0	52	0	2	27	1
cSH	1167	1700	655	1700	115	128
Volume to Capacity	0.00	0.63	0.00	0.23	0.64	0.32
Queue Length 95th (ft)	0	0	0	0	83	32
Control Delay (s)	8.1	0.0	10.5	0.0	80.8	45.8
Lane LOS	A		B		F	E
Approach Delay (s)	0.0		0.0		80.8	45.8
Approach LOS					F	E

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
5: Fremont Ave & N 3rd St

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	910	47	1	351	2	41	1	24	4	32	1
Future Volume (vph)	1	910	47	1	351	2	41	1	24	4	32	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.95			1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1770	1849		1770	1861			1503			1617	
Flt Permitted	0.53	1.00		0.14	1.00			0.79			0.97	
Satd. Flow (perm)	982	1849		261	1861			1219			1573	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	1011	52	1	390	2	46	1	27	4	36	1
RTOR Reduction (vph)	0	2	0	0	0	0	0	23	0	0	1	0
Lane Group Flow (vph)	1	1061	0	1	392	0	0	51	0	0	40	0
Parking (#/hr)							5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	39.6	39.6		39.6	39.6			8.0			8.0	
Effective Green, g (s)	39.6	39.6		39.6	39.6			8.0			8.0	
Actuated g/C Ratio	0.70	0.70		0.70	0.70			0.14			0.14	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	687	1293		182	1302			172			222	
v/s Ratio Prot		c0.57			0.21							
v/s Ratio Perm	0.00			0.00				c0.04			0.03	
v/c Ratio	0.00	0.82		0.01	0.30			0.30			0.18	
Uniform Delay, d1	2.6	6.0		2.6	3.2			21.8			21.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	4.3		0.0	0.1			1.0			0.4	
Delay (s)	2.6	10.3		2.6	3.4			22.7			21.8	
Level of Service	A	B		A	A			C			C	
Approach Delay (s)		10.3			3.4			22.7			21.8	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: N 1st St & Fremont Ave

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	271	239	37	185	7	300	468	16	1	337	139
Future Volume (vph)	114	271	239	37	185	7	300	468	16	1	337	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.99		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1732		1770	1853		1770	3521		1770	3384	
Flt Permitted	0.56	1.00		0.10	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1036	1732		195	1853		1770	3521		1770	3384	
Peak-hour factor, PHF	0.64	0.64	0.64	0.83	0.83	0.83	0.81	0.81	0.81	0.58	0.58	0.58
Adj. Flow (vph)	178	423	373	45	223	8	370	578	20	2	581	240
RTOR Reduction (vph)	0	36	0	0	1	0	0	2	0	0	48	0
Lane Group Flow (vph)	178	760	0	45	230	0	370	596	0	2	773	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	38.3	38.3		38.3	38.3		18.7	40.8		1.0	23.1	
Effective Green, g (s)	38.3	38.3		38.3	38.3		18.7	40.8		1.0	23.1	
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.20	0.44		0.01	0.25	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	423	708		79	758		353	1534		18	835	
v/s Ratio Prot		c0.44			0.12		c0.21	0.17		0.00	c0.23	
v/s Ratio Perm	0.17			0.23								
v/c Ratio	0.42	1.07		0.57	0.30		1.05	0.39		0.11	0.93	
Uniform Delay, d1	19.7	27.6		21.3	18.6		37.4	17.9		45.9	34.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	55.3		9.1	0.2		61.1	0.7		2.7	17.6	
Delay (s)	20.4	82.9		30.4	18.9		98.5	18.7		48.6	52.0	
Level of Service	C	F		C	B		F	B		D	D	
Approach Delay (s)		71.5			20.8			49.2			52.0	
Approach LOS		E			C			D			D	

Intersection Summary

HCM 2000 Control Delay	54.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	93.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: N 1st St & Bartlett Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	32	0	1	5	1	737	3	0	537	1
Future Volume (Veh/h)	1	1	32	0	1	5	1	737	3	0	537	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.56	0.56	0.56	0.75	0.75	0.75	0.71	0.71	0.71	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	57	0	1	7	1	1038	4	0	624	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								361				
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89				0.89		
vC, conflicting volume	1153	1668	312	1412	1667	521	625			1042		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	936	1512	312	1225	1510	229	625			812		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	92	100	99	99	100			100		
cM capacity (veh/h)	193	106	683	109	107	692	952			725		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	61	8	1	692	350	0	416	209
Volume Left	2	0	1	0	0	0	0	0
Volume Right	57	7	0	0	4	0	0	1
cSH	542	410	952	1700	1700	1700	1700	1700
Volume to Capacity	0.11	0.02	0.00	0.41	0.21	0.00	0.24	0.12
Queue Length 95th (ft)	9	1	0	0	0	0	0	0
Control Delay (s)	12.5	13.9	8.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B	A					
Approach Delay (s)	12.5	13.9	0.0			0.0		
Approach LOS	B	B						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
8: New JC Driveway/Extg MS Dvwy Pkg Lot & N 1st St

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	84	28	0	8	67	646	96	16	438	45
Future Volume (vph)	55	0	84	28	0	8	67	646	96	16	438	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.97		1.00	1.00		1.00	0.97	
Flpb, ped/bikes		0.95			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.98		1.00	0.99	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1597			1683		1770	3471		1770	3370	
Flt Permitted		0.85			0.78		0.41	1.00		0.35	1.00	
Satd. Flow (perm)		1389			1367		768	3471		647	3370	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	0	91	30	0	9	73	702	104	17	476	49
RTOR Reduction (vph)	0	80	0	0	33	0	0	11	0	0	8	0
Lane Group Flow (vph)	0	71	0	0	6	0	73	795	0	17	517	0
Confl. Peds. (#/hr)	300					300						300
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.2			6.2		25.1	22.2		20.7	20.0	
Effective Green, g (s)		6.2			6.2		25.1	22.2		20.7	20.0	
Actuated g/C Ratio		0.15			0.15		0.59	0.52		0.49	0.47	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		202			198		520	1808		332	1582	
v/s Ratio Prot							c0.01	c0.23		0.00	0.15	
v/s Ratio Perm		c0.05			0.00		0.07			0.02		
v/c Ratio		0.35			0.03		0.14	0.44		0.05	0.33	
Uniform Delay, d1		16.4			15.6		3.8	6.3		5.7	7.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1			0.1		0.1	0.2		0.1	0.1	
Delay (s)		17.4			15.7		3.9	6.5		5.7	7.2	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		17.4			15.7			6.3			7.2	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	42.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
1: Park Ave & S 3rd St

09/26/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	19	94	9	48	103
Future Volume (Veh/h)	17	19	94	9	48	103
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.83	0.83	0.63	0.63
Hourly flow rate (vph)	34	38	113	11	76	163
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	434	118			124	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	118			124	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	96			95	
cM capacity (veh/h)	549	933			1463	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	72	124	239
Volume Left	34	0	76
Volume Right	38	11	0
cSH	702	1700	1463
Volume to Capacity	0.10	0.07	0.05
Queue Length 95th (ft)	9	0	4
Control Delay (s)	10.7	0.0	2.7
Lane LOS	B		A
Approach Delay (s)	10.7	0.0	2.7
Approach LOS	B		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
2: Park Ave & S 1st St

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	5	11	19	43	154	23	949	18	60	605	10
Future Volume (vph)	7	5	11	19	43	154	23	949	18	60	605	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.88		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1667		1770	1644		1770	3529		1770	3530	
Flt Permitted	0.34	1.00		0.74	1.00		0.40	1.00		0.20	1.00	
Satd. Flow (perm)	637	1667		1386	1644		740	3529		382	3530	
Peak-hour factor, PHF	0.80	0.80	0.80	0.66	0.66	0.66	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	9	6	14	29	65	233	25	1043	20	65	658	11
RTOR Reduction (vph)	0	12	0	0	151	0	0	1	0	0	1	0
Lane Group Flow (vph)	9	8	0	29	147	0	25	1062	0	65	668	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.7	11.7		11.7	11.7		49.3	47.3		55.1	50.2	
Effective Green, g (s)	11.7	11.7		11.7	11.7		49.3	47.3		55.1	50.2	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.64	0.61		0.71	0.65	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	96	251		209	248		497	2156		359	2289	
v/s Ratio Prot		0.00			c0.09		0.00	c0.30		c0.01	0.19	
v/s Ratio Perm	0.01			0.02			0.03			0.12		
v/c Ratio	0.09	0.03		0.14	0.59		0.05	0.49		0.18	0.29	
Uniform Delay, d1	28.3	28.0		28.5	30.6		5.2	8.4		4.4	5.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		0.3	3.8		0.0	0.8		0.2	0.3	
Delay (s)	28.7	28.1		28.8	34.4		5.2	9.2		4.6	6.2	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s)		28.3			33.9			9.1			6.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	77.4	Sum of lost time (s)	13.5
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: S 3rd St & Naches Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	116	32	42	156	11	51	35	53	14	92	7
Future Volume (Veh/h)	1	116	32	42	156	11	51	35	53	14	92	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.81	0.81	0.81	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	1	168	46	52	193	14	61	42	63	17	110	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					670							
pX, platoon unblocked												
vC, conflicting volume	207			214			560	504	191	581	520	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	207			214			560	504	191	581	520	200
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			82	91	93	95	75	99
cM capacity (veh/h)	1364			1356			341	452	851	355	443	841

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	215	259	166	135
Volume Left	1	52	61	17
Volume Right	46	14	63	8
cSH	1364	1356	480	441
Volume to Capacity	0.00	0.04	0.35	0.31
Queue Length 95th (ft)	0	3	38	32
Control Delay (s)	0.0	1.8	16.4	16.7
Lane LOS	A	A	C	C
Approach Delay (s)	0.0	1.8	16.4	16.7
Approach LOS			C	C

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: S 1st St/N 1st St & Naches Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	182	106	49	107	26	304	930	100	178	499	47
Future Volume (vph)	57	182	106	49	107	26	304	930	100	178	499	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.99	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1841	1385		1834	1385	1770	3488		1770	3493	
Flt Permitted		0.71	1.00		0.58	1.00	0.32	1.00		0.14	1.00	
Satd. Flow (perm)		1317	1385		1071	1385	599	3488		263	3493	
Peak-hour factor, PHF	0.77	0.77	0.77	0.57	0.57	0.57	0.89	0.89	0.89	0.96	0.96	0.96
Adj. Flow (vph)	74	236	138	86	188	46	342	1045	112	185	520	49
RTOR Reduction (vph)	0	0	100	0	0	33	0	8	0	0	7	0
Lane Group Flow (vph)	0	310	38	0	274	13	342	1149	0	185	562	0
Parking (#/hr)			5			5						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		22.9	22.9		22.9	22.9	51.3	37.8		42.1	33.1	
Effective Green, g (s)		22.9	22.9		22.9	22.9	51.3	37.8		42.1	33.1	
Actuated g/C Ratio		0.28	0.28		0.28	0.28	0.62	0.45		0.51	0.40	
Clearance Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		362	381		294	381	562	1584		296	1389	
v/s Ratio Prot							c0.10	c0.33		0.07	0.16	
v/s Ratio Perm		0.24	0.03		c0.26	0.01	0.27			0.25		
v/c Ratio		0.86	0.10		0.93	0.03	0.61	0.73		0.62	0.40	
Uniform Delay, d1		28.6	22.5		29.4	22.1	8.6	18.5		13.3	18.0	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.7	0.1		34.8	0.0	1.9	2.9		4.1	0.9	
Delay (s)		46.3	22.6		64.2	22.1	10.5	21.4		17.4	18.9	
Level of Service		D	C		E	C	B	C		B	B	
Approach Delay (s)		39.0			58.2			18.9			18.5	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Fremont Ave & N 3rd St

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	487	30	12	499	4	68	74	30	2	56	1
Future Volume (Veh/h)	1	487	30	12	499	4	68	74	30	2	56	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.58	0.58	0.58	0.66	0.66	0.66	0.66	0.66	0.66
Hourly flow rate (vph)	2	773	48	21	860	7	103	112	45	3	85	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					665							
pX, platoon unblocked	0.98						0.98	0.98		0.98	0.98	0.98
vC, conflicting volume	867			821			1748	1710	797	1784	1730	864
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	853			821			1753	1715	797	1790	1736	850
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			0	0	88	0	0	99
cM capacity (veh/h)	769			808			0	86	387	0	83	353

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	2	821	21	867	260	90
Volume Left	2	0	21	0	103	3
Volume Right	0	48	0	7	45	2
cSH	769	1700	808	1700	0	0
Volume to Capacity	0.00	0.48	0.03	0.51	Err	Err
Queue Length 95th (ft)	0	0	2	0	Err	Err
Control Delay (s)	9.7	0.0	9.6	0.0	Err	Err
Lane LOS	A		A		F	F
Approach Delay (s)	0.0		0.2		Err	Err
Approach LOS					F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
5: Fremont Ave & N 3rd St

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	487	30	12	499	4	68	74	30	2	56	1
Future Volume (vph)	1	487	30	12	499	4	68	74	30	2	56	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.98			1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1770	1846		1770	1860			1561			1622	
Flt Permitted	0.14	1.00		0.17	1.00			0.83			0.99	
Satd. Flow (perm)	266	1846		313	1860			1327			1607	
Peak-hour factor, PHF	0.63	0.63	0.63	0.58	0.58	0.58	0.66	0.66	0.66	0.66	0.66	0.66
Adj. Flow (vph)	2	773	48	21	860	7	103	112	45	3	85	2
RTOR Reduction (vph)	0	4	0	0	0	0	0	13	0	0	1	0
Lane Group Flow (vph)	2	817	0	21	867	0	0	247	0	0	89	0
Parking (#/hr)							5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	28.0	28.0		28.0	28.0			14.0			14.0	
Effective Green, g (s)	28.0	28.0		28.0	28.0			14.0			14.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55			0.27			0.27	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	146	1013		171	1021			364			441	
v/s Ratio Prot		0.44			c0.47							
v/s Ratio Perm	0.01			0.07				c0.19			0.06	
v/c Ratio	0.01	0.81		0.12	0.85			0.68			0.20	
Uniform Delay, d1	5.2	9.3		5.6	9.7			16.5			14.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	4.8		0.3	6.7			5.0			0.2	
Delay (s)	5.3	14.1		5.9	16.4			21.5			14.4	
Level of Service	A	B		A	B			C			B	
Approach Delay (s)		14.1			16.2			21.5			14.4	
Approach LOS		B			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	51.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: N 1st St & Fremont Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	200	205	23	123	3	390	639	15	187	257	97
Future Volume (vph)	83	200	205	23	123	3	390	639	15	187	257	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	1.00		1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1721		1770	1856		1770	3527		1770	3394	
Flt Permitted	0.64	1.00		0.12	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1196	1721		215	1856		1770	3527		1770	3394	
Peak-hour factor, PHF	0.58	0.58	0.58	0.80	0.80	0.80	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	143	345	353	29	154	4	424	695	16	199	273	103
RTOR Reduction (vph)	0	41	0	0	1	0	0	2	0	0	44	0
Lane Group Flow (vph)	143	657	0	29	157	0	424	709	0	199	332	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	34.7	34.7		34.7	34.7		22.8	28.4		13.1	18.7	
Effective Green, g (s)	34.7	34.7		34.7	34.7		22.8	28.4		13.1	18.7	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.25	0.32		0.15	0.21	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	462	665		83	717		449	1116		258	707	
v/s Ratio Prot		c0.38			0.08		c0.24	c0.20		0.11	0.10	
v/s Ratio Perm	0.12			0.14								
v/c Ratio	0.31	0.99		0.35	0.22		0.94	0.64		0.77	0.47	
Uniform Delay, d1	19.2	27.3		19.5	18.4		32.8	26.2		36.9	31.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	31.5		2.5	0.2		28.7	2.8		13.3	2.2	
Delay (s)	19.5	58.8		22.0	18.6		61.5	29.0		50.2	33.4	
Level of Service	B	E		C	B		E	C		D	C	
Approach Delay (s)		52.1			19.1			41.1			39.2	
Approach LOS		D			B			D			D	

Intersection Summary

HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	89.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: N 1st St & Bartlett Ave

09/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	7	16	3	6	5	1	697	8	4	590	1
Future Volume (Veh/h)	1	7	16	3	6	5	1	697	8	4	590	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.83	0.83	0.83	0.88	0.88	0.88
Hourly flow rate (vph)	2	12	28	5	10	9	1	840	10	5	670	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								361				
pX, platoon unblocked	0.83	0.83		0.83	0.83	0.83				0.83		
vC, conflicting volume	1116	1532	336	1226	1528	425	671			850		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	734	1235	336	866	1229	0	671			413		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	92	96	97	93	99	100			99		
cM capacity (veh/h)	239	145	660	183	146	901	915			949		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	42	24	1	560	290	5	447	224
Volume Left	2	5	1	0	0	5	0	0
Volume Right	28	9	0	0	10	0	0	1
cSH	314	227	915	1700	1700	949	1700	1700
Volume to Capacity	0.13	0.11	0.00	0.33	0.17	0.01	0.26	0.13
Queue Length 95th (ft)	11	9	0	0	0	0	0	0
Control Delay (s)	18.2	22.7	8.9	0.0	0.0	8.8	0.0	0.0
Lane LOS	C	C	A			A		
Approach Delay (s)	18.2	22.7	0.0			0.1		
Approach LOS	C	C						

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
8: New JC Driveway/Extg MS Dvwy Pkg Lot & N 1st St

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	0	41	14	0	4	36	661	48	8	544	24
Future Volume (vph)	26	0	41	14	0	4	36	661	48	8	544	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1663			1729		1770	3503		1770	3506	
Flt Permitted		0.87			1.00		0.40	1.00		0.36	1.00	
Satd. Flow (perm)		1468			1798		749	3503		670	3506	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	0	45	15	0	4	39	718	52	9	591	26
RTOR Reduction (vph)	0	67	0	0	18	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	6	0	0	1	0	39	765	0	9	614	0
Confl. Peds. (#/hr)	50					50						50
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		3.2			3.2		25.0	23.3		23.2	22.4	
Effective Green, g (s)		3.2			3.2		25.0	23.3		23.2	22.4	
Actuated g/C Ratio		0.08			0.08		0.61	0.57		0.57	0.55	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		115			141		501	2000		402	1924	
v/s Ratio Prot							c0.00	c0.22		0.00	0.18	
v/s Ratio Perm		c0.00			0.00		0.04			0.01		
v/c Ratio		0.05			0.01		0.08	0.38		0.02	0.32	
Uniform Delay, d1		17.4			17.3		3.1	4.8		3.8	5.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			0.0		0.1	0.1		0.0	0.1	
Delay (s)		17.6			17.4		3.2	4.9		3.8	5.1	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		17.6			17.4			4.8			5.1	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	40.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

DNTraffic CONSULTANTS
Transportation Engineers and Planners
PO Box 547
Preston, Washington 98050

Memorandum

Received
NOV 07 2019
By City of Selah Planning Dept.

To: Terry Alapeteri, P.E.
HLA Engineering and Land Surveying, Inc

From: Gary A. Norris, PE, PTOE
DN Traffic Consultants, Inc

Date: November 6, 2019

Subject: Traffic Impact Analysis Update
Revision #2

RE: Replacement/Expansion of the Lince Kindergarten & Selah Primary Schools

Background

The following technical memorandum is the second revision to the *October 15, 2018 Traffic Impact Analysis for the Proposed Replacement/Expansion of the Lince Kindergarten & Selah Primary Schools*. A previous revision was submitted on October 3, 2019. This memo focuses on the current revision to the John Campbell site plan dated November 11, 2019.

The current proposed site plan relocates the primary access to the proposed John Campbell parking lot, located on the west side of North First Street, from its previous alignment with the existing Selah Middle School parking lot access on the east side of North First Street, to be aligned with East Home Avenue. With this relocation, the existing traffic signal will be relocated from the existing Selah Middle School parking lot access to the East Home Avenue intersection. This action will necessitate the removal of the existing traffic signal, and crosswalk, because of the proximity to the new signal at East Home Avenue. The action will also resolve roadway channelization and eliminate the conflicts between the proposed north and south bound left turn channelization in the previous plan, such that the previous recommendation to eliminate south bound left turn from North Firsts Street onto East Home Avenue is herein retracted.

Relocation of the John Campbell site access necessitates reassignment of traffic generated by the John Campbell project. The purpose of this memo is to summarize the result of the reassignment process in terms of intersection turning movement volumes and the resultant intersection level of service. The reassignment process and resultant level of service analysis did not impact the majority of the intersections; Intersections 1-7.

For the purposes of the analysis, further existing and future without project level of service evaluation was not performed for the North First Street/Selah Middle School parking lot driveway and the proposed

EXHIBIT
tabbies
4b

North First Street/E Home Avenue/John Campbell parking lot driveway intersection as this evaluation was presented in previous project documentation.

For reference, the North First Street/Selah Middle School parking lot driveway is labelled Intersection #8 and the North First Street/E Home Avenue/John Campbell proposed parking lot driveway intersection is labelled as Intersection #9.

The new site plan is shown in Figure 1 herein.

Level of Service (Future Conditions with Project)

The 2022 with project peak hour level of service at Intersection #8 and #9 are shown in Table 1. This table reflects volume and geometry changes at these two intersections including: 1) changes at the North First Street/Existing Selah MS parking lot driveway (east side) intersection without the previously proposed new west side approach as well as removal of the traffic signal and crosswalk across North First Street, and 2) changes at North First Street/East Home Avenue intersection to include the addition of a fourth leg serving the access to the new John Campbell parking lot driveway on the west side as well as a new traffic signal at this intersection.

Table 1 in this memo, is an update to Table 1 presented in the prior traffic study update dated October 3, 2019 and only includes the intersections which have modified traffic control with the revised site plan. The intersections with noted changes include Intersection #8 and #9. There are no anticipated changes to the LOS for Intersections 1 through 7 presented in the previous technical memorandum. The table does not include an evaluation of existing and future without the project conditions as they remain the same for the two subject intersections.

As shown in Table 1, the North First Street/Selah Middle School parking lot driveway intersection is estimated to operate at LOS D for the AM peak hour and LOS C for the PM school and street peak under stop sign control with no marked crosswalks.

The current proposed access to the new John Campbell parking lot, as documented in the current site plan herein, will align with the East Home Avenue creating a four-legged intersection. Under this configuration, the eastbound (E Home Avenue) and westbound (John Campbell parking lot access) side street approaches are estimated to operate at LOS F for the AM peak hour under stop sign control.

Table 1. 2022 With Project Peak Hour Level of Service

	2018 Existing Peak Hour			2022 w/o Project			2022 w/Project			
		PM Peak			PM Peak			PM Peak		
Int # Intersection	AM Peak	School Peak	Street Peak	AM Peak	School Peak	Street Peak	AM Peak	School Peak	Street Peak	Selah Standard
#8 North First Street/Selah MS parking lot east side	n/a	n/a	n/a	n/a	n/a	n/a	D (25.4)[1]	C (18.2)[1]	C (18.1)[1]	D
#9 North First Street/ E Home Ave/ New School parking lot west side	n/a	n/a	n/a	n/a	n/a	n/a	F (459)[2] B (12.7)[3]	B (10.0)[3]	A (7.2)[3]	D

(xx) - Seconds of delay per vehicle

1) LOS & Delay for the westbound approach exiting the parking lot (assume stop sign control, removal of signal and crosswalk)
2) LOS & Delay for the new eastbound approach assuming stop sign control. The westbound approach is LOS F as well with stop sign control.
3) LOS & Delay assumes new signal and striping modifications to include a new 4th leg (west leg to John Campbell new parking lot).

To address this deficient level of service, a traffic signal serving all legs is estimated to improve the level of service to LOS B for the AM peak hour and PM school peak hour, and LOS A for the PM street peak hour. The analysis assumes the following channelization improvements: marked crosswalks on all legs; designated left turn pockets on North First Street (north and south bound) and the new west leg (John Campbell parking lot); and a single lane approach for East Home Avenue. The analysis also assumes protected permissive signal phasing for the northbound and southbound left turn movements.

Mitigation Measures

The following mitigation measures presented herein are only for the two intersections identified above, i.e., Intersections #8 and #9. Mitigation recommendations at other locations as identified in the earlier *Selah Primary and Kindergarten School Replacement/Expansion* traffic study and subsequent technical memorandum are still applicable. The additional recommended mitigation measures resulting from the proposed site plan revisions, access to John Campbell parking lot driveway aligning with East Home Avenue, are:

- North First Street/Existing Selah Middle School Driveway – remove the existing traffic signal and crosswalk on North First Street. The east leg parking lot approach to North First Avenue shall be stop sign control.

- North First Street/East Home Avenue/John Campbell proposed parking lot driveway – construct a new traffic signal at this intersection. The channelization should include northbound and southbound left turn pockets, and an eastbound left turn pocket. The east leg approach should be modified as necessary to support the west side approach including lane alignment, crosswalk location, provision of vehicle and pedestrian detection and intersection illumination. Crosswalks should be installed on all legs. The recommended signal operations would include protected permissive signal phasing for the northbound and southbound left turn pockets. The east and westbound approaches would be operated as a single phase without left turn protected phasing.

- With a new signal at North First Street/East Home Avenue/John Campbell parking lot driveway, roadway channelization will be necessary. Of particular focus is the northbound and southbound left turn pocket details. The estimated average (50th percentile) queue for the northbound and southbound left turns under the worst-case condition (estimated to be the AM peak hour for turning traffic) is 64 feet and 40 feet respectively. The 95th percentile queue based on model simulation is 102 feet and 93 feet respectively.

  The East Bartlett Avenue intersection is approximately 350 feet south of East Home Avenue and with left turn channelization requirements, would be impacted by queuing at East Home Avenue. Given the low southbound left turn from North First Street to East Bartlett Avenue, it is recommended the southbound left turn pocket at this intersection be limited to 50 feet and maximize the northbound left turn pocket at the John Campbell driveway to at least 100 feet to provide adequate storage for north bound left turns.

Conclusions

This technical memorandum presents an update to the October 3, *2019 Traffic Impact Analysis Technical Memorandum for the Proposed Replacement/Expansion of the Lince Kindergarten & Selah Primary Schools.*

- As a result of the proposed changes to the John Campbell site plan, identified in the November 1, 2019 site plan, which shifts the proposed John Campbell parking lot access to the south. The prior site plan located the driveway opposite the existing Selah Middle School parking lot access. The current proposed site plan locates the access directly opposite East Home Avenue. As a result, traffic generated by John Campbell school was reassigned. No changes were made to the traffic assignment for the Lince Kindergarten. The revised traffic assignment resulted in a change to the level of service for the future with project condition at the North First Street/Selah Middle School parking lot driveway (Intersection #8) and the new North First Street/East Home Avenue/John Campbell parking lot driveway (Intersection 9).

- With the revised site plan, a new signal will be needed for Intersection #9, North First Street/East Home Avenue/John Campbell parking lot driveway, as it is estimated the critical approaches would operate at LOS F; which is below the Selah Standard of LOS D. With the proposed signal, this intersection is estimated to operate at LOS B during the AM peak hour for the future with project condition, LOS B for the school PM peak hour, and LOS A for the street PM peak hour.

TECHNICAL APPENDIX A

Selected Updated Intersection Volumes

Intersection 8 – N 1st St/Existing Selah MS Parking Lot Driveway (east side)
Intersection 9 – N 1st St/Home Ave/John Campbell new parking lot driveway

AM PEAK HOUR

8 North First Street & Extg MS Pkg Lot Dvwy

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	John Campbell -810 students (11.4.19)	John Campbell -740 students (11.4.19)	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	0	0	0				0	0
EBT	0	0	0				0	0
EBRT	0	0	0				0	0
WBLT	56	2	58				0	58
WBT	0	0	0				0	0
WBRT	14	1	15				0	15
NBLT	0	0	0				0	0
NBT	482	20	502	32	100	91	23	525
NBRT	111	5	116				0	116
SBLT	28	1	29				0	29
SBT	599	24	623	38	117	107	28	651
SBRT	0	0	0				0	0
	1290	52	1342	70	217	198	51	1393
								3.7%

2018 AM PK a

627	496
0	70
0	139
655	593

2022 Background AM PK

652	516
0	73
0	145
682	617

2022 with Project AM PK

680	539
0	73
0	145
710	640

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

9 North First Street & Home Ave & New School I

	Existing 2018 AM PK a	2022 Background Growth [b]	2022 Background AM PK	Robert Lince 360 students	John Campbell -810 students (11.4.19)	John Campbell -740 students (11.4.19)	Elementary School New Trips [c]	2022 with Project AM PK
EBLT	0	0	0			91	91	91
EBT	0	0	0			34	34	34
EBRT	0	0	0			103	103	103
WBLT	13	1	14				0	14
WBT	0	0	0			40	40	40
WBRT	44	2	46				0	46
NBLT	0	0	0			121	121	121
NBT	508	21	529	32	100		-68	461
NBRT	15	1	16				0	16
SBLT	46	2	48				0	48
SBT	598	24	622	38	117		-79	543
SBRT	0	0	0			107	107	107
	1224	50	1274	70	217	496	349	1623
								21.5%

2018 AM PK a

644	552
0	57
0	61
611	523

2022 Background AM PK

670	574
0	59
0	63
636	544

2022 with Project AM PK

698	597
268	99
228	97
660	597

[a] Counts conducted 10/1/19

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

PM SCHOOL PEAK HOUR

8 North First Street & Extg School Pkg Lot Dvw

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School	Robert Lince 360 students	John Campbell -810 students (11.4.19)	John Campbell -740 students (11.4.19)	Elementary School New Trips [c]	2022 with Project PM School
EBLT	0	0	0				0	0
EBT	0	0	0				0	0
EBRT	0	0	0				0	0
WBLT	27	1	28				0	28
WBT	0	0	0				0	0
WBRT	8	0	8				0	8
NBLT	0	0	0				0	0
NBT	657	27	684	23	61	55	17	701
NBRT	92	4	96				0	96
SBLT	15	1	16				0	16
SBT	451	18	469	19	50	45	14	483
SBRT	0	0	0				0	0
	1250	51	1301	42	111	100	31	1332
								2.3%

2018 PM School a

466	665
0	35
0	107
478	749

2022 Background PM School

485	692
0	36
0	111
497	779

2022 with Project PM School

499	709
0	36
0	111
511	796

[a] Counts conducted 9/5/18

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

9 North First Street & Home Ave & New School

	Existing 2018 PM School [a]	2022 Background Growth [b]	2022 Background PM School a	Robert Lince 360 students	John Campbell -810 students (11.4.19)	John Campbell -740 students (11.4.19)	Elementary School New Trips [c]	2022 with Project PM School a
EBLT	0	0	0			55	55	55
EBT	0	0	0			21	21	21
EBRT	0	0	0			63	63	63
WBLT	10	0	10				0	10
WBT	0	0	0			17	17	17
WBRT	51	2	53				0	53
NBLT	0	0	0			50	50	50
NBT	664	27	691	23	61		-38	653
NBRT	28	1	29				0	29
SBLT	29	1	30				0	30
SBT	445	18	463	19	50		-31	432
SBRT	0	0	0			45	45	45
	1227	50	1277	42	111	251	182	1459
								12.5%

2018 PM School a

474	715
0	61
0	57
455	692

2022 Background PM School a

493	744
0	63
0	59
473	720

2022 with Project PM School a

507	761
112	80
139	80
505	732

[a] Counts conducted 10/1/19

[b] G_f=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

PM STREET PEAK HOUR

8 North First Street & Extg School Pkg Lot Dvw

	Existing 2018 PM Street[a]	2022 Background Growth[b]	2022 Background PM Street	Robert Lince 360 students	John Campbell -810 students (11.4.19)	John Campbell -740 students (11.4.19)	Elementary School New Trips[c]	2022 with Project PM Street
EBLT	0	0	0				0	0
EBT	0	0	0				0	0
EBRT	0	0	0				0	0
WBLT	14	1	15				0	15
WBT	0	0	0				0	0
WBRT	4	0	4				0	4
NBLT	0	0	0				0	0
NBT	654	27	681	9	29	26	6	687
NBRT	46	4	50				0	50
SBLT	8	1	8				0	8
SBT	539	18	557	9	26	24	7	564
SBRT	0	0	0				0	0
	1264	51	1315	18	55	50	13	1328
								1.0%

[a] Counts conducted 9/5/18

[b] G_i=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

2018 PM Street a

	547	658	
0			18
0			54
	553	700	

2022 Background PM Street

	565	685	
0			19
0			58
	572	730	

2022 with Project PM Street

	572	691	
0			19
0			58
	579	736	

9 North First Street & Home Ave & New School

	Existing 2018 PM Street[a]	2022 Background Growth[b]	2022 Background PM Street	Robert Lince 360 students	John Campbell -810 students (11.4.19)	John Campbell -740 students (11.4.19)	Elementary School New Trips[c]	2022 with Project PM Street
EBLT	0	0	0			26	26	26
EBT	0	0	0			10	10	10
EBRT	0	0	0			31	31	31
WBLT	10	0	10				0	10
WBT	0	0	0			9	9	9
WBRT	51	2	53				0	53
NBLT	0	0	0			27	27	27
NBT	637	26	663	9	29		-20	643
NBRT	28	1	29				0	29
SBLT	29	1	30				0	30
SBT	526	21	547	9	26		-17	530
SBRT	0	0	0			24	24	24
	1281	52	1333	18	55	127	90	1423
								6.3%

[a] Counts conducted 10/1/19

[b] G_i=1%/yr based on historical data on SR 823

[c] Elementary School trips based on 360 at Robert Lince, 840 less and 740 new at John Campbell (with JC d&a changes)

2018 PM Street a

	555	688	
0			61
0			57
	536	665	

2022 Background PM Street

	578	716	
0			63
0			59
	558	692	

2022 with Project PM Street

	585	722	
60			72
67			69
	572	699	

TECHNICAL APPENDIX B

Level of Service Results

2022 with Project Conditions Only

AM Peak Hour

- N 1st St/Existing Selah MS Parking Lot Driveway without signal
- N 1st St/Home Ave/John Campbell new parking lot driveway with and without signal

PM School Peak Hour

- N 1st St/Existing Selah MS Parking Lot Driveway without signal
- N 1st St/Home Ave/John Campbell new parking lot driveway with signal

PM Street Peak Hour

- N 1st St/Existing Selah MS Parking Lot Driveway without signal
- N 1st St/Home Ave/John Campbell new parking lot driveway with signal

HCM Unsignalized Intersection Capacity Analysis
8: extg MS Dvwy Pkg Lot & N 1st St

11/05/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	15	525	116	29	651
Future Volume (Veh/h)	58	15	525	116	29	651
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	16	571	126	32	708
Pedestrians	50					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	5					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			302			
pX, platoon unblocked	0.93	0.93			0.93	
vC, conflicting volume	1102	398			747	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	954	196			572	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	71	98			96	
cM capacity (veh/h)	219	718			881	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	79	381	316	32	354	354
Volume Left	63	0	0	32	0	0
Volume Right	16	0	126	0	0	0
cSH	254	1700	1700	881	1700	1700
Volume to Capacity	0.31	0.22	0.19	0.04	0.21	0.21
Queue Length 95th (ft)	32	0	0	3	0	0
Control Delay (s)	25.4	0.0	0.0	9.2	0.0	0.0
Lane LOS	D			A		
Approach Delay (s)	25.4	0.0		0.4		
Approach LOS	D					

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
9: JC New Access/Home Ave

11/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	34	103	14	40	46	121	461	16	48	543	107
Future Volume (Veh/h)	91	34	103	14	40	46	121	461	16	48	543	107
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	99	37	112	15	43	50	132	501	17	52	590	116
Pedestrians		50			10			50			50	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			1			5			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								685				
pX, platoon unblocked												
vC, conflicting volume	1438	1594	453	1363	1644	319	756			528		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1438	1594	453	1363	1644	319	756			528		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	53	78	63	42	92	84			95		
cM capacity (veh/h)	35	79	502	41	74	638	810			1025		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	99	149	108	132	334	184	52	393	313
Volume Left	99	0	15	132	0	0	52	0	0
Volume Right	0	112	50	0	0	17	0	0	116
cSH	35	216	105	810	1700	1700	1025	1700	1700
Volume to Capacity	2.83	0.69	1.03	0.16	0.20	0.11	0.05	0.23	0.18
Queue Length 95th (ft)	282	109	164	15	0	0	4	0	0
Control Delay (s)	1070.4	51.9	171.2	10.3	0.0	0.0	8.7	0.0	0.0
Lane LOS	F	F	F	B			A		
Approach Delay (s)	458.5		171.2	2.1			0.6		
Approach LOS	F		F						

Intersection Summary			
Average Delay	76.0		
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
9: JC New Access/Home Ave

11/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	34	103	14	40	46	121	461	16	48	543	107
Future Volume (vph)	91	34	103	14	40	46	121	461	16	48	543	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97			0.98		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	0.97	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89			0.94		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1725	1601			1714		1761	3518		1764	3363	
Flt Permitted	0.75	1.00			0.95		0.25	1.00		0.46	1.00	
Satd. Flow (perm)	1367	1601			1643		473	3518		855	3363	
Peak-hour factor, PHF	0.70	0.70	0.70	0.92	0.70	0.92	0.70	0.92	0.92	0.92	0.92	0.70
Adj. Flow (vph)	130	49	147	15	57	50	173	501	17	52	590	153
RTOR Reduction (vph)	0	109	0	0	37	0	0	3	0	0	29	0
Lane Group Flow (vph)	130	87	0	0	85	0	173	515	0	52	714	0
Confl. Peds. (#/hr)	50		50	50		50	50		10	10		50
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	14.4	14.4			14.4		30.9	25.9		24.1	22.5	
Effective Green, g (s)	14.4	14.4			14.4		30.9	25.9		24.1	22.5	
Actuated g/C Ratio	0.26	0.26			0.26		0.56	0.47		0.44	0.41	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	355	416			427		380	1644		398	1365	
v/s Ratio Prot		0.05					c0.04	0.15		0.00	c0.21	
v/s Ratio Perm	c0.10				0.05		0.21			0.05		
v/c Ratio	0.37	0.21			0.20		0.46	0.31		0.13	0.52	
Uniform Delay, d1	16.8	16.0			16.0		6.8	9.2		9.1	12.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.3			0.2		0.9	0.5		0.1	1.4	
Delay (s)	17.4	16.3			16.2		7.7	9.7		9.3	13.8	
Level of Service	B	B			B		A	A		A	B	
Approach Delay (s)		16.7			16.2			9.2			13.5	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	55.4	Sum of lost time (s)	13.5
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Extg MS Dvwy Pkg Lot & N 1st St

11/05/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	8	701	96	16	483
Future Volume (Veh/h)	28	8	701	96	16	483
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	9	762	104	17	525
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			
pX, platoon unblocked	0.87	0.87			0.87	
vC, conflicting volume	1110	433			866	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	835	59			555	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	99			98	
cM capacity (veh/h)	262	868			883	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	39	508	358	17	262	262
Volume Left	30	0	0	17	0	0
Volume Right	9	0	104	0	0	0
cSH	312	1700	1700	883	1700	1700
Volume to Capacity	0.12	0.30	0.21	0.02	0.15	0.15
Queue Length 95th (ft)	11	0	0	1	0	0
Control Delay (s)	18.2	0.0	0.0	9.2	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	18.2	0.0		0.3		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
9: JC New Dvwy/Home Ave

11/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	21	63	10	17	53	50	653	29	30	432	45
Future Volume (vph)	55	21	63	10	17	53	50	653	29	30	432	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89			0.91		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1654			1684		1770	3516		1770	3489	
Flt Permitted	0.70	1.00			0.96		0.46	1.00		0.33	1.00	
Satd. Flow (perm)	1305	1654			1631		848	3516		610	3489	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	23	68	11	18	58	54	710	32	33	470	49
RTOR Reduction (vph)	0	53	0	0	45	0	0	4	0	0	9	0
Lane Group Flow (vph)	60	38	0	0	42	0	54	738	0	33	510	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.7	11.7			11.7		26.8	25.3		26.8	25.3	
Effective Green, g (s)	11.7	11.7			11.7		26.8	25.3		26.8	25.3	
Actuated g/C Ratio	0.22	0.22			0.22		0.52	0.49		0.52	0.49	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	293	372			366		463	1710		347	1697	
v/s Ratio Prot		0.02					c0.00	c0.21		0.00	0.15	
v/s Ratio Perm	c0.05				0.03		0.06			0.05		
v/c Ratio	0.20	0.10			0.11		0.12	0.43		0.10	0.30	
Uniform Delay, d1	16.4	16.0			16.0		6.3	8.7		6.3	8.0	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1			0.1		0.1	0.8		0.1	0.5	
Delay (s)	16.7	16.1			16.2		6.4	9.5		6.4	8.5	
Level of Service	B	B			B		A	A		A	A	
Approach Delay (s)		16.4			16.2			9.3			8.4	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	52.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Extg MS Dvwy Pkg Lot & N 1st St

11/05/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	4	687	50	8	564
Future Volume (Veh/h)	15	4	687	50	8	564
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	4	747	54	9	613
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			324			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1098	400			801	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	883	105			551	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			99	
cM capacity (veh/h)	254	834			911	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	20	498	303	9	306	306
Volume Left	16	0	0	9	0	0
Volume Right	4	0	54	0	0	0
cSH	295	1700	1700	911	1700	1700
Volume to Capacity	0.07	0.29	0.18	0.01	0.18	0.18
Queue Length 95th (ft)	5	0	0	1	0	0
Control Delay (s)	18.1	0.0	0.0	9.0	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	18.1	0.0		0.1		
Approach LOS	C					

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
9: JC Dvwy/Home Ave

11/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	10	31	10	9	53	27	643	29	30	530	24
Future Volume (vph)	26	10	31	10	9	53	27	643	29	30	530	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89			0.90		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1652			1667		1770	3516		1770	3516	
Flt Permitted	0.71	1.00			0.95		0.42	1.00		0.36	1.00	
Satd. Flow (perm)	1314	1652			1591		790	3516		666	3516	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	11	34	11	10	58	29	699	32	33	576	26
RTOR Reduction (vph)	0	29	0	0	50	0	0	3	0	0	3	0
Lane Group Flow (vph)	28	16	0	0	29	0	29	728	0	33	599	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	6.7	6.7			6.7		27.8	27.1		27.8	27.1	
Effective Green, g (s)	6.7	6.7			6.7		27.8	27.1		27.8	27.1	
Actuated g/C Ratio	0.14	0.14			0.14		0.58	0.56		0.58	0.56	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	183	230			222		471	1985		401	1985	
v/s Ratio Prot		0.01					0.00	c0.21		c0.00	0.17	
v/s Ratio Perm	c0.02				0.02		0.03			0.05		
v/c Ratio	0.15	0.07			0.13		0.06	0.37		0.08	0.30	
Uniform Delay, d1	18.2	17.9			18.1		4.3	5.7		4.3	5.5	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1			0.3		0.1	0.5		0.1	0.4	
Delay (s)	18.5	18.1			18.4		4.4	6.3		4.4	5.9	
Level of Service	B	B			B		A	A		A	A	
Approach Delay (s)		18.2			18.4			6.2			5.8	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	48.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

STRATA

A PROFESSIONAL SERVICES CORPORATION

Integrity from the Ground Up

July 11, 2017
File: SP17010B

Shane Backlund, Superintendent
Selah School District
316 W. Naches Ave.
Selah, WA 98942
Email: shanebacklund@selahschools.org

Received
SEP 06 2017
By
City of Selah
Planning Dept.

RE: **MEMORANDUM**
Analytical Soil Testing
John Campbell Primary School
Phase I: Parking Expansion
408 N. 1st Street
Selah, Washington

Greetings Mr. Backlund:

Strata, A Professional Services Corporation (STRATA) is pleased to present this memorandum to provide analytical soil testing for the Phase I project planned at John Campbell Primary School in Selah, Washington. We performed our services June 13, 2017, as authorized by you via electronic mail received June 12, 2017. The following paragraphs and attached appendix present our analysis and findings.

STRATA obtained a bulk soil sample from Test Pit TP-1 at 0.5 feet below the ground surface. The test pit location is shown on Plate 1: *Exploration Site Plan* of STRATA's Geotechnical Engineering Evaluation Report, dated March 17, 2017. Testing for chlorinated pesticides, lead, and arsenic was performed by Anatek Labs, Inc. The results are presented in Appendix A. The analytical results for the soil sample were compared to the *Washington State Department of Ecology Model Toxics Control Act (MTCA) and Cleanup Regulation*, in Section 173-340-740 of the *Washington Administrative Code* (WAC). The test results indicate the levels of arsenic, lead, and chlorinated pesticides were below their respective MTCA Soil Cleanup Levels's defined in (173-340-740 WAC Table 740-1). Based on these results, special handling and/or disposal actions are not required.

We appreciate the opportunity to provide these results to you. Please contact us to discuss any questions you may have.

Sincerely,
STRATA

Ben Vance, P.E.
Project Manager

William Richter, EIT
Staff Engineer

BV/WR/ja

Enclosure: Appendix A: *Anatek Labs, Inc. Analytical Results Report*

EXHIBIT
4C

APPENDIX A

Anatek Labs, Inc. Analytical
Results Report

Anatek Labs, Inc.

1282 Alturas Drive • Moscow, ID 83843 • (208) 883-2839 • Fax (208) 882-9246 • email moscow@anateklabs.com
504 E Sprague Ste. D • Spokane WA 99202 • (509) 838-3999 • Fax (509) 838-4433 • email spokane@anateklabs.com

Client: STRATA SPOKANE VALLEY
Address: 10020 E. KNOX AVE, SUITE 200
SPOKANE VALLEY, WA 99206
Attn: BEN VANCE

Batch #: 170620036
Project Name: SP17010B

Analytical Results Report

Sample Number 170620036-001
Client Sample ID B-1 @ 0.5'
Matrix Soil
Comments

Sampling Date 6/13/2017
Sampling Time 1:00 PM
Sample Location

Date/Time Received 6/20/2017 10:45 AM
Extraction Date

Parameter	Result	Units	PQL	Analysis Date	Analyst	Method	Qualifier
Arsenic	6.03	mg/Kg	0.543	6/29/2017 6:36:00 PM	KNP	EPA 6020A	
Lead	16.3	mg/Kg	0.543	6/29/2017 6:36:00 PM	KNP	EPA 6020A	
4,4-DDD	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
4,4-DDE	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
4,4-DDT	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Aldrin	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
alpha-BHC	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
beta-BHC	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Chlordane	ND	mg/Kg	0.05	6/23/2017	SAT	EPA 8081A	
delta-BHC	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Dieldrin	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Endosulfan I	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Endosulfan II	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Endosulfan sulfate	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Endrin	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Endrin aldehyde	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Endrin ketone	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
gamma-BHC (Lindane)	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Heptachlor	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Heptachlor epoxide	ND	mg/Kg	0.01	6/23/2017	SAT	EPA 8081A	
Methoxychlor	ND	mg/Kg	0.05	6/23/2017	SAT	EPA 8081A	
Toxaphene	ND	mg/Kg	0.05	6/23/2017	SAT	EPA 8081A	
%moisture	10.1	Percent		6/21/2017	KNP	%moisture	

Surrogate Data

Sample Number 170620036-001

Surrogate Standard	Method	Percent Recovery	Control Limits
DCB	EPA 8081A	99.4	30-150

Certifications held by Anatek Labs ID: EPA:ID00013; AZ:0701; FL(NELAP):E87893; ID:ID00013; MT:CERT0028; NM: ID00013;NV:ID00013; OR:ID200001-002; WA:C595
Certifications held by Anatek Labs WA: EPA:WA00169; ID:WA00169; WA:C585; MT:Cert0095; FL(NELAP): E871099

Anatek Labs, Inc.

1282 Alturas Drive • Moscow, ID 83843 • (208) 883-2839 • Fax (208) 882-9246 • email moscow@anateklabs.com
504 E Sprague Ste. D • Spokane WA 99202 • (509) 838-3999 • Fax (509) 838-4433 • email spokane@anateklabs.com

Client:	STRATA SPOKANE VALLEY	**Batch #:**	170620036
Address:	10020 E. KNOX AVE, SUITE 200 SPOKANE VALLEY, WA 99206	**Project Name:**	SP17010B
Attn:	BEN VANCE		

Analytical Results Report

Authorized Signature

Kathleen A. Sattler

Kathleen A. Sattler, Lab Manager

MCL	EPA's Maximum Contaminant Level
ND	Not Detected
PQL	Practical Quantitation Limit

This report shall not be reproduced except in full, without the written approval of the laboratory.
The results reported relate only to the samples indicated.
Soil/solid results are reported on a dry-weight basis unless otherwise noted.

Certifications held by Anatek Labs ID: EPA:ID00013; AZ:0701; FL(NELAP):E87893; ID:ID00013; MT:CERT0028; NM: ID00013;NV:ID00013; OR:ID200001-002; WA:C595
Certifications held by Anatek Labs WA: EPA:WA00169; ID:WA00169; WA:C585; MT:Cert0095; FL(NELAP): E871099

June 17, 2019
File: SP19063A

Brent Harding, AIA, LEED AP
Principal
NAC Architecture
1203 West Riverside Avenue
Spokane, Washington 99201
Email: bharding@nacarchitecture.com

Received
SEP 06 2019
By
City of Selah
Planning Dept.

RE: **Transmittal**
Environmental Soil Evaluation
John Campbell Elementary School
408 North 1st Street
Selah, Washington

Greetings Mr. Harding:

STRATA is pleased to present the results of the analytical soil test results for the John Campbell Elementary School located at 408 North 1st Street in Selah, Washington. The purpose of this transmittal is to provide the analytical laboratory test results performed on samples collected from Borings B-4 and B-5 at depths ranging from 0.5- to 2.0 feet below the ground surface at the time of exploration. The project design team selected both the locations and depths of the analytical testing. The analytical testing was performed by Anatek Labs, Inc. in Spokane, Washington, referencing Environmental Protection Agency (EPA) method 3020A, Inductively Coupled Plasma-Mass Spectrometry methodologies. Results from the laboratory testing are presented herein.

We appreciate the opportunity to present these results and continuing our working relationship with NAC Architecture and the design team on this project. Please do not hesitate to contact us if you have any questions or comments.

Sincerely,
STRATA

Eric I. Larson
Staff Engineer

Paxton K. Anderson, P.E.
Director, North Region Manager

EL/PKA

Attachments: Anatek Analytical Test Results

Anatek Labs, Inc.

1282 Alturas Drive • Moscow, ID 83843 • (208) 883-2839 • Fax (208) 882-9246 • email moscow@anateklabs.com
504 E Sprague Ste. D • Spokane WA 99202 • (509) 838-3999 • Fax (509) 838-4433 • email spokane@anateklabs.com

Client: STRATA SPOKANE VALLEY
Address: 10020 E. KNOX AVE, SUITE 200
SPOKANE VALLEY, WA 99206
Attn: BEN VANCE

Batch #: 190517033
Project Name: JOHN CAMPBELL ELEM SC SP19063A

Analytical Results Report

Sample Number 190517033-001
Client Sample ID B-5 1.0'-2.0'
Matrix Soil
Comments

Sampling Date 5/16/2019
Sampling Time 5:00 PM
Sample Location

Date/Time Received 5/17/20192:15 PM
Extraction Date

Parameter	Result	Units	PQL	Analysis Date	Analyst	Method	Qualifier
Arsenic	3.86	mg/Kg	0.58	5/21/2019 3:01:00 PM	BAG	EPA 6020A	
Lead	27.1	mg/Kg	0.58	5/21/2019 3:01:00 PM	BAG	EPA 6020A	
4,4-DDD	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
4,4-DDE	0.00876	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	J
4,4-DDT	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Aldrin	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
alpha-BHC	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
beta-BHC	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Chlordane	ND	mg/Kg	0.05	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
delta-BHC	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Dieldrin	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Endosulfan I	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Endosulfan II	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Endosulfan sulfate	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Endrin	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Endrin aldehyde	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Endrin ketone	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
gamma-BHC (Lindane)	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Heptachlor	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Heptachlor epoxide	ND	mg/Kg	0.01	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Methoxychlor	ND	mg/Kg	0.05	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
Toxaphene	ND	mg/Kg	0.05	5/24/2019 12:19:00 PM	SAT	EPA 8081A	
%moisture	14	Percent		5/20/2019	BAG	%moisture	

Surrogate Data

Sample Number 190517033-001

Surrogate Standard	Method	Percent Recovery	Control Limits
DCB	EPA 8081A	107.8	30-150

Certifications held by Anatek Labs ID: EPA:ID00013; AZ:0701; FL(NELAP):E87893; ID:ID00013; MT:CERT0028; NM: ID00013;NV:ID00013, OR:ID200001-002; WA:C595
Certifications held by Anatek Labs WA: EPA:WA00169; ID:WA00169; WA:C585; MT:Cert0095; FL(NELAP): E871099

Anatek Labs, Inc.

1282 Alturas Drive • Moscow, ID 83843 • (208) 883-2839 • Fax (208) 882-9246 • email moscow@anateklabs.com
504 E Sprague Ste. D • Spokane WA 99202 • (509) 838-3999 • Fax (509) 838-4433 • email spokane@anateklabs.com

Client: STRATA SPOKANE VALLEY
Address: 10020 E. KNOX AVE, SUITE 200
SPOKANE VALLEY, WA 99206
Attn: BEN VANCE

Batch #: 190517033
Project Name: JOHN CAMPBELL ELEM SC SP19063A

Analytical Results Report

Sample Number 190517033-002
Client Sample ID B-4 0.5'
Matrix Soil
Comments

Sampling Date 5/16/2019
Sampling Time 7:00 PM
Sample Location

Date/Time Received 5/17/20192:15 PM
Extraction Date

Parameter	Result	Units	PQL	Analysis Date	Analyst	Method	Qualifier
Arsenic	3.81	mg/Kg	0.749	5/21/2019 3:04:00 PM	BAG	EPA 6020A	
Lead	24.5	mg/Kg	0.749	5/21/2019 3:04:00 PM	BAG	EPA 6020A	
4,4-DDD	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
4,4-DDE	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
4,4-DDT	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Aldrin	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
alpha-BHC	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
beta-BHC	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Chlordane	ND	mg/Kg	0.05	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
delta-BHC	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Dieldrin	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Endosulfan I	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Endosulfan II	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Endosulfan sulfate	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Endrin	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Endrin aldehyde	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Endrin ketone	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
gamma-BHC (Lindane)	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Heptachlor	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Heptachlor epoxide	ND	mg/Kg	0.01	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Methoxychlor	ND	mg/Kg	0.05	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
Toxaphene	ND	mg/Kg	0.05	5/24/2019 12:38:00 PM	SAT	EPA 8081A	
%moisture	34.2	Percent		5/20/2019	BAG	%moisture	

Surrogate Data

Sample Number 190517033-002

Surrogate Standard	Method	Percent Recovery	Control Limits
DCB	EPA 8081A	93.6	30-150

Certifications held by Anatek Labs ID: EPA:ID00013; AZ:0701; FL(NELAP):E87893; ID:ID00013; MT:CERT0028; NM: ID00013;NV:ID00013; OR:ID200001-002; WA:C595
Certifications held by Anatek Labs WA: EPA:WA00169; ID:WA00169; WA:C585; MT:Cert0095; FL(NELAP): E871099

Anatek Labs, Inc.

1282 Alturas Drive • Moscow, ID 83843 • (208) 883-2839 • Fax (208) 882-9246 • email moscow@anateklabs.com
504 E Sprague Ste. D • Spokane WA 99202 • (509) 838-3999 • Fax (509) 838-4433 • email spokane@anateklabs.com

Client:	STRATA SPOKANE VALLEY	**Batch #:**	190517033
Address:	10020 E. KNOX AVE, SUITE 200 SPOKANE VALLEY, WA 99206	**Project Name:**	JOHN CAMPBELL ELEM SC SP19063A
Attn:	BEN VANCE		

Analytical Results Report

Authorized Signature

Kathleen A. Sattler, Lab Manager

J	The reported value is between the laboratory method detection limit and the laboratory practical quantitation limit.
MCL	EPA's Maximum Contaminant Level
ND	Not Detected
PQL	Practical Quantitation Limit

This report shall not be reproduced except in full, without the written approval of the laboratory.
The results reported relate only to the samples indicated.
Soil/solid results are reported on a dry-weight basis unless otherwise noted.

Anatek Labs, Inc.

1282 Alturas Drive • Moscow, ID 83843 • (208) 883-2839 • Fax (208) 882-9246 • email moscow@anateklabs.com
504 E Sprague Ste. D • Spokane WA 99202 • (509) 838-3999 • Fax (509) 838-4433 • email spokane@anateklabs.com

Login Report

Customer Name: STRATA SPOKANE VALLEY
10020 E. KNOX AVE, SUITE 200
SPOKANE VALLEY WA 99206

Order ID: 190517033
Order Date: 5/17/2019

Contact Name: BEN VANCE
Comment: 8081 SUB TO ANATEK-M

Project Name: JOHN CAMPBELL ELEM SC SP19063A

Sample #: 190517033-001 **Customer Sample #:** B-5 1.0'-2.0'

Recv'd: ✔ **Matrix:** Soil **Collector:** JERRY WEED **Date Collected:** 5/16/2019
Quantity: 1 **Date Received:** 5/17/2019 2:15:00 PM **Time Collected:** 5:00 PM
Comment:

Test	Lab	Method	Due Date	Priority
%Moisture	S	%moisture	5/29/2019	***Normal (~10 Days)***
ARSENIC	S	EPA 6020A	5/29/2019	***Normal (~10 Days)***
LEAD	S	EPA 6020A	5/29/2019	***Normal (~10 Days)***
OC PEST 8081A	M	EPA 8081A	5/29/2019	***Normal (~10 Days)***

Sample #: 190517033-002 **Customer Sample #:** B-4 0.5'

Recv'd: ✔ **Matrix:** Soil **Collector:** JERRY WEED **Date Collected:** 5/16/2019
Quantity: 1 **Date Received:** 5/17/2019 2:15:00 PM **Time Collected:** 7:00 PM
Comment:

Test	Lab	Method	Due Date	Priority
%Moisture	S	%moisture	5/29/2019	***Normal (~10 Days)***
ARSENIC	S	EPA 6020A	5/29/2019	***Normal (~10 Days)***
LEAD	S	EPA 6020A	5/29/2019	***Normal (~10 Days)***
OC PEST 8081A	M	EPA 8081A	5/29/2019	***Normal (~10 Days)***

Customer Name: STRATA SPOKANE VALLEY
10020 E. KNOX AVE, SUITE 200
SPOKANE VALLEY WA 99206

Order ID: 190517033
Order Date: 5/17/2019

Contact Name: BEN VANCE

Project Name: JOHN CAMPBELL ELEM SC SP19063A

Comment: 8081 SUB TO ANATEK-M

SAMPLE CONDITION RECORD

Samples received in a cooler?	Yes
Samples received intact?	Yes
What is the temperature of the sample(s)? (°C)	10.8
Samples received with a COC?	Yes
Samples received within holding time?	Yes
Are all sample bottles properly preserved?	Yes
Labels and chain agree?	Yes
Total number of containers?	2

90517 03
st SAMP 5/
OHN CAMF
P19063A

Anatek Labs, Inc.

Chain of Custody Record

1282 Alturas Drive, Moscow ID 83843 (208) 883-2839 FAX 882-9246
504 E Sprague Ste D, Spokane WA 99202 (509) 838-3999 FAX 838-4433

Company Name: Strata, Inc	Project Manager: Ben Vance
Address: 12020 E [illegible]	Project Name & #: John Campbell Elem Sc. SP19063A
City: Spokane State: WA Zip: 99206	Email Address: jweed@stratageotech.com
Phone: 891-1904	Purchase Order #:
Fax:	Sampler Name & phone: Jerry Weed 951-0573

Normal
Next Day*
2nd Day*
Other*

Provide Sample Description / **List Analyses Requested**

Lab ID	Sample Identification	Sampling Date/Time	Matrix	# of Containers	Sample Volume	Lead	Arsenic	* Inspection
	B-5 1.0'-2.0'	5/16/19 5pm	Soil	1		X	X	X
	B-4 0.5'	5/16/19 7pm	Soil	1		X	X	X

Preservative

No

*OC

Received Int
Labels & Ch
Containers S
VOC Head S

Temperature
Preservative
Date & Time
Inspected B

	Printed Name	Signature	Company	Date	Time
Relinquished by	Jerry Weed	[illegible]	Strata, Inc.	5/17/19	2:15pm
Received by	KSCOTT	[illegible]	Anatek	5/17/19	1415
Relinquished by					
Received by					
Relinquished by					
Received by					

STRATA
Integrity from the Ground Up

June 25, 2019
File: SP19063A

Brent Harding, AIA, LEED AP
Principal
NAC Architecture
1203 West Riverside Avenue
Spokane, Washington 99201
Email: bharding@nacarchitecture.com

RE: **GEOTECHNICAL ENGINEERING REPORT, R1**
John Campbell Elementary School
408 North 1st Street
Selah, Washington

Greetings Brent:

STRATA is pleased to present this geotechnical report for the John Campbell Elementary School to be located at 408 North 1st Street in Selah, Washington. The purpose of our report was to explore the subsurface conditions within the development area and provide geotechnical opinions and recommendations to assist project planning, design, and construction. We accomplished our geotechnical services referencing our authorized proposal dated April 26, 2019.

The following report provides geotechnical recommendations for earthwork activities, shallow foundation design, concrete slab-on-grade floors, lateral earth pressures, pavement section design, and stormwater disposal based on the conditions we encountered and observed.

The geotechnical recommendations presented herein must be read and implemented in its entirety. Portions of this report cannot be relied upon individually without the supporting text or other pertinent sections and associated attachments or appendices. Construction success will depend, in part, on the design team and contractor adhering to the report recommendations, the contractor executing good construction practices, and the owner and/or contractor providing the necessary construction monitoring, testing, and geotechnical consultation to verify the work is completed as recommended herein. We recommend that STRATA be retained to provide monitoring, testing, and geotechnical consultation to verify that the report recommendations are followed during final design and construction. If STRATA is not retained to provide geotechnical continuity, STRATA cannot be responsible for designer or contractor errors, omissions, or report misinterpretations; and your selected firm shall become the engineer-of-record for administering these recommendations.

We appreciate the opportunity to continue to work with NAC Architecture and the design team on this project. Please do not hesitate to contact us if you have any questions or comments.

Sincerely,
STRATA

Jerry Weed, EI (OR)
Staff Engineer

BENJAMIN D VANCE
STATE OF WASHINGTON
54048
REGISTERED
PROFESSIONAL ENGINEER

Ben Vance, P.E.
Engineering Manager

JW/BV/cm

Received
SEP 06 2019
By
City of Selah
Planning Dept.

Geotechnical Engineering Report, R1
John Campbell Elementary School
408 North 1st Street
Selah, Washington

PREPARED FOR:
Brent Harding, AIA, LEED AP
Principal
NAC Architecture
1203 West Riverside Avenue
Spokane, Washington 99201

NAC
ARCHITECTURE

PREPARED BY:
STRATA
10020 E. Knox Avenue, Suite 200
Spokane, Washington 99206
Telephone (509) 891-1904

June 25, 2019

TABLE OF CONTENTS

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INTRODUCTION **1**
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Geotechnical Engineering Report, R0
John Campbell Elementary School
408 North 1st Street
Selah, Washington

INTRODUCTION

The purpose of this geotechnical engineering report was to assess subsurface soil conditions within the proposed project area and to prepare geotechnical recommendations to assist final design and construction document development. This report represents the deliverable associated with the authorized proposal dated April 26, 2019. The following summary describes the authorized scope of service:

1. Coordinated exploration with NAC Architecture to delineate exploration schedules, locations, utility issues, cleanup expectations, site access issues, and other exploration-specific considerations.
2. Performed a site visit to stake and paint exploration locations.
3. Coordinated exploration with the Washington Utility Notification Center to help reduce potential for damage to existing utilities.
4. Subcontracted with a private utility locating company to mark private utilities adjacent to the exploration locations.
5. Performed subsurface exploration at the site by coordinating with a subcontracted trailer-mounted drill rig and operator to accomplish 14 exploratory borings at the site extending 30.5-feet beneath the existing ground surface and loosely backfilled each boring approximately level with the ground surface following exploration. Visually described and classified the soil encountered, referencing the *American Society for Testing and Materials International* (ASTM) Test Designation D2488 *Standard Practice for Description and Identification of Soils (Visual-Manual Procedures)*, and obtained select soil samples for laboratory testing.
6. Subcontracted with a geophysicist to perform a Geophysical Survey to help determine seismic site class.
7. Performed laboratory testing on select soil samples obtained during exploration, referencing ASTM test standards.
8. Reviewed schematic design plans, subsurface conditions, laboratory test results, the proposed construction, conducted geotechnical analyses, and provided geotechnical recommendations to assist project design and construction for the following:
   - Earthwork;
   - Shallow foundation design;
   - Concrete slab-on-grade floors;
   - Lateral earth pressures;
   - Pavement section design; and
   - Stormwater disposal.
9. Prepared and provided this geotechnical report deliverable for project design team review including exploration logs, laboratory test results, and a site plan illustrating exploration locations.

Throughout this report borings are abbreviated with a B and are hyphenated with a numbering system that corresponds to Plate 1: *Exploration Site Plan*.

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PROJECT UNDERSTANDING

The project understanding for this evaluation is based on discussions with NAC Architecture and a review of the following documents:

- Two plan sheets titled: *Selah School District John Campbell Elementary School, North* and *Selah School District John Campbell Elementary School, South* dated April 23, 2014, and produced by HLA;
- A Google Earth™ image showing extents of work, undated and produced by NAC Architecture;
- A schedule titled: Selah SD Primary School – Primary Schedule, undated and produced by NAC Architecture;
- Three potential schematic designs titled *Site 1, 2, 3 Selah Primary School*, prepared by NAC Architecture and dated April 18, 2019;
- Telephone and email conversations with NAC Architecture to date; and
- Knowledge of subsurface conditions in the immediate area, and experience with similar construction.

The site is shown on Plate 1, *Exploration Site Plan*. There are five existing permanent buildings on the site along with nine temporary buildings that will be demolished or moved. The site is bordered to the north, west, and south by residential neighborhoods and to the east by Selah Middle School. Topographically, the site has 15 feet of elevation gain from the north to the south in a distance of 1,000 feet.

Proposed Construction

The new building area will be approximately 83,150 square feet, and the type of construction will consist of Type II-B with steel framing construction. The new buildings will include a two-story classroom space. The building foundation will consist of shallow, concrete footings with slab-on-grade flooring support.

The site will include a bus lane to accommodate 15 to 18 buses, a loading dock with trash and recycling facilities for the central kitchen, parking for 130 to 150 cars with landscape screening, grass play fields, outdoor learning areas/courtyards, and hard and soft play areas.

Stormwater disposal will likely consist of swales and typical double- or triple-depth drywells positioned within the swale areas. Location of stormwater disposal was unknown at the time of this report.

FIELD AND LABORATORY EVALUATION

Site Exploration

Subsurface conditions were evaluated within the proposed project area by observing 14 exploratory borings on May 16, 2019 and May 17, 2019. Borings were advanced to depths extending 5- to 30.5-feet below the existing ground surface using a G-2400 trailer-mounted drill rig equipped with six-inch outside diameter hollow stem augers. Standard Penetration Tests (SPT) soil samples were obtained

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at 2.5- or 5.0-foot intervals to the boring termination depths. Borings were loosely backfilled with bentonite and/or soil cuttings level with the ground surface at the conclusion of field exploration in all borings. Plate 1 illustrates approximate exploration locations documented in the field. A STRATA GeoProfessional visually described, classified, and logged the subsurface conditions encountered during exploration referencing ASTM D2488. Appendix A presents exploratory boring logs and a *Unified Soil Classification System* (USCS) explanation, which should be used to help interpret soil terms used throughout this report and on the exploratory logs. Also, a seismic surface wave survey was completed on May 10, 2019 by *Geophysical Survey, LLC*. The results of the geophysical survey are attached in Appendix C.

Subsurface Conditions

Asphaltic-concrete pavement was encountered that was 3.0-inches in thickness in exploratory borings B-7, B-15 and B-16. Also, topsoil was encountered from the existing ground surface to 6.0-inches below the ground surface when topsoil was not encountered. Groundwater was not encountered in any of the exploratory borings Three primary subsurface units were encountered below the asphaltic-concrete pavement and topsoil:

- **Alluvial Deposits – Silty Sand with Gravel (SM), Poorly-Graded Sand with Silt and Gravel (SP-SM):** Tan to brown, very loose to medium dense, and moist. In general, these deposits comprised of silt, sand, and gravel.
- **Eolian Deposits – Silt with Sand (ML):** Tan to brown, soft, and moist. In general, these deposits comprised of silt and sand.
- **Alluvial Deposits – Silty Gravel with Sand (GM):** Gray, dense, and moist. Predominately gravel with the fines content decreasing with depth.

A standard split-spoon sampler was used to obtain soil samples. The standard split-spoon sampler was advanced with a rope and cathead hammer. The SPT N values provided on the exploration logs are uncorrected for overburden, sampler size, borehole size, rod length, or hammer energy efficiency.

Soil conditions encountered in locations explored were moderately uniform across the site. However, exploratory excavations only allow observation of a relatively small sample of the subsurface conditions at the site. Due to the extensive existing site developments, subsurface variations likely occur beyond exploration locations, and laterally across the entire site. Such variations will not be apparent until construction, and may impact project schedules and costs. Where such variations exist, it may affect the opinions and recommendations presented in this report as well as construction timing

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and costs, STRATA must be contacted to review the encountered conditions and provided recommendations to make any necessary revisions.

Laboratory Testing

Laboratory testing was performed on select soil samples collected in the field referencing ASTM procedures. Laboratory test results were used to verify soil classification and to estimate soil engineering properties. Exploration logs in Appendix A include index laboratory test results; Appendix B provides graphical and analytical laboratory test results. Laboratory tests included:

- ASTM D6913 – *Standard Test Methods for Particle-Size Distribution (Gradation) of Soils Using Sieve Analysis*;
- ASTM D1140 – *Standard Test Methods for Amount of Material in Soils Finer Than the No. 200 Sieve*;
- ASTM D1557 – *Standard Test Methods for Laboratory Compaction Characteristics of Soil, Modified Method*; and
- ASTM D1883 – *Standard Test Methods for California Bearing Ratio (CBR) of Laboratory Compacted Soils*.

GEOTECHNICAL OPINIONS AND RECOMMENDATIONS

General Project Considerations Discussion

As summarized herein, several subsurface conditions and considerations have been identified which will impact project construction and should be considered by the project team during final design and also prospective bidding contractors:

- Stormwater disposal with bio-infiltration swales, single-depth or double-depth drywells in the upper 20-feet of soil will have a low infiltration capacity. An infiltration soil stratum was encountered in B-8, and B-16 during exploration that ranged from 15- to 19-feet below the ground surface. Triple-depth drywells positioned within swales are likely required to reach an infiltration stratum if positioned near these exploration locations. A stormwater disposal rate for bio-infiltration swales and infiltration trench are presented in the *Site Drainage Considerations* section of this report.
- It is critical, as described in the *Site Grading Considerations* and *Shallow Foundation* sections, that the footing foundations are properly drained and stormwater is not allowed to infiltrate in the vicinity of the foundations.
- As described in the *Subsurface Conditions* section of this report, undocumented fill was not encountered within boring explorations. There is a moderate to high probability that undocumented fill is encountered across the site due to limited subsurface exploration and significant existing site development. Specifically, the project team should expect to encounter undocumented fill associated with utility trench alignments and in the vicinity of the existing buildings that will be removed. All undocumented fill encountered during site preparation and construction should be completely removed below footings, foundations, interior floor slabs, exterior slabs, hardscapes and pavements to expose native silty sand. This recommendation is the geotechnical standard-of-care. If encountered, undocumented fill may be repurposed as *Structural Fill* if it meets the requirements in Table 1.

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- Undocumented fill may be present adjacent to and below the existing structure. It is recommended that STRATA is present to review the subgrade after demolition and before placement of *Structural Fill* to ensure the presence of no undocumented fill.
- It is highly recommended that earthwork is performed during dry-weather conditions. It will be very difficult to protect the subgrade conditions and achieve optimum moisture content during wet weather. See the *Wet Weather, Wet Soil Construction and Over-Excavation* sections for additional discussion.

The following geotechnical recommendations are presented to assist final design and construction document development for John Campbell Elementary School to be constructed at 408 North 1st Street in Selah, Washington. Geotechnical recommendations are based on experiences with similar soil and geologic conditions, findings from field and laboratory evaluations, and understanding of the proposed construction. If development plans change, STRATA requests to be contacted to review any project modifications relative to recommendations and, if necessary, provide any necessary revisions or modifications. Additionally, if subsurface conditions exposed during construction are different than what was encountered during exploration, STRATA should be contacted to review recommendations and provide any necessary revisions or modifications.

Earthwork

Demolition and Recycled Materials

Demolition activities are recommended to remove the existing site structures, existing pavements, and underlying pavement support aggregate to desired subgrade elevations, and to expose native silty sand (SM). Further, removing all concrete (stem walls, foundations, or other structures) is recommended.

The existing site concrete could be reclaimed or otherwise processed for potential recycling. Appropriately-processed recycled concrete material can be reused as structural fill on the project, provided it meets the requirements presented in Table 1 located in the *Soil Products Specifications* section. Recycled concrete and aggregate may be reused as structural fill *outside the building envelopes* provided:

- The resulting fill mixture is thoroughly mixed or ground together;
- The mixture results in a well-graded sand and gravel mixture;
- The mixture contains particles no larger than 6 inches in mean diameter; and
- The mixture meets the acceptable soil types discussed in the *Required Compaction* report sections Table 1.

Project specifications are recommended to consider outlining recycling requirements for the existing concrete and aggregate at the project site. In the interest of project economy, STRATA recommends the contractor be required to submit a recycling plan that incorporates the above considerations into

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the proposed construction plan. Furthermore, please note Washington State Department of Ecology (Ecology) requirements dictate that demolished asphalt shall not be placed beneath interior building spaces due to potential petroleum off-gassing. Therefore, all asphalt-containing demolition material generated during demolition activities are recommended to be removed from the site and disposed of according to Ecology and other applicable regulations.

Site Preparation

Site stripping must extend laterally at least 5.0 feet outside of planned improvement areas. All topsoil containing vegetation and organics must be removed from beneath any planned buildings, hardscapes, asphaltic-concrete pavement and fill areas. Approximately 6.0 inches of topsoil should be removed from the site. However, varying thicknesses of vegetation and organic deposits should be expected. Soil containing vegetation and organics may be reused on-site for landscaping, but may not be re-used as *Structural Fill*.

Establishing Subgrades

Following demolition, removal of undocumented fill, site stripping, excavating to achieve site grades, and prior to fill placement; prepare subgrades to receive fill, concrete, asphalt, or other site improvements as outlined below:

Slab-on-grade and foundation subgrades:

- Excavation of subgrades should be performed with a smooth bucket to avoid degradation of native material below desired subgrade elevations. All disturbed soil should be recompacted to 95 percent of modified Proctor or proof-rolled under the supervision of the geotechnical engineer-of-record or designee.

All other subgrades (i.e. exterior hardscapes, pavements & landscape areas):

- Excavation of subgrades should be performed with a smooth bucket to avoid degradation of native material below desired subgrade elevations. All disturbed soil should be recompacted to 95 percent of modified Proctor or proof-rolled under the supervision of the geotechnical engineer-of-record or designee.

After preparing subgrades, it is the contractor's sole responsibility to protect subgrades from degradation, freezing, saturation, or other disturbance. Careful construction and earthwork procedures will be critical to achieving adequate subgrade preparation and reducing over-excavation. Specifically, these procedures could include, but are not limited to, carefully staging equipment and stockpiles, routing construction equipment away from subgrades, and implementing aggressive site drainage procedures to help reduce saturating subgrades during wet weather conditions. As stated above, it is the contractor's responsibility to protect subgrades throughout construction. If a subgrade freezes, it must be recompacted and retested before acceptance. Subgrade disturbance that occurs due to the contractor's means and methods must be repaired at no cost to the owner. STRATA will remain

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available to consult with the owner, the project team, and the contractor as the project moves forward regarding subgrade preparation procedures.

Excavation Characteristics

The on-site soil is anticipated to be excavated using conventional soil excavation techniques. In general, slopes and excavations must be excavated, shored, or braced in accordance with the *Washington Industrial Safety and Health Act* (WISHA) regulations and local codes. The near-surface on-site soil is classified as a "C" type soil according to WISHA requirements. Type "C" soil can be benched 1.5H:1.0V. Ultimately, the selected contractor is responsible for site safety and determining appropriate excavations for the conditions and soil types encountered during construction. STRATA accepts no responsibility for temporary excavation stability.

Exploration and laboratory classification indicates the on-site native soil is moderately moisture-sensitive and susceptible to disturbance when moist or wet. Soil disturbance will negatively impact the soil's performance below slabs, pavement, and foundations. **Disturbed soil shall not be allowed beneath any structure.** Equipment with large tracks, lugs, or having toothed buckets has a significant potential to disturb the site soil before, or following compaction. Rubber-tired transport vehicles should not access prepared subgrades unless the subgrade is sufficiently stiff to allow construction traffic without disturbance. Project earthwork specifications specifically outline that the contractor is required to maintain the subgrade in an undisturbed condition and protect subgrades from construction traffic disturbance after they have been prepared and meet compaction requirements. Further information can be found in this report's *Wet Weather, Wet Soil Construction and Over-Excavation*.

Soil Product Specifications

All fill placed beneath anticipated structures (foundations, slabs, or pavements) is recommended to consist of *Structural Fill* or *Footing Structural Fill*, meeting the requirements presented in Table 1. The on-site native silty sand is expected to be suitable for re-use as *Structural Fill*, but will require moisture-conditioning before placement. Undocumented fill, if encountered, cannot be re-used as *Structural Fill* unless approved by the geotechnical engineer-of-record.

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Table 1. Soil Fill Specifications and Allowable Use

Soil Fill Product	Allowable Use	Material Specifications
Structural Fill[1]	• Fill placement under site improvements such as hardscapes, slab-on-grades, and pavements • Foundation wall backfill • Over-excavations • Utility trench backfill	Soil must be classified as GP, GM, GW, SP, SM or SW according to the USCS. Soil may not contain particles larger than 6 inches in median diameter. Soil must contain less than 3 percent (by weight) of organics, vegetation, wood, metal, plastic or other deleterious substances.
Footing Structural Fill[2]	• Site grading and fill placement below footings	Soil meeting requirements stated in *Section 9-03.18 – Foundation Material Class C* of 2018 WSDOT Standards.
Crushed Surfacing[3]	• Structural fill uses • Slab support aggregate • Pavement section aggregate	Soil meeting requirements stated in *Section 9-03.9(3) – Crushed Surfacing* of 2018 WSDOT Standards.
Utility Trench Backfill	• Pipe zone bedding	Soil meeting requirements stated in *Section 9-03.12(4) – Gravel Backfill for Pipe Zone Bedding* of 2018 WSDOT Standards.
Non-Structural Fill	• Fill placement to achieve site grading outside of site improvements (structures and pavements) • Landscape fill • Play field fill placement	Imported fill or native soils including soils not approved for reuse as structural fill. Soil classified as GP, GM, GW, GC, SP, SM, SW, SC, or ML. Soil must be reasonable free of deleterious material as determined by the geotechnical engineer of record.
Unsatisfactory Soil	• NONE	Soil classified as CL, CH, MH, OH, OL or PT may not be used at the project site. Any soil type not maintaining moisture contents within 5 percent of optimum during compaction. Any soil containing more than 3 percent (by weight) of organics, vegetation, wood, metal, plastic or other deleterious substances.

1. The on-site native silty sand soil does meet the intent of STRATA's recommendations for *Structural Fill*.
2. The on-site native silt with sand soil does not meet the intent of STRATA's recommendations for *Footing Structural Fill*.
3. *Crushed Surfacing* includes both "top course" and "base course" according to WSDOT Standards. Required Compaction

Table 2 summarizes soil product compaction requirements.

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Table 2. Required Soil Products for Designated Project Areas

Project Area	Required Soil Product	ASTM D1557 Compaction Requirement
Non-structural fill placement for landscaping and playfield areas.	*Non-Structural Fill*	85%
Structural fill placed for building footprint and below crushed surfacing for floor slab.	*Structural Fill & Footing Structural Fill*	95%
Directly beneath asphalt or concrete pavements, slabs, hardscaped, and sidewalks	*Crushed Surfacing*	95%

Place *Soil Fill Products* over approved subgrades. Never place *Soil Fill Products* over frozen, saturated, or soft subgrades. All *Soil Fill Products* should be moisture-conditioned to near optimum moisture content and be placed in maximum 12-inch-thick loose lifts. If site access precludes the use of large (10 ton or greater) compaction equipment and smaller or lighter equipment is used, a reduction in fill lift thickness and adjustment in compaction effort must be used. The contractor is responsible for selecting compaction equipment suitable for achieving compaction.

Imported or native *Structural Fill* may be too coarse for conventional Proctor testing if it contains more than 30 percent particles retained on the No. ¾ sieve (i.e., oversize material). If excessive oversize material is present within the imported *Structural Fill*, oversize material is recommended to be compacted using method specification. Method compaction should occur by applying at least 5 complete passes over the soil using vibratory compaction equipment with a drum energy rating of at least 10 tons. Smaller compaction equipment is not recommended for method compaction. Method compaction should be observed on a full-time basis by STRATA and should achieve a firm/dense, unyielding and interlocking *Structural Fill* surface. Observations and laboratory testing indicate that the native soil will not be classified as oversize material.

Wet Weather, Wet Soil Construction and Over-Excavations

Earthwork construction is strongly recommended to take place during dry weather conditions. In soft or wet soil areas and during wet weather conditions, earthwork contractors must be familiar with the hazards of using rubber-tired equipment, which exerts a point load on the subgrade. Staggering wheel paths, using tracked equipment to traverse exposed subgrades and other techniques are important processes that reduce the potential for subgrade pumping, rutting, and contractor rework. Construction traffic is recommended to be controlled in a manner that reduces traffic directly on the sensitive soil subgrade.

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Earthwork should not be performed immediately after rainfall, or until soil can dry sufficiently to allow construction traffic without disturbing the subgrade. Disturbance of the subgrade soils may require isolated removal and replacement during construction. Any soil exhibiting pumping, rutting, weaving, or otherwise exhibiting unstable performance is recommended to be moisture-conditioned (typically drying) and recompacted to *Structural Fill* requirements, or removed. Moisture-conditioning the on-site soil could be difficult. If moisture-conditioning is impractical or may create project delays, the soil should be removed to undisturbed native soil using smooth-blade equipment and *Structural Fill* placed to desired grades. The "over-excavation" process is recommended to occur as follows:

1. STRATA and/or the selected contractor should identify and delineate unstable subgrade soil conditions. STRATA must review the affected area and provide feedback to help facilitate the over-excavation process.
2. After attempting proper moisture conditioning, remove unstable areas using smooth-blade equipment to a minimum depth of 1.0-foot below the subgrade surface. Extend the over-excavation a minimum of 2.0 feet laterally beyond the delineated unstable area.
3. STRATA shall verify the resulting subgrade following consists of suitable, undisturbed native soil.
4. Place *Structural Fill* in the over-excavation to desired grades in accordance with the *Soil Product Specifications* and *Required Compaction* report sections.

In some instances, a 1.0-foot deep over-excavation may not be sufficient to expose suitable native soil; additional over-excavation depth may be needed. Method compaction should be observed on a full-time basis by STRATA. All soil lifts should be approved by the geotechnical engineer-of-record or designee.

Shallow Foundation Design

If recommendations are followed, the foundation design criteria presented herein can be applied to project building foundations, assuming the loading conditions stated in the *Project Understanding* report section are current and accurate. Any foundation for the John Campbell Elementary School is recommended to bear on undisturbed native soil, or *Footing Structural Fill* placed over undisturbed native soil prepared per the *Earthwork* report section. Foundation subgrades are recommended to remain in an undisturbed condition during foundation preparations, construction of concrete formwork, and reinforcing steel placement. All foundation bearing surfaces should be free of loose soil and debris and be in an undisturbed state.

Design Parameters

Based on preparing the foundation bearing soil units as described herein, the following items provide the recommended shallow foundation design parameters:

- Maximum allowable bearing pressure: 2,500 pounds per square foot.

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    - The allowable bearing capacity may be increased by 1/3 if the loading is transient in nature. The increase in bearing capacity may not be combined with a load factor that reduces the load.
- Estimated foundation vertical settlement:
    - Total settlement: Less than 1.0 inch.
    - Differential settlement: Less than 0.50 inches in 30.0-foot horizontal span or between adjacent, differently loaded footings.
- Lateral load resistance:
    - Foundation base friction coefficient:
        - 0.45 for foundations cast directly on prepared native gravel or *Structural Fill* soil.
    - Passive soil resistance on foundation sides:
        - Equivalent fluid pressure: 300 pounds per cubic foot (pcf) (requires ¾-inch lateral movement to mobilize full resistance).
        - Neglect upper 24 inches of wall backfill due to frost action.
- Footing embedment:
    - Exterior footings (or footings in non-heated areas) must extend at least 2.0-feet below the final, exterior ground surface to help protect against frost action.

Seismicity

Section 1613 in the 2015 *International Building Code* (IBC) and Chapter 20 in the *American Society of Civil Engineers* (ASCE) 7-10 outline procedures for evaluating site ground motions and design spectral response accelerations. Based on available soil and geologic data, exploration beneath the site, seismic surface wave velocity testing, and the project location, a **Site Class D** is recommended to be utilized as a basis for structural seismic design. The average shear velocity recorded at the site was 894 feet per second. The results of the geophysical survey are attached in Appendix C. The *Maximum Considered Earthquake* (MCE) maps from the IBC, the *National Earthquake Hazards Reduction Program* (NEHRP), and the *U.S. Geological Survey* (USGS) seismic hazard data (2009) was referenced to develop individual seismic response criteria as presented in Table 3.

Table 3. Seismic Response Criteria
(Longitude/Latitude: 46.65856°, -120.53233°)

Parameter	Value (g)
S_S - 0.2 Second MCE Spectral Response Acceleration	0.517
S_1 - 1.0 Second MCE Spectral Response Acceleration	0.213
S_{DS} - 0.2 Second Design Spectral Response Acceleration ($S_{DS} = S_{MS} \times 0.667$)	0.478
S_{D1} - 1.0 Second Design Spectral Response Acceleration ($S_{D1} = S_{M1} \times 0.667$)	0.280
PGA_M - Design Peak Ground Acceleration	0.290

Values from 2015 IBC, and 2009 NEHRP, Risk Category I, II, III (low hazard, other, substantial hazard).

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Foundation Drainage

Maintaining uniformly drained conditions is critical to long-term foundation system performance. Foundation drains are recommended to be installed around the building perimeter to route nuisance water away from foundation subgrades to dedicated stormwater disposal areas. Based on the low potential for shallow groundwater (i.e. less than 5.0 feet deep), the design and ownership team may elect to omit foundation drains from proposed improvements. Omitting the drainage system does not pose a great risk of damage to improvements so long as hardscaped surfaces adequately route surface runoff water away from structure subgrades.

Concrete Slab-On-Grade Floors

Concrete slab-on-grade floors should be supported by a minimum of 6 inches of *Crushed Surfacing* meeting the requirements shown in Table 1. The recommendations provided in this section assume compacted Native or *Structural Fill* subgrades will be prepared per the *Earthwork* report section. *Crushed Surfacing* below slab support should be placed directly over an undisturbed subgrade, observed and approved by STRATA, and meeting the requirements specified in this *Soil Product Specifications* section.

Slabs must be structurally designed for the anticipated use and equipment or storage loading conditions, as applicable. STRATA has not provided slab design as part of the scope of service. Based on correlations to field and laboratory test results, concrete slab design is recommended to utilize an allowable modulus of subgrade reaction (k) of 200 pci. To realize the estimated subgrade modulus, drained conditions, and a minimum of 6 inches of *Crushed Surfacing* must be provided.

Moisture Protection

Interior floor slabs may be susceptible to moisture migration caused by subsurface capillary action and vapor pressure. Moisture migration through floor slabs can break down a floor covering, its adhesive, or cause various other floor covering performance problems. Specifically, STRATA has participated in numerous projects where inadequate vapor protection caused significant damage to moisture-susceptible flooring systems. Often, these moisture problems were associated with either no moisture protection below the slab or with improperly sealed sub-slab penetrations that allowed vapor migration and damage to the flooring system. Plumbing penetrations are notoriously problematic for under-slab vapor protection.

Vapor retarders must consist of thick, puncture-resistant polyethylene sheeting placed immediately below the floor slab. An example of this material is Stego Wrap™, a 15-mil retarder. Alternatively, the vapor barrier may be covered with an additional 2-inch-thick layer of clean, coarse sand placed

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between the aggregate base course and the concrete slab-on-grade floors, if the base material and slabs are placed with a waterproofing system in-place. Vapor barrier installation options are outlined in Figure 1, following.

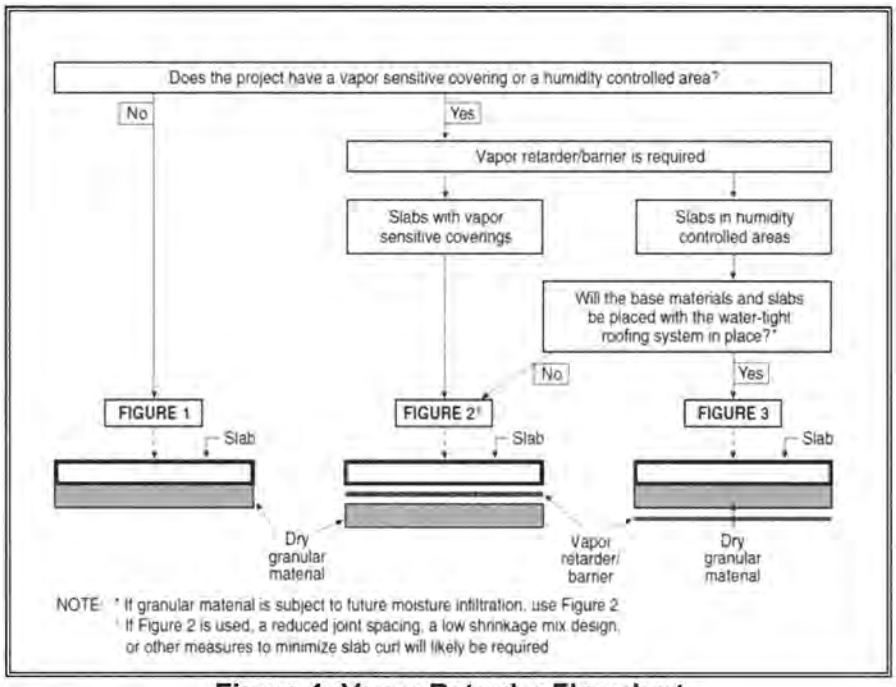

Figure 1: Vapor Retarder Flowchart
(Adapted from Figure 3-1 of ACI 302.1R-04)

Form stakes, piping, or other sub-slab penetrations must never penetrate the vapor retarder. Carefully design and construct any vapor retarder penetrations to reduce vapor transport through such penetrations. Even if these recommendations are used, water vapor migration through the concrete floor slab is still possible. Floor covering should be selected accordingly. Manufacturer's recommendations should be strictly followed. Where vapor retarders are utilized, the flooring and concrete slab contractors, as well as the plastic sheeting manufacturer, should be consulted regarding additional slab cure time requirements and/or the potential for slab curling.

The design team may desire to reduce the project budget by omitting a vapor retarder system below the concrete slab-on-grade floors. However, buildings and associated utilities can act as conduits for moisture and water vapor that exists in the soil to migrate vertically. STRATA recommends you strongly consider the risks of excluding a vapor barrier prior to omitting such a system. Where floor coverings or equipment must be protected from damage by moist floor conditions, installation of a vapor retarder is strongly suggested.

Ultimately, the location of the vapor retarder (if specified) should be carefully considered by the design team. ASTM E1643 and American Concrete Institute (ACI) Committee 302 are 2 publications that

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provide considerations for vapor retarder locations. Studies have shown that decreased water cement ratios, higher strength concrete, and good construction finishing practices significantly decrease any negative impacts associated with the above options for vapor retarder locations.

Lateral Earth Pressures

The following recommendations apply to horizontal earth pressures against permanent walls and footings that are less than 6-feet tall. Walls taller than 6 feet must be reviewed and recommendations provided separately. *Structural Fill* must comprise the entire active wedge behind the walls. Any wall should be designed against overturning, sliding, and global wall failure. At-rest lateral earth pressures are recommended to be estimated using the following equivalent fluid pressures (EFP) from Table 4.

Table 4. Static Equivalent Fluid Pressures (EFP)

Rankine Lateral Earth Pressure Case	Equivalent Fluid Pressure (EFP)
Structural Fill in the active zone (Φ = 29°, γ_m = 118 pcf)	
At-rest case (no wall movement)	60 pcf
Active case (wall movement away from soil mass)	45 pcf
Passive case (wall movement toward soil mass)*	300 pcf

*Note that mobilizing full passive resistance requires approximately ½-inch of lateral movement.

The recommended EFP assume fully-drained conditions with no hydrostatic forces acting on the wall and *Structural Fill* backfill throughout the entire active zone. For walls that cannot tolerate movement, they are recommended to be designed utilizing at-rest equivalent earth pressures. The recommended EFP also assume the top surface of backfill adjacent to wall is level. Lateral surcharge pressures due to equipment, slopes, storage loads, etc. have not been included in the above lateral earth pressure recommendations.

Pavement Section Design

The following pavement section design is provided referencing the *American Association of State Highway and Transportation Officials* (AASHTO) *Guide for Design of Pavement Structures* (1993). STRATA assumed traffic loading and design parameters based on typical flexible pavement design criteria in the Selah, Washington area, results from laboratory testing, and understanding of the subsurface conditions. The following sections and tables present design parameters and references, as well as the resulting pavement recommendations.

The traffic loads used in this analysis are assumed based on cursory information provided by NAC Architecture. If actual loading is different, STRATA must review the analysis with the actual traffic

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loads. Tables 5 presents the traffic load that was used to develop a typical pavement design section. Table 6 presents the design parameters and references recommendations using the AASHTO design software *Darwin®* for asphaltic-concrete pavement.

Table 5. Traffic Loading Assumptions

Pavement Section Area	Traffic Loading Parameters	Frequency[1] or Value Used	Equivalent Single-Axle Loads[2] (To Nearest 1,000)
Standard-Duty Section	Passenger Vehicles	200 trips per day	2
	Garbage Trucks	4 trips per week	13
	Package Delivery Trucks	30 trips per week	12
	School Bus	90 trips per week	22
		Total:	49
	Annual Growth Factor	1.0%	
	Construction Traffic[3]	**None**	
	Design Life	20 years	

1. One trip is one pass by a single vehicle.

Table 6. Asphaltic-Concrete Pavement Design Parameters

Design Parameter	Value Used	Reference
Reliability (R)	80%	AASHTO 1993 guidelines
Standard Deviation (S)	0.45 (flexible)	AASHTO 1993 guidelines
Initial Serviceability (PSI_i)	4.2	Typical eastern Washington area values
Terminal Serviceability (PSI_z)	2.2	Typical eastern Washington area values
Traffic Loading	48,794 ESALS	See Table 5
Design Life	20 years	Typical eastern Washington area values
Resilient Modulus (M_r)	22,500 psi[1]	Assumed based on soil classification correlations
Asphalt Layer Coefficient (a_1)	0.42	Figure 2.5 AASHTO 1993
Top Course Layer Coefficient (a_2)	0.13	Figure 2.6 AASHTO 1993
Top Course Drainage Coefficient (m_2)	1.15	Table 2.5 AASHTO 1993 for "good" drainage 1 to 5 percent exposure to near saturation

1. Pounds per square inch (psi)

Laboratory testing indicated that the native silty sand has a California Bearing Ratio (CBR) value of 30.7. Based on California Bearing Ratio correlations and resilient modulus correlations published by AASHTO, and experiences with resilient modulus testing, anticipated undisturbed silty sand soil will exhibit an estimated resilient modulus value of at least 22,500 psi, provided the subgrade is prepared

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as recommended in the *Earthwork* report section. Based on the above pavement design parameters, Table 7 provides standard-duty flexible pavement section design recommendations.

Table 7. Flexible Pavement Section Design

Pavement Section Material	Standard-Duty Section Thickness (inches)	Material Specifications
Asphalt Concrete Pavement	3.0	Hot-mix asphalt (HMA) conforming to *Section 5-04* of the latest edition of WSDOT Standards. HMA should consist of ½-inch or ¾-inch-minus nominal aggregate size.
Crushed Surfacing[1]	6.0	Top course or base course should conform to *Section 9-03.9(3) Crushed Surfacing* in the latest edition of WSDOT Standards.

1. Includes either top course or base course per WSDOT Standards section 9-03.9(3).

Pavement Maintenance and Drainage

Crack maintenance is recommended to be accomplished on all pavement surfaces every 3 to 5 years to reduce the potential for surface water infiltration into the underlying pavement subgrade. Surface and subgrade drainage are extremely important to the performance of the pavement section. Therefore, the subgrade, crushed surfacing, and paved surfaces are recommended to slope at no less than 2 percent to an appropriate stormwater disposal system or other appropriate location that does not impact adjacent buildings or properties. The pavement's life will be dependent upon achieving adequate drainage throughout the section and especially at the subgrade. Water ponding at the pavement subgrade surface can induce heaving during the freeze-thaw process, which can readily damage pavement. Fill areas that could settle after construction may exhibit small surface depressions that have poor subgrade support and can lead to cracking and additional water infiltration. The owner is strongly recommended to annually review pavement surface performance to help identify and address any pavement maintenance issues.

The above pavement sections assume the pavement subgrade will be prepared as described in the *Site Preparation* report section. STRATA recommends to be retained to observe and traverse the pavement subgrade to identify areas that deviate from what has been assumed for design, and to help identify soft, rutting or pumping soil areas, or other potentially problematic conditions.

Site Drainage Considerations

Stormwater disposal is feasible via bio-infiltration swales with drywells, provided the recommendations presented herein are followed, and stormwater facilities are designed and constructed by the most

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recent version of the *Yakima County Regional Stormwater Manual* (YCRSM) and the Stormwater Management Manual of Eastern Washington (SMMEW). If the proposed stormwater disposal plan changes from what has been described and assumed herein, STRATA must be contacted to review the planned changes and provide revised recommendations, as necessary. The following sections detail stormwater disposal recommendations.

Bio-Infiltration Swale Design

The location of the bio-infiltration swale had not been determined at the time of this report. Infiltration rates presented herein are based on in-situ infiltration testing and percent fines of soil tested at depth. Further, the native subgrade below B-3 is anticipated to have an infiltration rate of approximately **0.5 inches per hour**. The infiltration rate provided is from a boring infiltration test within B-3 at five-feet below the existing ground surface. Table 8 below provides the results of the sieve analyses performed on samples collected at depth in B-3, B-14, and B-12.

Table 8. Infiltration Area Summary of Fines Content

Sample Location	Sample Depth (ft)	USCS Classification	Percent Passing No. 200
B-3	2.5-4.0	ML	56.9%
B-14	2.5-4.0	SM	48.1%
B-12	2.5-4.0	SM	46.5%

Based on exploration in the project vicinity, groundwater will not be encountered at the assumed excavation depths. Regardless of which product is used below drainage swales during construction, STRATA recommends to be retained to confirm compliance with material recommendations, but also to confirm the infiltration characteristics of the as-placed material meets stormwater design and YCRSM requirements. This would include fines content and single-ring infiltrometer testing of the compacted material to verify the infiltration rate is greater than 0.5 in/hr. Infiltrometer and fines content testing should occur at the base of the constructed swale before the treatment soil (topsoil) placement. Further, in accordance with the SMMEW, the contractor is recommended to submit treatment soil test results demonstrating the cation exchange capacity and organic matter requirements meet SMMEW standards (greater than or equal to 5 meq/100 grams). If treatment soil other than sandy loam or similar soil textures are proposed by the contractor, a single-ring infiltrometer test is recommended to confirm the infiltration rate of the as-placed treatment soil is between 0.5 and 2.4 in/hr.

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Drywell Design and Construction Considerations

Civil design is recommended to rely on maximum design drywell outflow rate of **0.09 and 0.30 cubic feet per second** for double- and triple-depth for a drywell that is constructed to discharge in the poorly graded gravel or sand layer. This layer was encountered between 15- and 19-feet below the ground surface. The drywell constructed for the John Campbell Elementary School will have an extra extension, effectively creating a triple-depth drywell. There are no published guidelines for calculating the outflow rates for triple-depth drywells. Drywell rates provided are based on the fines content at depth and results of the Spokane 200 Method. Drywell outflow rates can be more accurately measured after the installation of one drywell. This may reduce the number of drywells required for stormwater. STRATA can provide full-scale drywell testing, drywell installation observation to possibly reduce the number of required drywells.

Table 9. Spokane 200 Method Results Summary

Sample Location	Sample Depth (ft)	USCS Classification	Percent Passing No. 200[2]	Hydraulic Conductivity (cm/s)	Design Drywell Outflow Rate (CFS)[1]		Factor of Safety
					Double Depth	Triple Depth	
B-16	15.0-16.5	SP-SM	10.3%	7.98×10^{-3}	0.09	0.30	2.7

1. Cubic feet per second includes factor of safety.
2. The SRSM does not provide design guidance for samples where more than 12 percent fines pass the No. 200 sieve.

Civil designs are recommended to require STRATA to be retained to review drywell excavations during construction to confirm exposed soil conditions and perform laboratory testing to confirm soil conditions and design outflow rates. Soil infiltration rates can dramatically decrease when the subgrade is compacted, backfill is plugged with fines, or the soil becomes frozen or saturated. Saturation due to spring runoff and summer irrigation can create localized, perched groundwater tables, which can reduce the soil's ability to infiltrate stormwater. STRATA recommends project specification include provisions regarding careful construction practices which do not reduce the soil's infiltration capacity, including:

- Accomplishing careful subgrade preparations which do not compact soil beneath or around the drywells;
- Introducing free-draining aggregate around the active drywell barrel section; and
- Protecting drainage aggregate from soil contamination via a separation geotextile fabric.

Figure 2 details the results of a boring infiltration rate that was performed at B-16.

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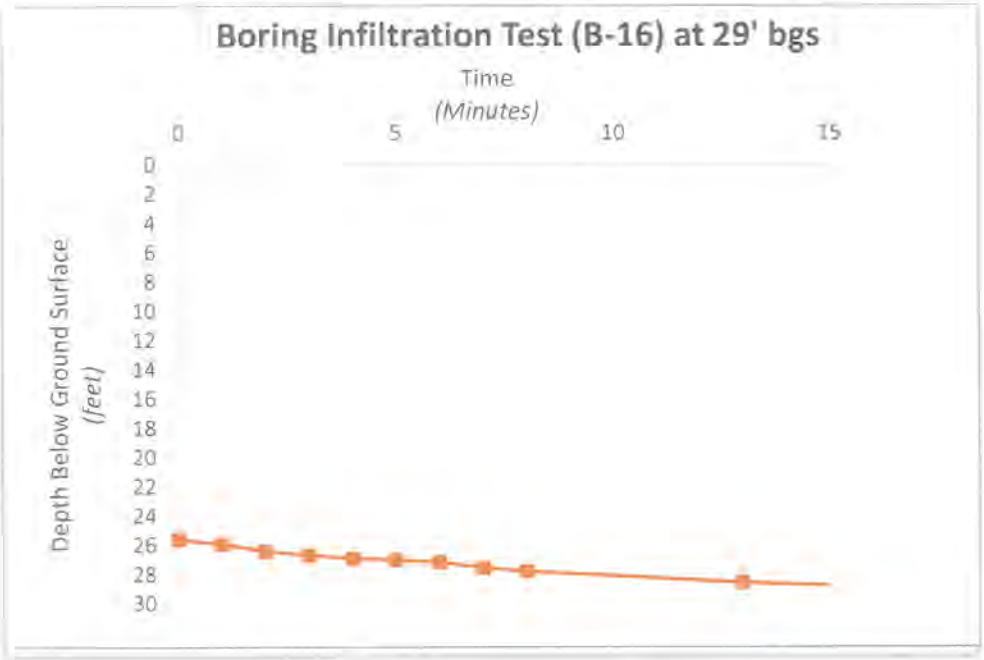

Figure 2: Boring Infiltration Test

Site Grading Considerations

Runoff from precipitation or snowmelt must be routed away from structures to the maximum extent practical and must not be allowed to infiltrate, or be diverted towards slopes, foundations, exterior flatwork, or slab subgrades. Runoff or water migrating along the ground surface must be conveyed away from slopes and structures by an appropriately designed series of ditches, swales, or other surface water management procedures.

The ground surface outside any structure is recommended to be sloped at least 5 percent away for a minimum of 10.0 feet to rapidly convey surface water or roof runoff away from foundations. Site grades beyond 10.0 feet from structures should slope at least 2 percent away and toward acceptable areas, as determined via recommendations and site grading design. *Americans with Disabilities Act* (ADA) hardscapes may not meet the above site grading recommendations adjacent to structures. ADA-pertinent hardscapes are recommended to be sloped away from structures to the maximum extent practical. Elastomeric sealant is recommended to be considered between hardscapes and foundation walls to reduce moisture infiltration at joints near building structures. Well-designed site drainage and careful final grading will help limit moisture infiltration near building and paved areas, which will help reduce impacts from frost heave, vapor intrusion to interior spaces, and help improve long-term performance of such structures.

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Stormwater should be routed away from disturbed soil areas and should be disposed of in a suitable location as determined by site grading design. Bio-infiltration swales or other infiltration facilities are recommended to be located at least 25 feet from any structure or the overflow invert be established a minimum of 1-foot below the bottom of the exterior foundation footings.

ADDITIONAL RECOMMENDED SERVICES

Geotechnical Design Continuity

The information contained in this report is based on current development plans provided by NAC Architecture and estimated structural loads. Conditions encountered following design of the final floor elevation, floor configuration, loading conditions, as well as site geometry, can significantly alter opinions and design recommendations. Specifically, changes in structural design loads and planned site grading may require additional foundation and earthwork evaluations specific to the actual anticipated construction conditions. STRATA should be contacted if additional exploration is preferred prior to design completion, to observe conditions following demolition, and once final designs are completed to review opinions and design recommendations contained herein.

Plan and Specification Review

STRATA recommends to be retained to review geotechnical-related plan and specification sections prior to issuance of the construction documents for bidding. It has been STRATA's experience that having the geotechnical consultants from the design team review the construction documents reduces the potential for errors and reduces costly changes to the contract during construction.

To maintain STRATA as the engineer-of-record through construction, retain STRATA to verify design parameters and provide construction monitoring that documents site soil conditions and gives you the confidence that report recommendations are incorporated into the grading and foundation construction. Such observation is a critical part of the geotechnical design process and can help reduce the potential for soil engineering or construction-related errors or omissions. Further, material testing and special inspection services are required by local building departments, the IBC, and project specifications. STRATA is available to provide these services.

Geotechnical Observation During Construction

STRATA should be retained to provide construction observation and testing to document the report recommendations have been followed. STRATA cannot be responsible for soil engineering-related construction errors or omissions if STRATA is not retained to provide the recommended construction observation services. Providing these services during construction will help to identify potential

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earthwork and foundation construction issues, thus allowing the contractor to proactively remedy problems and reduce the potential for errors and omissions.

EVALUATION LIMITATIONS

This geotechnical engineering report has been prepared to assist in planning, design, and construction for the John Campbell Elementary School to be constructed at 408 North 1st Street in Selah, Washington. The scope does not include an engineering evaluation for deep foundations retaining walls or landscaping. Variation in subsurface conditions may exist between or beyond explorations, which can necessitate changes to the geotechnical recommendations in this report. Also, changes to the planned development can drastically affect provided recommendations. If the improvement plans change from those described herein, STRATA must be notified so that modifications to recommendations may be made with respect to the modified improvements. If unforeseen conditions are encountered during earthwork, STRATA must be afforded the opportunity to review recommendations and provide necessary consultation, revision, or modifications to information contained herein. STRATA recommends to be retained to review the final project plans and specifications, to provide geotechnical continuity throughout construction, and to identify any soil variations which could impact provided recommendations.

This report was prepared for the exclusive use of NAC Architecture and their project design team, for the specific project referenced herein. STRATA cannot be held responsible for unauthorized duplication or reliance upon this report or its contents without written authorization. The geotechnical recommendations provided herein are based on the premise that an adequate program of tests and observations will be conducted by STRATA during construction in order to verify compliance with provided recommendations and to confirm conditions between exploration locations. Subsurface conditions may vary from the locations explored and the extent of variation may only be known at the time of construction. Where variations occur, it is critical STRATA be afforded the opportunity to modify this report to reflect the site conditions exposed. This acknowledgment is in lieu of all warranties either express or implied.

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APPROXIMATE SCALE - FEET

0 50 100

LEGEND

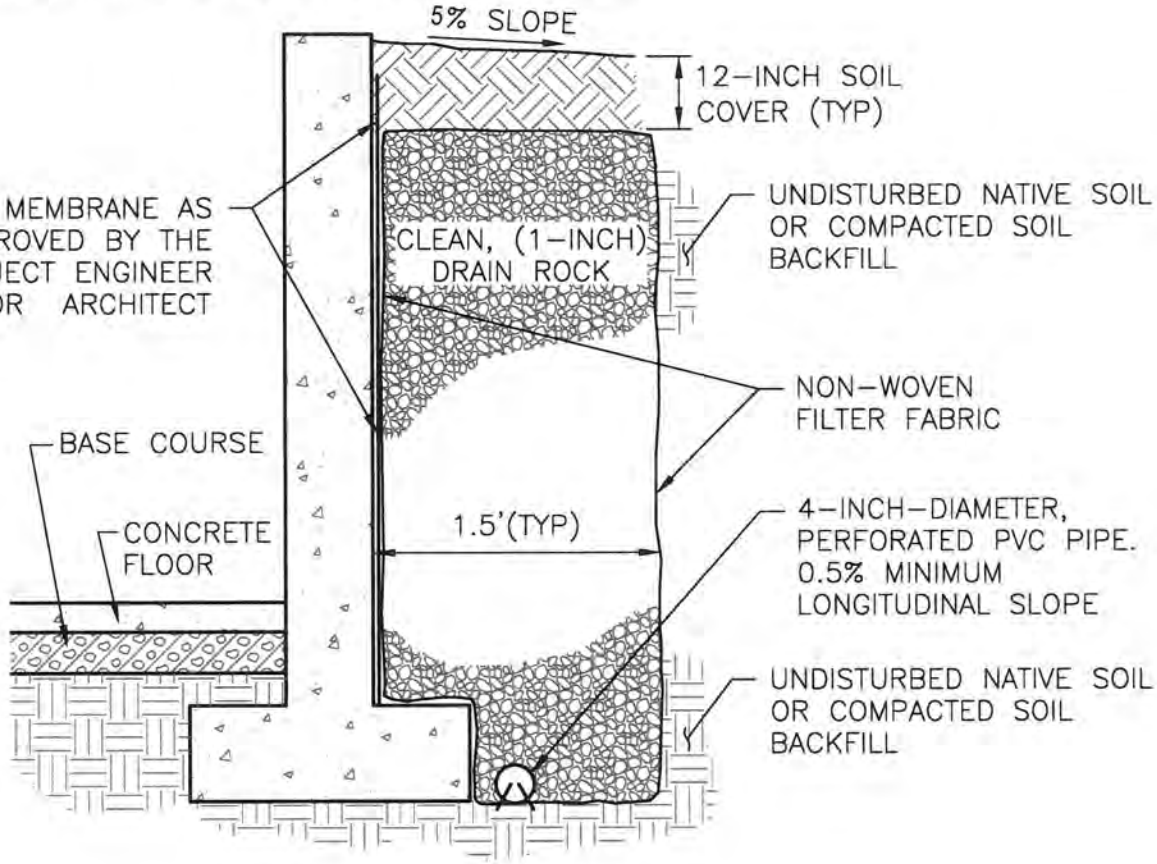
BORING EXPLORATION LOCATION

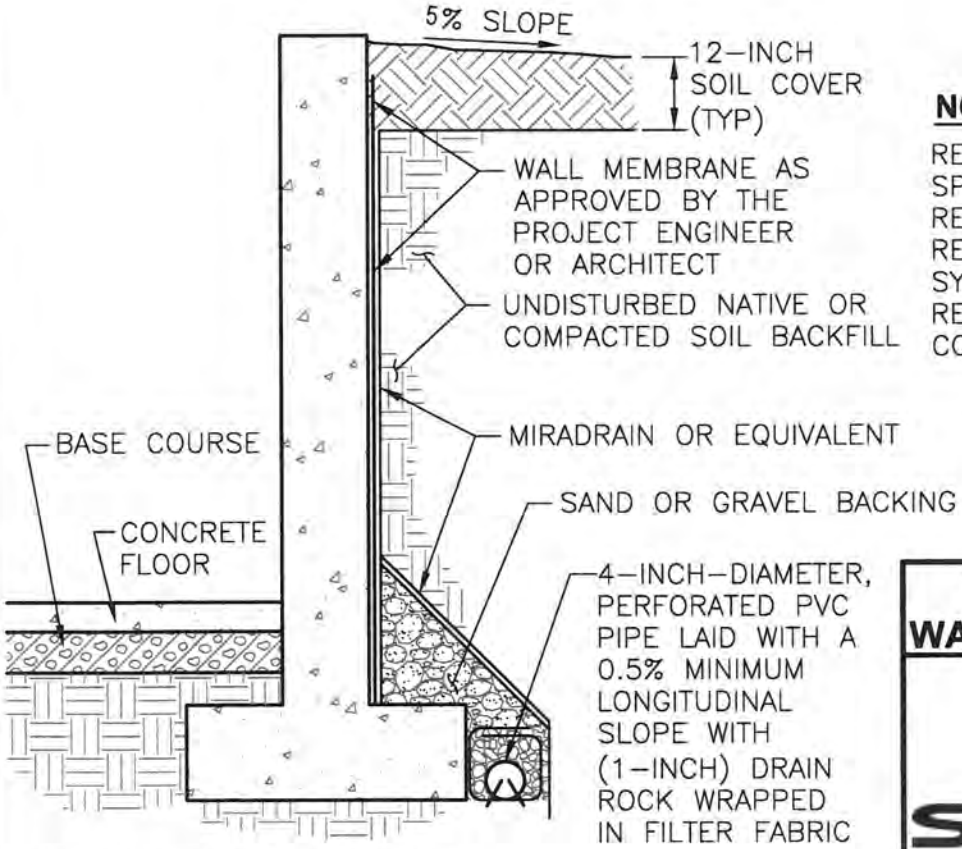
INFILTRATION BORING EXPLORATION LOCATION

IMAGE SOURCE

NOTE:

THIS DRAWINGS' CROSS-SECTIONS MAY BE USED FOR GRAVITY WALLS. THIS IS NOT A STRUCTURAL DETAIL.





NOTE:

REFER TO MANUFACTURER'S SPECIFICATIONS AND TEXT OF REPORT FOR INFORMATION REGARDING DRAINAGE SYSTEM, WALL DESIGN AND RELATED GEOTECHNICAL CONSIDERATIONS.

INFORMATIONAL ONLY (NOT TO SCALE)

FOUNDATION AND WALL DRAIN SCHEMATIC

STRATA

SP19063A	PLATE 2

APPENDIX A

Subsurface Exploration Logs

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GRAPH SYMBOL	LETTER SYMBOL	TYPICAL NAMES
COARSE GRAINED SOIL	GRAVEL	CLEAN GRAVEL		GW	Well–Graded Gravel, Gravel–Sand Mixtures.
				GP	Poorly–Graded Gravel, Gravel–Sand Mixtures.
		GRAVEL WITH FINES		GM	Silty Gravel, Gravel–Sand–Silt Mixtures.
				GC	Clayey Gravel, Gravel–Sand–Clay Mixtures.
	SAND	CLEAN SAND		SW	Well–Graded Sand, Gravelly Sand.
				SP	Poorly–Graded Sand, Gravelly Sand.
		SAND WITH FINES		SM	Silty Sand, Sand–Silt Mixtures.
				SC	Clayey Sand, Sand–Clay Mixtures.
FINE GRAINED SOIL	SILT AND CLAY LIQUID LIMIT LESS THAN 50%			ML	Inorganic Silt, Sandy or Clayey Silt.
				CL	Inorganic Clay of Low to Medium Plasticity, Sandy or Silty Clay.
				OL	Organic Silt and Clay of Low Plasticity.
	SILT AND CLAY LIQUID LIMIT GREATER THAN 50%			MH	Inorganic Silt, Micaceous Silt, Plastic Silt.
				CH	Inorganic Clay of High Plasticity, Fat Clay.
				OH	Organic Clay of Medium to High Plasticity.
				PT	Peat, Muck and Other Highly Organic Soil

BORING LOG SYMBOLS	GROUNDWATER SYMBOLS	TEST PIT LOG SYMBOLS
Standard 2–Inch OD Split–Spoon Sample	Groundwater After 24 Hours	BG Baggie Sample
California Modified 3–Inch OD Split–Spoon Sample	(7-3-07) Indicates Date of Reading	BK Bulk Sample
Rock Core	Groundwater at Time of Drilling	RG Ring Sample
Shelby Tube 3–Inch OD Undisturbed Sample		

Shorthand Notation:
BGS = Below Existing Ground Surface
N.E. = None Encountered

STRATA

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5) SPT, N-Value ● % Passing No. 200 Sieve ★ PL MC LL (20 40 60 80)	Remarks Note: BGS = Below Ground Surface
	0	1127.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.		1126.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, loose to very dense, moist.			SM		2 3 3	6			
	5	1121.5			12 50/0.5"	50+			Auger chatter. Auger refusal, moved 5 feet east to B-1.1.
(RX) BEDROCK Borehole Terminated at 5.5 Feet.		1121.4	RX						

Client: NAC Architecture	**Boring Number:** B-1	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1127.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1126.5	SM						Moved five feet east of B-1 after auger refusal. Auger chatter.
(SM) ALLUVIUM SILTY SAND, brown, loose to very dense, moist.	5		SM						
		1119.5							
(SM) ALLUVIUM SILTY SAND with GRAVEL, brown, loose to very dense, moist.			SM		4 5 4	9		● ○ 17 ★	Auger chatter.
	10	1116.1			12 50/5.5"	50+		50+ ●	
(RX) BEDROCK		116.0	RX						Auger refusal.

Borehole Terminated at 11.0 Feet.

Client: NAC Architecture	**Boring Number:** B-1.1	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

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USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1137.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1136.5	SM						
(SP-SM) ALLUVIUM POORLY-GRADED SAND with SILT and GRAVEL, brown, medium dense to dense, moist.			SP-SM	X	5 8 8	16			
	5	1130.5		X	10 12 19	31			

Borehole Terminated at 6.5 Feet.

Client: NAC Architecture	**Boring Number:** B-2	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

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USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS Pocket Penetrometer, TSF ▲ 0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5 SPT, N-Value ● % Passing No. 200 Sieve ★ PL MC LL 20 40 60 80	Remarks Note: BGS = Below Ground Surface
		1127.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1126.5	SM						
(ML) ALLUVIUM SANDY SILT, brown, soft, moist.			ML		2 2 2	4		● ○ 17 ★	
	5	1122.0							Falling head test, no sample collected.

Borehole Terminated at 5.0 Feet.

Client: NAC Architecture	**Boring Number:** B-3	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

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USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS (Pocket Penetrometer, TSF ▲ 0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5; SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL 20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1132.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1131.5	SM						Environmental sample collected. Trace gravel.
(SM) ALLUVIUM SILTY SAND, brown, very loose to loose, moist.					3 2 2	4			
	5		SM		3 4 4	8			
					3 3 4	7			
	10				4 4 5	9			
		1120.5							

Borehole Terminated at 11.5 Feet.

Client: NAC Architecture	**Boring Number:** B-5	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

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USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1134.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1133.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, loose to medium dense, moist.				X	2 3 3	6		●	Rootlets.
	5		SM	X	4 4 5	9		●	Trace gravel.
				X	4 5 7	12		●	
	10	1122.5		X	5 4 5	9		●	

Borehole Terminated at 11.5 Feet.

Client: NAC Architecture	**Boring Number:** B-6	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

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USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1130.0							
ASPHALT	0	1129.8	GP-GM						2.5" of asphaltic concrete.
(GP-GM) BASE COARSE POORLY-GRADED GRAVEL with SILT and SAND, brown, medium dense, moist.		1129.5							3.5" of asphaltic concrete.
(SM) ALLUVIUM SILTY SAND, brown, loose, moist.			SM	X	3 3 3	6		●	
		1125.0							
(ML) ALLUVIUM SANDY SILT, brown, medium stiff, moist.	5	1123.5	ML	X	3 2 3	5		●	

Borehole Terminated at 6.5 Feet.

Client: NAC Architecture	**Boring Number:** B-7	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS (Pocket Penetrometer, TSF ▲; SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL)	Remarks (Note: BGS = Below Ground Surface)
	0	1136.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.		1135.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, very loose to medium dense, moist.									Rootlets.
				X	1 2 2	4			
	5			X	4 4 4	8			
			SM						Driller advanced past 7.5'.
	10			X	7 6 9	15			Trace gravel.
									Auger chatter 13' to 18' bgs.
	15	1121.0							
(SM) ALLUVIUM SILTY SAND with GRAVEL, brown, medium dense, moist.				X	6 9 18	27			
			SM						Smooth drilling lense 18' to 19' bgs.
		1117.0							Auger chatter.
(GM) ALLUVIUM SILTY GRAVEL with SAND, brown, dense, moist.	20			X	10 16 18	34			
			GM						
	25	1109.5		X	8 15 23	38			

Borehole Terminated at 26.5 Feet.

Client: NAC Architecture	**Boring Number:** B-8
Project: SP19063A	**Date Drilled:** 05-16-2019
Drill Rig: G-2400	**Borehole Diameter:** 6
Depth to Groundwater: N.E.	**Logged By:** JW

STRATA
A Professional Services Consultancy
Integrity from the Ground Up

EXPLORATORY BORING LOG

Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
	0	1132.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.		1131.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, very loose to loose, moist.				X	2 2 2	4		●	
	5		SM	X	4 3 3	6		●	
				X	2 2 3	5		●	
	10	1120.5		X	4 4 4	8		●	

Borehole Terminated at 11.5 Feet.

Client: NAC Architecture	**Boring Number:** B-9	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS (Pocket Penetrometer, TSF ▲; SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL)	Remarks
		1135.0							Note: BGS = Below Ground Surface
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1134.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, very loose to medium dense, moist.				X	2 2 2	4			
	5			X	2 3 4	7			
				X	2 2 3	5			
	10			X	3 4 4	8		○ 17 ★	
	15		SM	X	3 3 3	6			
	20			X	4 3 4	7			
	25			X	4 5 6	11			
	30	1105.0							
(ML) ALLUVIUM SANDY SILT, brown, medium stiff, moist.		1103.5	ML	X	1 2 3	5			

Borehole Terminated at 31.5 Feet.

Client: NAC Architecture	**Boring Number:** B-11	STRATA A Professional Services Corporation Integrity from the Ground Up	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks
		1130.0							Note: BGS = Below Ground Surface
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1129.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, very loose to loose, moist.			SM	X	2 2 1	3		● ○ 16 ★	
	5	1123.5		X	3 2 3	5		●	

Borehole Terminated at 6.5 Feet.

Client: NAC Architecture	**Boring Number:** B-12	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1135.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1134.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, very loose to loose, moist.			SM	X	2 2 1	3		●	
	5			X	3 2 3	5		●	
		1128.5							

Borehole Terminated at 6.5 Feet.

Client: NAC Architecture	**Boring Number:** B-13	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINTPROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS: Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ● ; % Passing No. 200 Sieve ★ (PL MC LL; 20 40 60 80)	Remarks (Note: BGS = Below Ground Surface)
		1133.0							
(SM) TOPSOIL SILTY SAND, dark brown, loose, moist.	0	1132.5	SM						
(SM) ALLUVIUM SILTY SAND, brown, loose, moist.			SM	X	3 4 3	7		● ○ 13 ★	
	5			X	3 4 4	8		●	
		1126.5							

Borehole Terminated at 6.5 Feet.

Client: NAC Architecture	**Boring Number:** B-14	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5) SPT, N-Value ● % Passing No. 200 Sieve ★ PL MC LL (20 40 60 80)	Remarks Note: BGS = Below Ground Surface
		1133.0							
ASPHALT	0	1132.8	GP-GM						2.5" of asphaltic concrete. 3.5" of base coarse.
(GP-GM) BASE COARSE POORLY-GRADED GRAVEL with SILT and SAND, brown, medium dense, moist.		1132.5							
(SP-SM) ALLUVIUM POORLY-GRADED SAND with SILT and GRAVEL, brown, loose to medium dense, moist.			SP-SM		4 4 9	13			
	5	1126.5			3 4 5	9			

Borehole Terminated at 6.5 Feet.

Client: NAC Architecture	**Boring Number:** B-15	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-16-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

USCS Description	Depth (ft)	Elevation	Symbol	Sample Type	SPT Blows Per 6 Inches	SPT N	Dry Density (pcf)	TEST RESULTS	Remarks
								Pocket Penetrometer, TSF ▲ (0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5); SPT, N-Value ●; % Passing No. 200 Sieve ★; PL MC LL (20 40 60 80)	Note: BGS = Below Ground Surface
		1130.0							
ASPHALT	0	1129.8	GP-GM						2.5" of asphaltic concrete.
(GP-GM) BASE COARSE POORLY-GRADED GRAVEL with SILT and SAND, brown, medium dense, moist.		1129.5							3.5" of base coarse.
(SM) ALLUVIUM SILTY SAND, brown, loose to very dense, moist.				X	4 4 5	9			
	5			X	5 4 4	8			
			SM	X	4 3 4	7			
	10			X	4 4 4	8		○ 16 ★	
		1115.0							
(SP-SM) ALLUVIUM POORLY-GRADED SAND with SILT and GRAVEL, brown, medium dense to dense, moist.	15			X	5 6 6	12			
			SP-SM						
	20	1109.0		X	3 3 3	6			
(SM) ALLUVIUM SILTY SAND, brown, loose to very dense, moist.									
	25		SM	X	3 3 3	6			
		1101.0							Auger chatter.

Borehole Terminated at 29.0 Feet.

Client: NAC Architecture	**Boring Number:** B-16	STRATA	**EXPLORATORY BORING LOG**
Project: SP19063A	**Date Drilled:** 05-17-2019		
Drill Rig: G-2400	**Borehole Diameter:** 6		
Depth to Groundwater: N.E.	**Logged By:** JW		Sheet 1 Of 1

STRATA BOREHOLE - STRATA.GDT - 5/30/19 13:36 - V:\ENGINEERING\SOFTWARE\GINT\PROJECTS\SP19063A JOHN CAMPBELL ELEMENTARY SCHOOL.GPJ

APPENDIX B

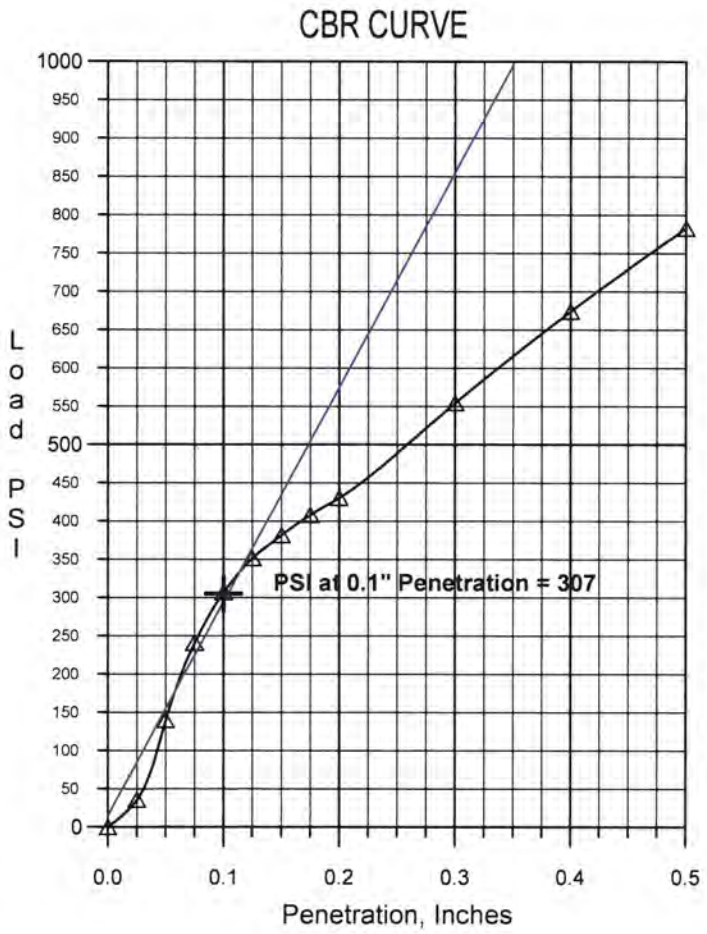
Laboratory Testing Results

CALIFORNIA BEARING RATIO
ASTM D1883

Project: John Campbell (Selah Primary) Elementary School, Selah, WA
Client: NAC Architecture
Sample Location: Boring B-16 from 1.0 to 5.0 feet BGS
Sample Description: Sandy SILT (ML)

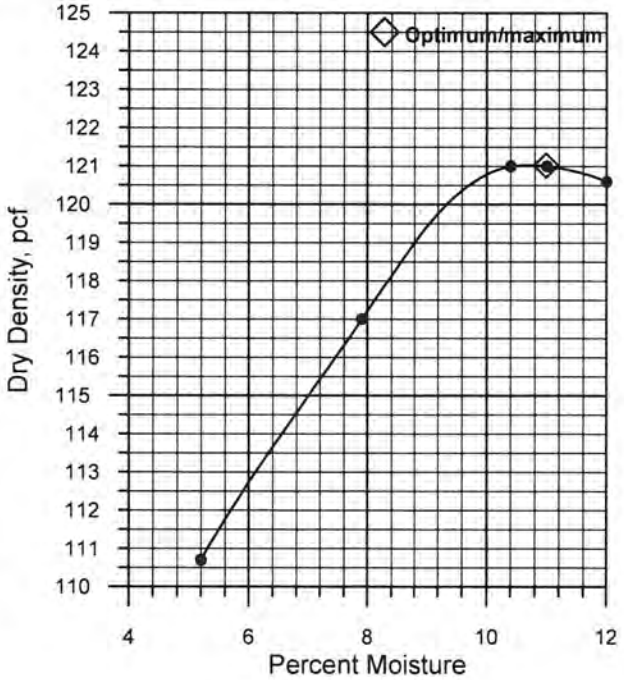
File Number: SP19063A
Lab Number: SP1900299
Date Sampled: May 17, 2019
Dates Tested: May 24-28, 2019
Sampled By: J. Weed
Tested By: R. Matteson / M. Simbler

CBR = 30.7
Test Dry Density = 117.9 pcf
Test Specimen Remolded at 11.0 % Moisture
Remold Percentage of Proctor = 97.4 %
Test Performed at 13.2 % Moisture (Top 1")
Percent Swell = 0.3 %
Soak Time = 96 hrs
Surcharge = 75 psf



MOISTURE-DENSITY CURVE
ASTM D1557 Method A

Maximum Dry Density, pcf: 121.0
Optimum Moisture Content, %: 11.0



Reviewed by:_____

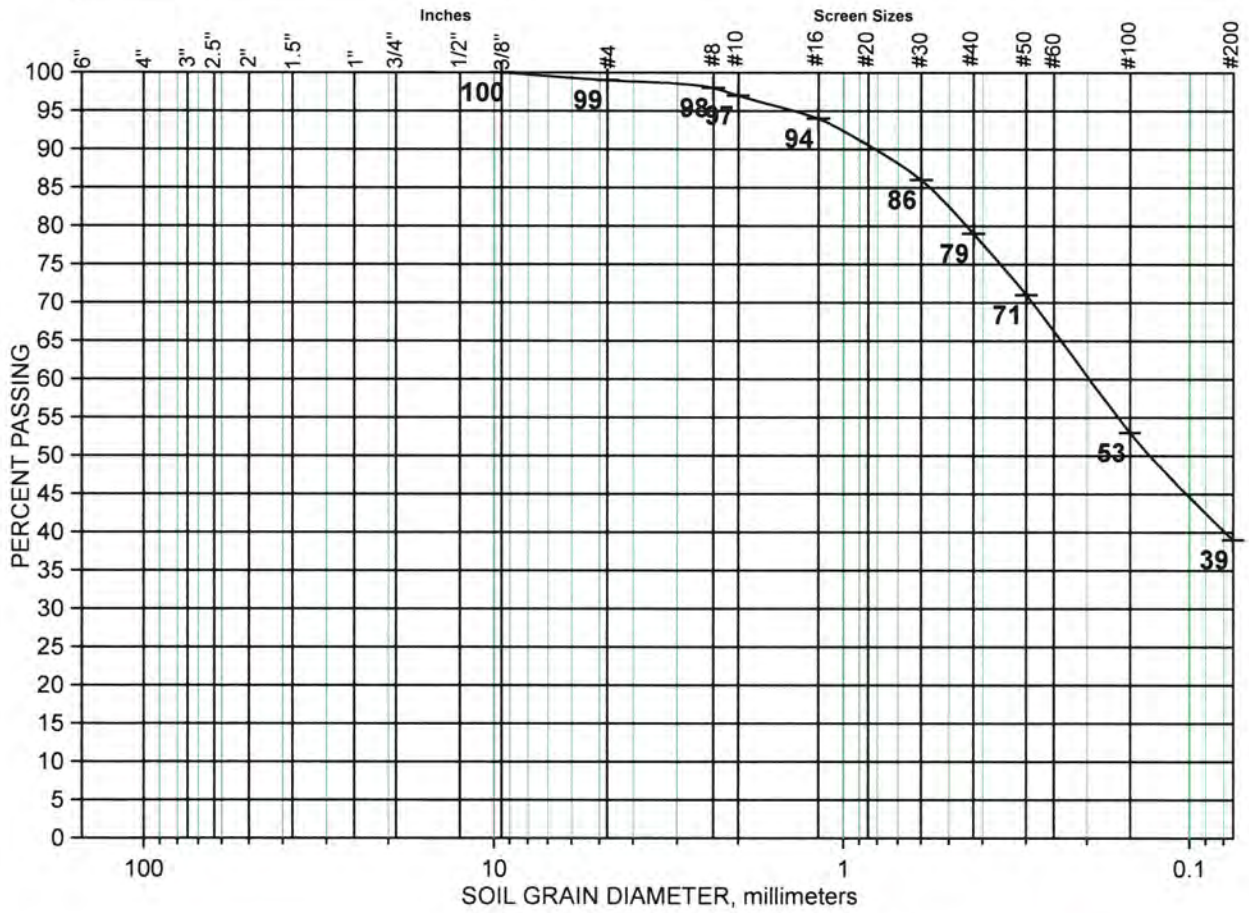
STRATA

GRADATION ANALYSIS

ASTM D6913

Project: John Campbell (Selah Primary) Elementary School, Selah, WA
Client: NAC Architecture
File: SP19063A
Sample No.: SP1900300
Sample Location: Boring B-8 from 5.0 to 6.5 feet BGS
Description: Silty SAND (SM)
Date Sampled: May 17, 2019 By: J. Weed
Date Tested: May 22, 2019 By: M. Simbler

Cobbles	Gravel		Sand		
	Coarse	Fine	Coarse	Medium	Fine



Reviewed by:_____

STRATA

APPENDIX C

Seismic Surface Wave Velocity

Geophysical Survey LLC
711 S. Tacoma Street
Kennewick, Washington 99336

May 10, 2019

Ben Vance
Strata
10020 E. Knox Avenue, Suite 200
Spokane, Washington 99206

Re: ***Seismic Surface Wave Survey***
Selah, Washington

Mr. Vance:

Geophysical Survey LLC conducted a seismic surface wave survey at the John Campbell School in Selah, Washington on May 4, 2019. One line of seismic surface wave data was collected. The objective of the survey was to determine shear wave velocities to a depth of 110 feet.

Methodology

Microtremor Array Measurements

The Microtremor Array Measurements (MAM) method is based on the change in phase velocity with frequency of seismic surface waves. Shear wave velocity (Vs) is calculated by mathematical inversion of the dispersive phase velocity of surface waves. There are multiple types of surface waves, MAM utilizes Rayleigh waves which is the dominant component of ground roll. MAM utilizes a 'passive source' for seismic energy, also referred to as 'microtremor surveying'. The sources of seismic energy are wind, wave motion or cultural noise. The seismic energy creates Rayleigh waves which are recorded over a line of receivers in a linear array linked to a seismograph.

Surface wave energy decays exponentially with depth beneath the surface. Longer wavelength data (longer period and lower frequency) surface waves travel deeper and contain more information about deeper velocity structure. MAM data is most useful for lower frequency, deeper velocity structure.

Multi-channel Analysis of Surface Waves

The Multi-channel Analysis of Surface Wave (MASW) method is based on the change in phase velocity with frequency of seismic surface waves. Shear wave velocity (Vs) is calculated by mathematical inversion of the dispersive phase velocity of surface waves. There are multiple types of surface waves, MASW utilizes Rayleigh waves which is the dominant component of ground roll. MASW utilizes an 'active source' for seismic energy that is generated at a specific location and recording begins when source energy is imparted into the ground. The seismic

energy creates Rayleigh waves which are recorded over a line of receivers in a linear array linked to a seismograph.

Surface wave energy decays exponentially with depth beneath the surface. Longer wavelength data (longer period and lower frequency) surface waves travel deeper and contain more information about deeper velocity structure. MASW data is most useful for higher frequency, shallow velocity structure.

FIELD SURVEY

Mapping Control

The seismic lines were mapped with a DGPS (differential global positioning system) with decimeter accuracy (<10cm).

Seismic Surface Wave Acquisition

MASW data were recorded on twenty four 4.5Hz geophones spaced 10 feet apart using a Geometrics Geode seismic controller. Two shotpoints located 15 feet off each end of the 24 geophone spread were collected and digitally recorded on a laptop computer. Data were recorded at 0.5 millisecond intervals for 2 second records at each shot point. The source of the seismic energy was a 16 lb. sledge hammer.

MAM data were recorded on twenty four 4.5Hz geophones spaced 10 feet apart using a Geometrics Geode seismic controller. 26 records, each 32 seconds long with a 2.0 millisecond sample interval, were recorded at each line.

DATA PROCESSING

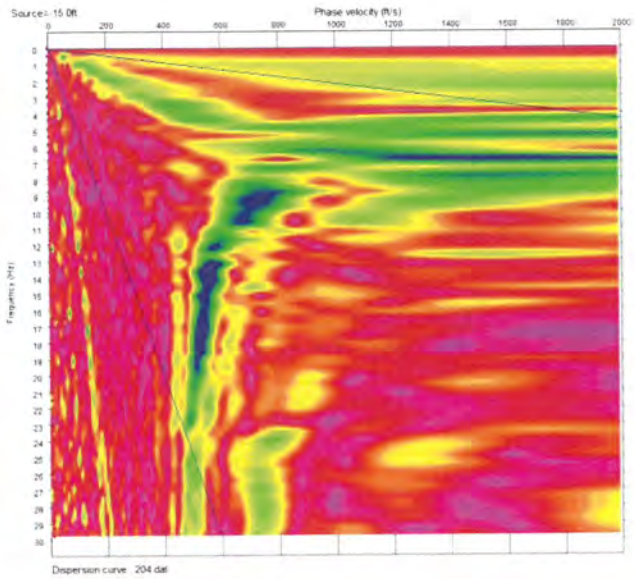
Seismic Surface Wave Processing

Seismic data was interpreted using SeisImager SW software V4.2 from Geometrics. A phase velocity -frequency plot was made from each MASW and MAM wave form and phase velocity was picked on amplitude. MAM and MASW phase velocity dispersion curves were combined and used to create an initial Vs model with depth. The initial model was inverted using a least squares method to determine the best fit of the model to the data.

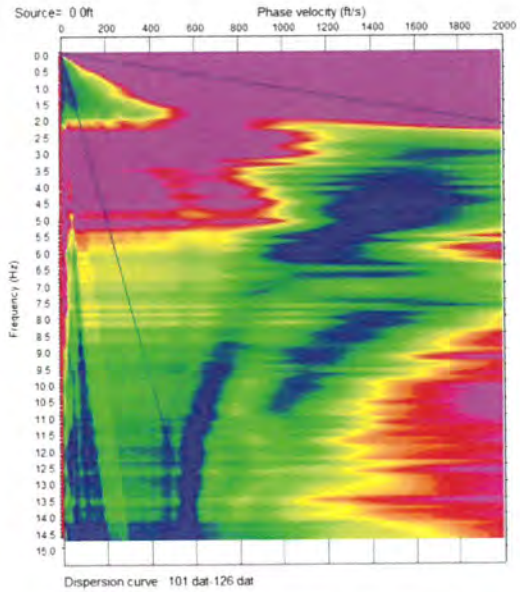
RESULTS AND INTERPRETATION

Figures 1 show the location of the seismic line overlaid on aerial imagery. Figures 2 is derived seismic shear wave profile.

MASW and MAM data quality was good with no averaging required between dispersion curves.



MASW Dispersion Curve



MAM Dispersion Curve

Data is presented below in tabular format. The S-wave velocity is derived from surface wave measurements. The P-wave velocity is an estimation based on S-wave velocity.

Depth(ft)	S-wave velocity(ft/s)	P-wave velocity(ft/s)
0.0	515.6	4808.5
6.1	533.4	4828.6
13.8	616.2	4922.0
22.9	767.8	5088.9
33.6	914.8	5251.7
45.8	1053.3	5408.1
59.6	1194.1	5565.3
74.9	1368.8	5754.7
91.7	1562.0	5958.9
128.3	1667.9	6060.8

LINE 1 Average Shear Velocity 894 ft/s Class D

CLOSURE

Geophysical surveys performed as part of this survey may or may not successfully detect or delineate any or all subsurface objects or features present. Locations, depths and scale of buried objects or subsurface features mapped as a result of this survey are a result of geophysical interpretation only, and should be considered as confirmed, actual, or accurate only where recovered by excavation or drilling.

Geophysical Survey LLC performed this work in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions. No warranty, express or implied, beyond exercise of reasonable care and professional diligence, is made. This report is intended for use only in accordance with the purposes of the study described within.

Respectfully,

Geophysical Survey LLC

Mark Villa L.G.
Geophysicist

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	L – 2

Title: Public Meeting to Provide for Council Review and Acceptance of the Final Plat of Ridgeview Heights.

From: Jeff Peters, Community Development Supervisor

Action Requested: Public Meeting

Staff Recommendation: Approval of the accompanying resolution provided later in the council agenda.

Board/Commission Recommendation: Not Applicable

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: The Hearing Examiner conducted the required open record public hearing for this plat on March 22, 2018, and prepared Findings and Conclusions recommending approval of the Preliminary Plat dated April 4, 2018, with 18 conditions of approval. City Council conducted a closed record public hearing on May 8, 2018, and approved the Preliminary Plat in the manner recommended by the Hearing Examiner.

Recommended Motion: I move the Council approve the Resolution granting Final Plat approval for the plat of Ridgeview Heights, and authorize the Mayor to sign the plat.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
5/8/2018	Closed Record Public Hearing and Approval of Resolution Approving the Preliminary Plat of "Ridgeview Heights" (PLP 18-001) and Adopting Findings and Conditions of Preliminary Plat Approval
3/22/2018	Hearing Examiner Open Record Public Hearing

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	M – 1a

Title: Selection of Mayor Pro Tem for Calendar Year 2020

From: Sherry Raymond, Mayor

Action Requested: Approval

Staff Recommendation:

To select a 2020 Mayor Pro Tempore in accordance with Selah Municipal Code Chapter 1.06 § 100

Board/Commission Recommendation: Not Applicable

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: Council is required to select a Mayor Pro Tempore each calendar year during the month of January per Selah Municipal Code

Recommended Motion: To select a Mayor Pro Tempore for Calendar Year 2020

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	M – 1b

Title: Board and Committee Assignments for calendar year 2020

From: Sherry Raymond, Mayor

Action Requested: Approval

Staff Recommendation:

Select Council Members for various boards and committees

Board/Commission Recommendation: Not Applicable

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: Each year the Council Members are assigned to represent the City on various boards and committees

Recommended Motion: Select Council Members for all boards and committees and approve the final list for 2020

City of Selah Boards and Committees Assignments

1. Finance Committee
    -
    -
    -
2. Parks & Recreation Board
    -
3. Lodging Tax Advisory Committee (LTAC) & Tourism Promotion Area (TPA)
    -
4. Yakima Valley Conference of Governments (YVCOG)
    -
    -
5. Yakima Valley Visitors & Convention Bureau (YVVCB)
    -
6. Selah Parks & Recreation Service Area Board (SPRSA)
    -
    -
7. Fire Commissioners Board and Volunteer Firefighters Board
    - Mayor Raymond
    -
8. Selah Chamber of Commerce
    -
9. Selah School District
    -
    -
10. Gang Commission
    -
11. Naches-Selah Irrigation District Voting Member
    - Mayor Raymond
12. Selah Downtown Association
    -

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 1

Title: Resolution approving a Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications to Construct a New Primary School at 408 N. 1st Street, Selah WA, 98942 (John Campbell) for the Selah School District (SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001).

From: Jeff Peters, Community Development Supervisor

Action Requested: Approval

Staff Recommendation: Pass the Resolution approving the Planning Commission's Findings of Fact, Conclusions, and Recommendation (with suggested staff modification), approving the John Campbell Primary School Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist Development Applications (Files: SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001).

Board/Commission Recommendation: Approval

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: The Planning Commission concluded its open record public hearing on December 3, 2019, recommending approval of the subject development applications for the construction of the new primary school subject to conditions, and finding that the new facility is in the public's interest and is compatible with surrounding land uses.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Recommended Motion: I move that the City of Selah Council pass the accompanying resolution.

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
12/3/2019	Planning Commission Open Record Public Hearing & Recommendation.

RESOLUTION NO. _____

RESOLUTION APPROVING A CLASS 3 REVIEW, NONCONFORMING USE, ADMINISTRATIVE ADJUSTMENT, AND STATE ENVIRONMENTAL CHECKLIST APPLICATIONS TO CONSTRUCT A NEW PRIMARY SCHOOL AT 408 N. 1st STREET, SELAH WA, 98942 (JOHN CAMPBELL) FOR THE SELAH SCHOOL DISTRICT (SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001).

WHEREAS, on January 14, 2020, the City of Selah City Council considered the Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications presented by NAC Architecture on behalf of the Selah School District #119 to construct a primary school, increase the maximum lot coverage of the site from 35% to 45%, and provide environmental review of the proposal in its entirety.

WHEREAS, the Planning Commission recommended approval of the application with conditions on December 3, 2019; and,

WHEREAS, City of Selah Planning staff identified that a correction was necessary to be made to condition #21 of the Planning Commission's findings; and,

WHEREAS, the City of Selah Council has considered the applications, the City staff report dated December 3, 2019, the Planning Commission's findings of fact, conclusions, and recommendation dated December 3, 2019, and all staff corrections, and the Council is satisfied that the matter has been sufficiently considered; and,

WHEREAS, the City Council adopts the Findings and Conclusions from the Planning Commission's Recommendation with the identified amendment to condition #21; and,

WHEREAS, the City Council considered the elements of public use and interest to be served by the proposed Class 3 and Nonconforming Use and Administrative Adjustment applications, and

WHEREAS, the City Council considered the elements of public health, safety, and general welfare pertaining to the proposed Class 3 and Nonconforming Use and Administrative Adjustment applications;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON that the Selah School District's Class 3 Review, Nonconforming Use, Administrative Adjustment, and State Environmental Checklist applications SEPA-2019-009, ADJ-2019-006, CL3-2019-002, & NCF-2019-001 requesting to construct a new primary school, increase the maximum lot coverage of the site from 35% to 45% within the R-1 zoning district is APPROVED with the eleven (22) specific conditions recommended by the Planning Commission, set forth below and incorporated herein by this reference.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January 2020.

_____
Sherry Raymond, Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

CONDITIONS OF APPROVAL

1. The applicant shall comply with all mitigation specified within City of Selah SEPA MDNS #2019-009, issued November 15, 2019 and CAO-2019-002.

2. Location of any future refuse dumpsters located on the subject property shall have enclosure installed in accordance with SMC 10.08.170.

3. Parking lot improvements shall be made in substantial conformance to the site plan and shall include the following features identified in the application and site plan:
    a. Parking stalls 10 X 20 ft. in size;
    b. Reconfiguration of the main parking lot access to align with Home Ave.;
    c. Stormwater management improvements; and
    d. Illumination to the specifications described in the application.

4. Parking lot construction shall conform to Zoning Ordinance parking requirements and standards including grading and drainage as described by the application, timber or concrete barriers to provide physical separation of the parking lot from the streets, lighting installed to reflect away from adjoining areas, depth of pavement and other construction standards.

5. Accessible parking spaces shall be provided as required by the International Building Code and as shown on the site plan.

6. Prior to construction, the applicant shall submit civil engineering plans for review and approval to the City of Selah Public Works Director for any and all termination, relocation, or installation of public sewer or water lines, and construction of public improvements.

7. In accordance with the City of Selah's Construction Standards Chapter 7 Street Improvements, the applicant shall install curb, gutter, and sidewalk on both sides of N. 3rd St. from Bartlett Ave. to 3rd Street's terminus.

8. As N. 3rd St. does not have an appropriate fire apparatus turn around, the applicant shall construct and dedicate the necessary right-of-way for a 96 ft. diameter cul-de-sac, which has curb, gutter, and sidewalk in accordance with the International Fire Code D103.1 & 4, and the City of Selah's Construction Standards Chapter 7 Street Improvements.

9. All new developments shall be served by a public domestic water supply line adjacent to the lot or development site. The supply line shall be capable of providing sufficient flow and pressure to satisfy the fire flow and domestic service requirements of the proposed development (City of Selah's City's Construction Standards Chapter 4 Water System Improvements).

10. Each building shall be served by a separate water connection to the public main in accordance with the City of Selah Construction Standards Chapter 4 Water System Improvements.

11. The developer shall install an 8-inch water main in E. Bartlett Ave. from N. 1st St. to N. 3rd St. in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.

12. The developer shall install an 8-inch water main in N. 3rd St. from E. Bartlett Ave. north looping it to the water main in Hillview Ave. or other approved connection in accordance with the City of Selah's City's Construction Standards Chapter 4 Water System Improvements, and Water System Plan.

13. Fire hydrants shall be installed at least every 350 feet in accordance with Selah Construction Standards Chapter 4 Water System Improvements, SMC 11.30 Fire Hydrants, International Fire Code Appendix C, and approval of the Selah Fire Chief.

14. In accordance with the City of Selah's Construction Standards Chapter 5 Sanitary Sewer System Improvements, all new developments shall be served by a public sanitary sewer line adjacent to the lot or development site, and each building shall be served by a separate side sewer.

15. In accordance with the City of Selah's Construction Standards Chapter 4 Water System Improvements, Irrigation Systems, the school district shall submit engineering plans for review and approval, which facilitate installation of irrigation facilities to utilize water from the Taylor Ditch to irrigate the facility's landscaping rather than the domestic water supply.

16. All utilities including power, cable, and others shall be placed underground and installed at a depth of not less than three (3) feet below grade in accordance with Selah Construction Standards Chapter 1 General (12) Utilities.

17. A minimum of a sixteen-foot public utility easement shall be established for all proposed and existing utility lines, provided the width of the easements for buried utilities shall be a least twice the depth of the planned excavation in accordance with the City of Selah Construction Standards Chapter 1 General (11) Easements.

18. A dust control plan shall be prepared and implemented during construction as required by the Yakima Regional Clean Air Agency.

19. Prior to issuance of a building permit, plan review, permits, and inspections are required pursuant to the 2015 International Building Code.

20. In accordance with SMC 9.23.030, the City of Selah's Construction Standards Chapter 6 and the Eastern Washington Stormwater Management Manual, the applicant shall submit stormwater plans for review and approval to the City of Selah Public Works Director prior to building permit issuance.

21. The School District shall have 60 concurrent working days to complete all work within City right-of-way, which involves or requires road crossings, excavation, new sidewalks, other public improvements such as installation of utilities, and lane closures. The City would like to review the proposed construction schedule for the project and be invited to all construction meetings that pertain to work within City right-of-way. The City may issue a stop work order if the project is not in compliance with the 60 concurrent working day requirement as described above. Additionally, the City may grant an extension of the concurrent working day requirement provided the City Public Works Director is provided with sufficient justification to grant the request.

22. The project shall be completed within one year of the final decision. An extension may be requested as authorized by the zoning ordinance, but must be in writing and made prior to the completion date.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 2

Title: Resolution Approving the Final Plat of "Ridgeview Heights and Authorizing the Mayor to sign the Final Plat.

From: Jeff Peters, Community Development Supervisor

Action Requested: Approval

Staff Recommendation: Pass the accompanying resolution.

Board/Commission Recommendation: Not Applicable

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: The Hearing Examiner conducted the required open record public hearing for this plat on March 22, 2018, and prepared Findings and Conclusions recommending approval of the Preliminary Plat dated April 4, 2018, with 18 conditions of approval. City Council conducted a closed record public hearing on May 8, 2018, and approved the Preliminary Plat in the manner recommended by the Hearing Examiner.

Recommended Motion: I move the Council approve the resolution granting Final Plat approval for the plat of Ridgeview Heights, and authorize the Mayor to sign the plat.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
5/8/2018	Closed Record Public Hearing and Approval of Resolution Approving the Preliminary Plat of "Ridgeview Heights" (PLP 18-001) and Adopting Findings and Conditions of Preliminary Plat Approval
3/22/2018	Hearing Examiner Open Record Public Hearing

RESOLUTION NO. _____

RESOLUTION APPROVING THE FINAL PLAT OF "RIDGEVIEW HEIGHTS" (PLP-18-001) AND AUTHORIZING THE MAYOR TO SIGN THE FINAL PLAT

WHEREAS, the Public Works Director has reviewed the final plat, and by signing it has indicated his approval as to conformance to the current subdivision ordinance and to the conditions imposed during preliminary plat approval; and,

WHEREAS, Hayden Homes, LLC has completed or financially secured all of the conditions of their preliminary plat approval, now, therefore,

BE IT HEREBY RESOLVED that the City Council of the City of Selah, Washington approves the final plat of "Ridgeview Heights", a subdivision created as authorized by approval of the applicant's Preliminary Plat, approved by City Council on the 8th day of May 2018, and the Mayor is hereby authorized to sign the final plat.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January 2020.

_____
Sherry Raymond, Mayor

ATTEST:

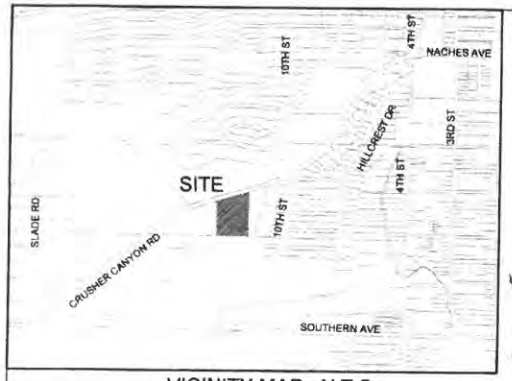
_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

PRELIMINARY PLAT OF
"RIDGEVIEW HEIGHTS"
(A PORTION OF THE NORTHWEST 1/4, SECTION 2, T.13N., R.18E., W.M.)

Received
FEB 0 1
By
City of Selah
Planning Dept



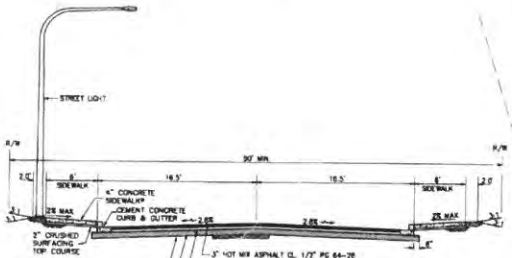
VICINITY MAP - N.T.S.

LEGAL DESCRIPTION

THAT PORTION OF GOVERNMENT LOT 3, BEING LOCATED IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 13 NORTH, RANGE 18 EAST, W.M., DESCRIBED AS FOLLOWS:

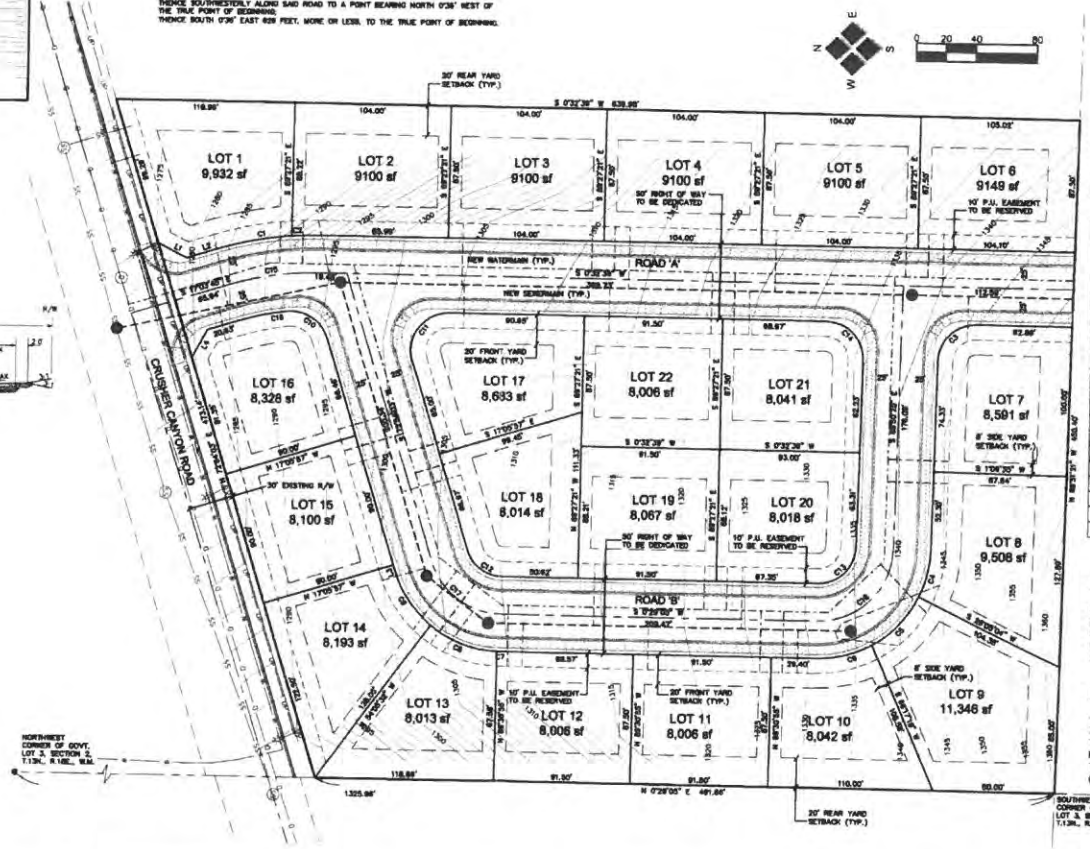
BEGINNING AT THE SOUTHWEST CORNER OF LOT 3, SECTION 2, TOWNSHIP 13 NORTH, RANGE 18 EAST, W.M.;
THENCE EAST 625 FEET;
THENCE NORTH 13°15' EAST 729 FEET TO THE SOUTH LINE OF COUNTY ROAD;
THENCE SOUTHWESTERLY ALONG SAID SOUTH LINE TO THE WEST LINE OF SAID LOT 3;
THENCE SOUTH 470 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION AS CONVEYED IN DEED NO. 2226687 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF GOVERNMENT LOT 3, SECTION 2, TOWNSHIP 13 NORTH, RANGE 18 EAST, W.M.;
THENCE NORTH 90°00'00" EAST ALONG THE SOUTH LINE OF SAID LOT 3, 450.40 FEET TAE THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 90°00' EAST ALONG SAID SOUTH LINE 74.60 FEET;
THENCE NORTH 13°15' EAST 729 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE COUNTY ROAD;
THENCE SOUTHWESTERLY ALONG SAID ROAD TO A POINT BEARING NORTH 0°26' WEST OF THE TRUE POINT OF BEGINNING;
THENCE SOUTH 0°26' EAST 628 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.



NOTE:
1. ALL THICKNESSES ARE COMPACTED DEPTHS.
2. "B" MOUNTABLE CURB AND GUTTER SECTION IS APPROVED. SIDEWALK SHALL BE 6" DEPTH

ROADWAY SECTION – LOCAL ACCESS (RESIDENTIAL)
NOT TO SCALE



LINE TABLE		
LINE	BEARING	LENGTH
L1	S 27°55'09" W	21.22
L2	N 17°03'45" W	20.98
L3	N 72°54'03" E	4.33
L4	S 82°04'31" E	21.21

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	13°00'53"	225.00	51.11	N 10°33'19" W	51.00
C2	4°35'31"	225.00	18.03	N 01°45'06" W	18.03
C3	89°23'04"	25.00	39.00	N 44°08'53" W	35.16
C4	34°55'28"	75.00	32.63	S 78°22'40" E	32.37
C5	34°34'55"	75.00	45.70	S 48°27'29" E	45.00
C6	29°28'06"	75.00	38.60	S 14°15'28" E	38.17
C7	2°14'30"	75.00	2.93	S 01°38'20" W	2.93
C8	36°55'28"	75.00	48.33	S 21°11'19" W	47.50
C9	33°14'59"	75.00	43.52	S 56°16'33" W	42.92
C10	78°46'48"	25.00	34.37	N 33°30'36" E	31.73
C11	107°36'37"	25.00	46.97	N 53°16'39" W	40.36
C12	72°24'58"	25.00	31.60	S 36°41'34" W	29.54
C13	89°16'30"	25.00	38.98	S 44°10'40" E	35.18
C14	90°36'56"	25.00	39.54	N 45°51'07" E	35.54
C15	17°36'25"	200.00	61.46	N 08°18'33" W	61.22
C16	11°10'39"	175.00	34.16	N 11°28'16" W	34.10
C17	72°24'58"	50.00	63.19	N 36°41'34" E	59.07
C18	89°16'30"	50.00	77.95	N 44°10'40" W	70.29

NOTES:

1. SUBJECT PROPERTY IS ZONED R-1, SINGLE-FAMILY RESIDENTIAL.
2. STREET IMPROVEMENTS SHALL CONFORM TO CITY OF SELAH STANDARDS FOR PLAT REVIEW.
3. SEWER IS PROVIDED BY THE CITY OF SELAH.
4. ALL STORM WATER GENERATED BY NEW IMPERVIOUS SURFACES TO BE RETAINED AND DISPOSED OF ON SITE IN ACCORDANCE WITH CITY OF SELAH STORMWATER ENGINEERING DIVISION REQUIREMENTS.
5. WATER IS PROVIDED BY THE CITY OF SELAH. FIRE HYDRANT LOCATIONS NOT YET DETERMINED AND NOT SHOWN ON THIS PLAN.
6. POWER, TV CABLES, TELEPHONE CABLES AND NATURAL GAS MAINS ARE NOT SHOWN ON THESE PLANS BUT ARE TO BE LOCATED WITHIN THE PUBLIC UTILITY EASEMENT. DEVELOPER TO COORDINATE WITH THE SERVING UTILITY COMPANY FOR DESIGN AND INSTALLATION OF THEIR FACILITIES.

DEVELOPER

HAYDEN HOMES
2464 SW GLACIER PLACE, SUITE 110
REDMOND, OR 97756
BRIAN THORESON
(509) 492-0153

ENGINEER/SURVEYOR

HLA ENGINEERING AND LAND SURVEYING, INC
2803 RIVER ROAD
YAKIMA, WASHINGTON 98902
MICHAEL R. HEIT, PE
TIM FRIES, PLS
(509) 966-7000

EXHIBIT
Exhibit 5a

PARCEL NO. 118302-21004

HLA Engineering and Land Surveying, Inc.
2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

1-26-2018

REVISION	DATE

JOB NUMBER: 18026 DATE: 1-22-18
FILE NAMES
DRAWING: 18026.dwg
REVIEWED BY: MRH/ETH
ENTERED BY: TDF

HAYDEN HOMES
PLAT OF RIDGEVEIW HEIGHTS
CITY OF SELAH, YAKIMA COUNTY, WASHINGTON
PRELIMINARY PLAT

SHEET 1 OF 1

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 3

Title: Resolution Establishing January 28, 2020, as the date for a Public Hearing to Consider the Proposed "McLain" Annexation (File Number: Annex 2020-001).

From: Jeff Peters, Community Development Supervisor

Action Requested: Approval

Staff Recommendation: Adopt the accompanying resolution setting the time, date and place to consider the petitioner's request to commence the "McLain" annexation.

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: The petitioners Jackie and Deborah McLain have requested that the City of Selah Council commence annexation proceedings for the annexation of approximately 3.03 acres of property located east of S. 1st St., and S. of Test Drive Lane Tax Parcel Numbers: 181301-32001, -32410, -32404, and -32407.

Recommended Motion: I move we adopt the proposed resolution and establish January 28, 2020, at 5:30 p.m. in the City Council Chambers as the date, time and place to consider the petitioner's "Notice of Intent to Annex Petition".

RESOLUTION NO. _____

A RESOLUTION ESTABLISHING JANUARY 28, 2020, AS THE PUBLIC HEARING DATE TO CONSIDER THE "MCLAIN." ANNEXATION

WHEREAS, the City of Selah received from Jackie and Deborah McLain the owners of approximately 3.03 acres of property a "Notice of Intent to Annexation Petition" requesting annexation; and,

WHEREAS, the City Council of the City of Selah did not expand the proposed annexation area beyond the original two (4) parcel owned by the petitioners representing 3.03 acres of property; and,

WHEREAS, the Yakima County Treasurer has certified that signed and returned "McLain Petitions for Annexation" represents not less than 60% of the total assessed value of the area petitioned for annexation; and,

WHEREAS, R.C.W. 35A.14.130 requires the City by resolution fix a time, place and date of a public hearing when the annexation will be heard and determined by the City.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, as follows:

> That January 28, 2020, at 5:30 p.m., or as soon thereafter as practical, in the Council Chambers, City Hall Bldg., 115 W. Naches Avenue, Selah, WA. is established as the date, time and place of a public hearing to hear and decide said "McLain Annexation" and that notice of said public hearing shall be provided as required by law.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, THIS 14th DAY OF JANUARY 2020.

_____
Sherry Raymond, Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

NOTICE OF INTENT TO COMMENCE ANNEXATION PROCEEDINGS

TO: City of Selah City Council
115 West Naches Avenue
Selah, Washington 98942

The Honorable City Mayor and City Council members:

I/We the undersigned, as owners of not less than 10% in value according to the assessed valuation for general taxation of the parcels of property for which annexation is sought, hereby give notice of our desire to commence annexation proceedings to the City of Selah. A vicinity map of the proposed annexation area is attached as Exhibit "A".

It is requested that the City Council set a date (not less than 60 days after the filing of this request) for a public meeting with the initiating parties to determine:

(1) Whether the City will accept, reject or geographically modify the proposed annexation;
(2) Whether the City will require the simultaneous adoption of a proposed zoning regulation;
(3) Whether the City will require the assumption of all or any portion of existing City indebtedness by the area to be annexed; and,.
(4) If a "right of first refusal" for purchase of irrigation and/or domestic water rights will be required

The decision of the Council whether to "accept" the proposed annexation is entirely within the Council's discretion. By accepting the proposed annexation, the Council is not committing itself to ultimately annexing the territory proposed when a sufficient petition is presented to it. The decision to accept merely allows the annexation to go forward procedurally.

- -

Owners Signature *(Husband & Wife if married)*:

Jackie McLain Deborah S McLain

Printed Name: Jackie McLain Deborah McLain

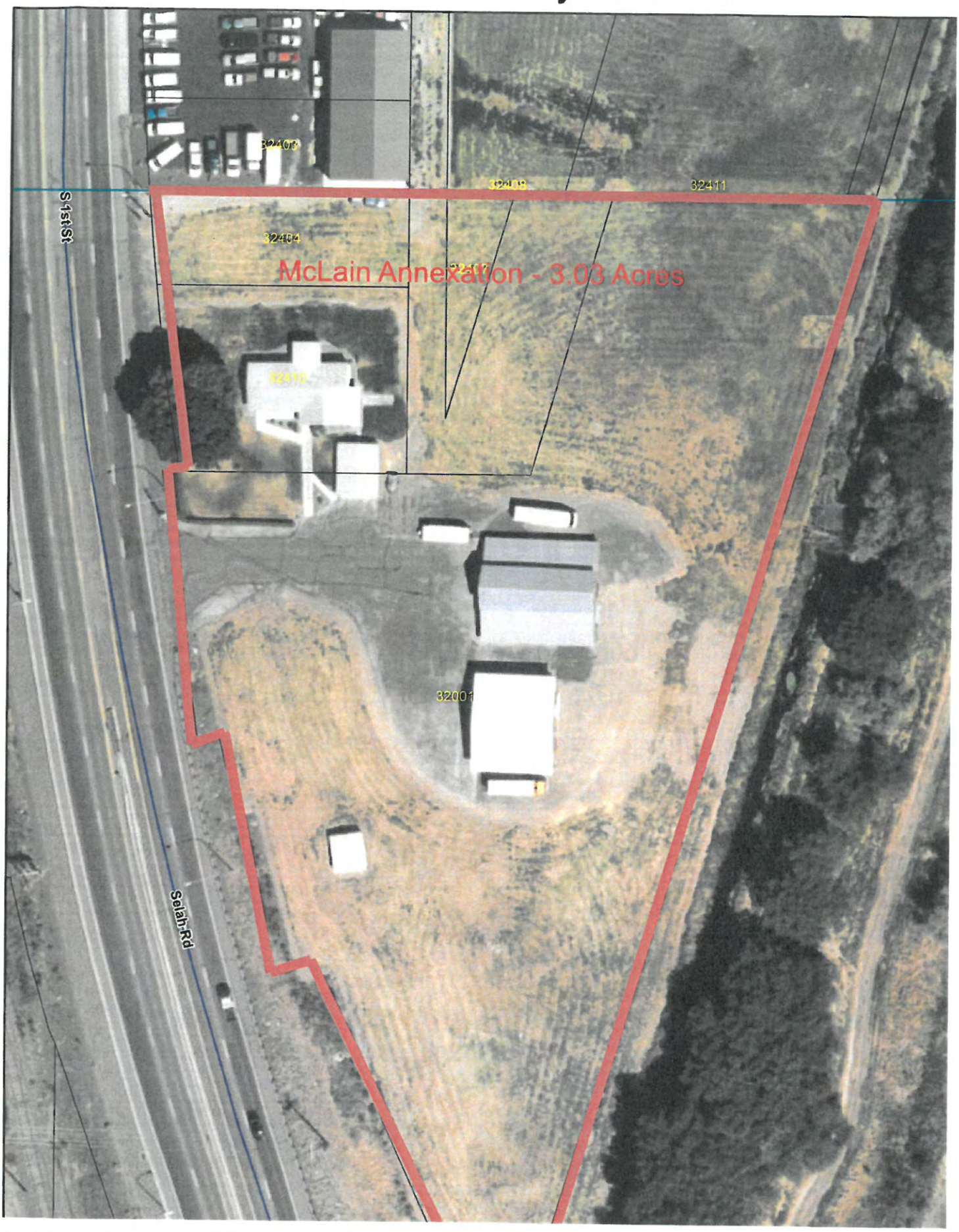
Date Signed: 12/19/19

Mailing Address: 703 S. First Street Selah, WA 98942

Representing Tax Parcel Numbers: 181301-32001, 32410, 32404, 32407

WARNING: Every person who signs this petition with any other than his true name, or who knowingly sign more than one of these petitions, or signs a petition seeking an election when he is not a legal voter, or signs a petition when he is otherwise not qualified to sign, or who makes herein any false statement, shall be guilty of a misdemeanor.

City of Selah



CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 4

Title: Resolution authorizing the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

From: Joe Henne, Public Works Director

Action Requested: Approval

Staff Recommendation:

Staff is requesting that the City Council authorize the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

Fiscal Impact: $207,080.00

Funding Source: $186,372.00 by TIB & $20,708.00 City Street Fund 111

Background / Findings & Facts: The City's Public Works Department applied to the Washington State Transportation Improvement Board ("TIB") and was selected for funding in order to improve the sidewalks along West Goodlander Road. Total project cost is $207,080.00 of which TIB will fund $186,372.00 and the City's financial obligation will be the remaining $20,708.00.

Recommended Motion: Move to approve the Resolution.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
8/15/2019	Transportation Improvement Board 2019 Sidewalk Improvement Funding Application

RESOLUTION NO. _____

Resolution authorizing the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

WHEREAS, the City of Selah wishes to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1;

WHEREAS, the City of Selah wishes to install additional portions of sidewalk so as to fill in two currently existing "gaps" an also wishes to install compliant ADA sidewalk ramps on a major transportation corridor;

WHEREAS, a grant application was for $186,372.00 and was approved by TIB; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON that the Mayor is authorized to sign the a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January, 2020.

_____
Sherry Raymond Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

Transportation Improvement Board

Project Funding Status Form

Agency Name **SELAH**
Project Name: **W Goodlander Road**
Terry Ln to N 1st St

TIB Project Number: **P-E-182(P01)-1**

Verify the information below and revise if necessary.
Return to: Transportation Improvement Board • PO Box 40901 • Olympia, WA 98504-0901

PROJECT SCHEDULE

Target Dates		
Construction Approval	**Contract Bid Award**	**Contract Completion**

PROJECT FUNDING PARTNERS

List additional funding partners and amount.

Funding Partners	Amount	Revised Funding
SELAH	20,708	
WSDOT	0	
Federal Funds	0	
TOTAL LOCAL FUNDS	**20,708**	

Signatures are required from two different agency officials. Return the originally signed form to the TIB office.

Mayor or Public Works Director

Signature

Date

Printed or Typed Name

Title

Financial Officer

Signature

Date

Printed or Typed Name

Title

City of Selah
P-E-182(P01)-1
W Goodlander Road
Terry Ln to N 1st St

STATE OF WASHINGTON
TRANSPORTATION IMPROVEMENT BOARD
AND
City of Selah
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the W Goodlander Road, Terry Ln to N 1st St (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Selah, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

TIB hereby grants funds in the amount of $186,372 for the project specified above, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT's Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT's submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

a) Project Funding Status Form
b) Bid Authorization Form with plans and engineers estimate
c) Award Updated Cost Estimate
d) Bid Tabulations
e) Contract Completion Updated Cost Estimate with final summary of quantities
f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable

amounts are greater than $50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.

b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.

c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.

d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:

a) RECIPIENT is not making reasonable progress toward correction and compliance.
b) TIB denies the RECIPIENT's request to amend the Project.
c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.

b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.

c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for costs incurred in excess of the grant amount. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the original ratio between TIB funds and total project costs.

12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.

b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.

c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.

d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.

e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.

15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form
Attorney General

By:

Signature on file

Guy Bowman
Assistant Attorney General

Lead Agency		Transportation Improvement Board	
Chief Executive Officer	Date	Executive Director	Date
Print Name		Print Name	

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 5

Title: Resolution authorizing the Mayor to sign "Task Order No. 2020-01" between the City of Selah and HLA Engineering and Land Surveying, Inc., thus engaging HLA to provide engineering design services for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

From: Joe Henne, Public Works Director

Action Requested: Approval

Staff Recommendation: Staff is requesting that the City Council authorize the Mayor to sign "Task Order No. 2020-01" between the City of Selah and HLA Engineering and Land Surveying, Inc. Staff desires to engage HLA to provide professional engineering design services for the City's forthcoming sidewalk improvements along West Goodlander Road.

Fiscal Impact: $23,890.00

Funding Source: City Street Fund 111

Background / Findings & Facts: The City's Public Works Department applied to the Washington State Transportation Improvement Board ("TIB") and was selected for funding in order to improve the sidewalks along West Goodlander Road. Total project cost is $207,080.00 of which TIB will fund $186,372.00 and the City's financial obligation will be the remaining $20,708.00. This Task Order will provide engineering services for the project in the amount of $23,890.00, which comes out of the total project cost.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Recommended Motion: Move to approve the Resolution.

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
8/15/2019	Transportation Improvement Board 2019 Sidewalk Improvement Funding Application

RESOLUTION NO. _____

Resolution authorizing the Mayor to sign "Task Order No. 2020-01" between the City of Selah and HLA Engineering and Land Surveying, Inc., thus engaging HLA to provide engineering design services for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

WHEREAS, the City of Selah has received funding from the Washington State Transportation Improvement Board for the TIB West Goodlander Road Sidewalk Improvement project number P-E-182(P01)-1;

WHEREAS, the City of Selah wishes to install additional portions of sidewalk so as to fill in two currently existing "gaps" and also wishes to install compliant ADA sidewalk ramps on a major transportation corridor;

WHEREAS, the City of Selah currently uses HLA Engineering and Land Surveying, Inc., for professional civil engineering and consulting work;

WHEREAS, the City of Selah wishes to engage HLA via a Task Order to provide engineering design services for such sidewalk improvements; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON that the Mayor is authorized to sign "Task Order No. 2020-01" between the City of Selah and HLA Engineering and Land Surveying, Inc., thus engaging HLA to provide engineering design services for the City's forthcoming sidewalk improvements along West Goodlander Road, which is TIB project number P-E-182(P01)-1.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January, 2020.

_____
Sherry Raymond Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

TASK ORDER NO. 2020-01

REGARDING GENERAL AGREEMENT BETWEEN CITY OF SELAH

AND

HLA ENGINEERING AND LAND SURVEYING, INC. (HLA)

PROJECT DESCRIPTION:

West Goodlander Road Sidewalk Improvements
HLA Project No. 20026E
TIB Project No. P-E-182 (P01)-1

The City of Selah (CITY) has received funding from the Washington State Transportation Improvement Board (TIB) for sidewalk improvements to West Goodlander Road, including ADA ramp improvements. The CITY would like to construct approximately 480 linear feet of missing sidewalk along West Goodlander Road. Sidewalk improvements will coincide with the West Goodlander Road Improvements project and will be bid and constructed under one contract.

Engineering design work will begin immediately following Task Order approval. Construction is anticipated to occur in 2020.

SCOPE OF SERVICES:

At the direction of the CITY, HLA will provide professional engineering services for the West Goodlander Road Sidewalk Improvements (PROJECT). HLA shall provide a comprehensive civil engineering construction document package (plans, specifications, and estimate) to consist of constructing curb, gutter, sidewalk, and retaining walls. Services will also include advertising and bidding, recommendation of contract award to the lowest responsible bidder, and engineering services during construction.

HLA shall provide the following services:

1.0 Design Engineering

1.1 Call for utility locates prior to survey and perform topographic survey of the PROJECT area.

1.2 Prepare site topographic survey in AutoCAD format showing field-located improvements and utilities.

1.3 Attend one (1) design meeting with the CITY to obtain input regarding existing and proposed improvements.

1.4 Prepare complete plan set, including plan sheets with construction notes and plan details.

1.5 Prepare final construction cost estimate.

1.6 Prepare final PROJECT specifications.

1.7 Submit final documents to the CITY for review and approval.

1.8 Transmit plans to dry utility companies, including power, cable, natural gas, and telephone to advise them of pending construction.

1.9 Incorporate CITY review comments and provide final construction documents for bidding approval.

1.10 Submit final documents to TIB for review and bid authorization.

1.11 Prepare advertisement for bids and transmit to newspapers as selected by the CITY. Advertising fees to be paid by the CITY.

1.12 Provide contract documents to potential bidders, as requested, and maintain plan holders list.

1.13 Prepare any required addenda to contract documents.

1.14 Answer questions during bidding from prospective bidders.

1.15 Attend PROJECT bid opening, check and tabulate bids, and make recommendation of award to lowest responsible bidder.

1.16 Submit bid tabulation to TIB and prepare Updated Cost Estimate (UCE).

2.0 Construction Engineering

2.1 Following award of the Contract by the CITY, prepare Notice of Award to the Contractor.

2.2 Assist in reviewing bond and insurance and prepare contracts.

2.3 Coordinate and conduct preconstruction conference followed by issuance of Notice to Proceed.

2.4 Furnish the field survey crew to set horizontal and vertical control for the PROJECT.

2.5 Provide staking for construction, including structures, curb and gutter, sidewalk, and subgrade elevations.

2.6 Provide submittal review for PROJECT materials as provided by the Contractor per the PROJECT specifications.

2.7 Attend construction meetings anticipated once per week during the duration of the improvements.

2.8 Furnish a qualified resident engineer (inspector) to observe construction and be at the PROJECT site during all significant. The resident engineer shall provide surveillance of construction for substantial compliance with plans and specifications.

2.9 Prepare construction progress reports for days the resident engineer is present.

2.10 Recommend progress payments for the Contractor to the CITY.

2.11 Prepare and submit proposed contract change orders when applicable.

2.12 Conduct final inspection and prepare punchlist of items to be corrected and provide to the CITY.

2.13 Prepare record drawings of civil-related improvements based on the Contractor's as-built plans.

2.14 Prepare administrative documents for the appropriate agencies which have jurisdiction over funding, design, and construction of the PROJECT.

2.15 Monitor Contractor's compliance with the Contract documents for labor standards and review Statements of Intent to pay Prevailing Wages and Affidavits of Wages Paid.

3.0 Additional Services

Provide professional engineering and land surveying services for additional work requested by the CITY that is not included above.

4.0 Items to be Furnished and Responsibility of CITY

4.1 Provide full information as to CITY requirements of the PROJECT.

4.2 Pay for PROJECT advertising, notices or other publication as may be required by the funding source.

4.3 Assist HLA by providing all available information pertinent to the PROJECT, including previous reports, drawings, plats, surveys, utility records, and any other data relative to design and construction of the PROJECT.

4.4 Examine all studies, reports, sketches, estimates, specifications, drawings, proposals, and other documents presented by HLA, and provide written decisions within a reasonable time as not to delay the work of HLA.

4.5 Obtain approval of all governmental authorities having jurisdiction over the PROJECT, and approvals and consents from other individuals or bodies as necessary for completion. Pay all review fees and costs associated with obtaining such approvals.

TIME OF PERFORMANCE:

Following receipt of signed Task Order, HLA will diligently pursue completion of the PROJECT with the following schedule anticipated:

1.0 Design Engineering

Completion of plans, specifications, opinion of cost, and bidding services within fifty (50) working days following receipt of signed Task Order.

2.0 Construction Engineering

It is estimated construction of improvements will be completed within fifteen (15) working days following award of the contract and Notice to Proceed.

3.0 Additional Services

Time for completion of work directed by the CITY under Additional Services shall be negotiated and mutually agreed upon at the time of service request by the CITY.

FEE FOR SERVICE:

1.0 Design Engineering

All work for Design Engineering Services shall be performed for the Lump Sum fee of $23,890.00.

2.0 Construction Engineering

Engineering Services During Construction shall be completed on an hourly basis, at normal hourly billing rates, for the estimated maximum fee of $23,890.00. If the Contractor is granted additional working days beyond those identified in the Time of Performance, then work shall be considered Additional Services.

3.0 Additional Services

Any additional work requested by the CITY that is not included in other Phases shall be authorized by the CITY and agreed upon by HLA in writing prior to proceeding with the services. HLA will perform the additional services as directed/authorized by the CITY on a time-spent basis at the hourly billing rates included in our General Agreement, plus reimbursement for direct non-salary expenses such as laboratory testing, printing expenses, vehicle mileage, out-of-town travel costs, and outside consultants.

Proposed: _____ 12/31/2019

HLA Engineering and Land Surveying, Inc.
Michael T. Battle, PE, President

Date

Approved: _____ _____

City of Selah
Sherry Raymond, Mayor

Date

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 6

Title: Resolution authorizing the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the FY 2021 Overlay Project, Multiple Locations, which is TIB project number 3-E-182(005)-1.

From: Joe Henne, Public Works Director

Action Requested: Approval

Staff Recommendation: Approve the Grant Agreement.

Fiscal Impact: $249,400.00

Funding Source: $224,460 by TIB & $24,940 City Street Fund 111

Background / Findings & Facts: The City's Public Works Department applied to the Washington State Transportation Improvement Board ("TIB") and was selected for pavement preservation funding in order to overlay West Goodlander Road from a location that is 150 feet west of Selah Loop Road to the location where West Goodlander Road intersects with Lander Road, which cumulatively is approximately 3,500 lineal feet of roadway surface. Total project cost for the overlay is $249,400.00 of which TIB will fund $224,460.00 and the City's financial obligation will be the remaining $24,940.00. In addition to the overlay, another part of this project is to widen the road surface of West Goodlander Road to 20 feet (consisting of two 10-foot travel lanes). The widening part of the project is estimated at $123,600.00 and will be entirely funded by the City (in addition to the City's financial obligation of $24,940.00 for the overlay part of the project). The proposed Grant Agreement will enable the City to receive funds from TIB.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Recommended Motion: Move to approve the Resolution

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
8/15/2019	Transportation Improvement Board 2019 Funding Application

RESOLUTION NO. _____

Resolution authorizing the Mayor to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the FY 2021 Overlay Project, Multiple Locations, which is TIB project number 3-E-182(005)-1.

WHEREAS, the City of Selah wishes to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board for the FY 2021 Overlay Project, Multiple Locations, which is TIB project number 3-E-182(005)-1);

WHEREAS, the City of Selah wishes to plane, crack seal and overlay West Goodlander Road from approximately 150 west of Selah Loop Road to approximately Landers Road;

WHEREAS, a grant application was made for $224,460.00 and was approved by TIB; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON that the Mayor is authorized to sign a "Fuel Tax Grant Distribution Agreement" with the Washington State Transportation Improvement Board ("TIB") for the FY 2021 Overlay Project, Multiple Locations, TIB project number 3-E-182(005)-1.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January, 2020.

_____
Sherry Raymond, Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

Transportation Improvement Board

Project Funding Status Form

Agency Name **SELAH**
Project Name: **FY 2021 Overlay Project**
Multiple Locations

TIB Project Number: **3-E-182(005)-1**

Verify the information below and revise if necessary.
Return to: Transportation Improvement Board • PO Box 40901 • Olympia, WA 98504-0901

PROJECT SCHEDULE

Target Dates		
Construction Approval	**Contract Bid Award**	**Contract Completion**

PROJECT FUNDING PARTNERS

List additional funding partners and amount.

Funding Partners	Amount	Revised Funding
SELAH	24,940	
WSDOT	0	
Federal Funds	0	
TOTAL LOCAL FUNDS	**24,940**	

Signatures are required from two different agency officials. Return the originally signed form to the TIB office.

Mayor or Public Works Director

Signature _____ Date _____

Printed or Typed Name _____ Title _____

Financial Officer

Signature _____ Date _____

Printed or Typed Name _____ Title _____

City of Selah
3-E-182(005)-1
FY 2021 Overlay Project
Multiple Locations

STATE OF WASHINGTON
TRANSPORTATION IMPROVEMENT BOARD
AND
City of Selah
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the FY 2021 Overlay Project, Multiple Locations (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Selah, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

TIB hereby grants funds in the amount of $224,460 for the project specified above, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT's Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT's submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

a) Project Funding Status Form
b) Bid Authorization Form with plans and engineers estimate
c) Award Updated Cost Estimate
d) Bid Tabulations
e) Contract Completion Updated Cost Estimate with final summary of quantities
f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable

amounts are greater than $50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.

b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.

c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.

d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:

a) RECIPIENT is not making reasonable progress toward correction and compliance.
b) TIB denies the RECIPIENT's request to amend the Project.
c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.

b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.

c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for costs incurred in excess of the grant amount. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the original ratio between TIB funds and total project costs.

12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.

b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.

c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.

d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.

e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.

15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form
Attorney General

By:

Signature on file

Guy Bowman
Assistant Attorney General

Lead Agency

Chief Executive Officer Date

Print Name

Transportation Improvement Board

Executive Director Date

Print Name

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 7

Title: Resolution authorizing the Mayor to sign "Task Order No. 2020-02" between the City of Selah and HLA Engineering and Land Surveying, Inc., which Task Order will engage HLA to provide engineering design services for the City's forthcoming road improvements to West Goodlander Road, which is Washington State Transportation Improvement Board project number 3-E-182(005)-1.

From: Joe Henne, Public Works Director

Action Requested: Approval

Staff Recommendation: Staff is requesting that the City Council authorize the Mayor to sign "Task Order No. 2020-02" between the City of Selah and HLA Engineering and Land Surveying, Inc. Staff desires to engage HLA to provide professional engineering services for the City's forthcoming road improvements to West Goodlander Road.

Fiscal Impact: $28,700.00

Funding Source: City Street Fund 111

Background / Findings & Facts: The City's Public Works Department applied to the Washington State Transportation Improvement Board ("TIB") and was selected for pavement preservation funding in order to overlay West Goodlander Road from a location that is 150 feet west of Selah Loop Road to the location where West Goodlander Road intersects with Lander Road, which cumulatively is approximately 3,500 linear feet of roadway surface. Total project cost for the overlay is $249,400.00 of which TIB will fund $224,460.00 and the City's financial obligation will be the remaining $24,940.00. In addition to the overlay,

another part of this project is to widen the road surface of West Goodlander Road to 20 feet (consisting of two 10-foot travel lanes). The widening part of the project is estimated at $123,600.00 and will be entirely funded by the City (in addition to the City's financial obligation of $24,940.00 for the overlay part of the project). The Task Order will provide engineering services for the entire project.

Recommended Motion: Move to approve the Resolution

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
8/15/2019	Transportation Improvement Board 2019 Funding Application

RESOLUTION NO. _____

Resolution authorizing the Mayor to sign "Task Order No. 2020-02" between the City of Selah and HLA Engineering and Land Surveying, Inc., thus engaging HLA to provide engineering design services for the City's forthcoming road improvements to West Goodlander Road, which is TIB project number 3-E-182(005)-1.

WHEREAS, the City of Selah has received funding from the Washington State Transportation Improvement Board for FY 2021 Overlay Project, Multiple Locations, TIB project number 3-E-182(005)-1);

WHEREAS, the City of Selah would like to widen and resurface approximately 3,500 linear feet of West Goodlander Road;

WHEREAS, the City of Selah currently uses HLA Engineering and Land Surveying, Inc., for professional civil engineering and consulting work;

WHEREAS, the City of Selah wishes to engage HLA via a Task Order to provide engineering design services for such road improvements to West Goodlander Road; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON that the Mayor is authorized to sign "Task Order 2020-02" between the City of Selah and HLA engineering and Land Surveying, Inc., thus engaging HLA to provide engineering design services for the City's forthcoming road improvements to West Goodlander Road, which is TIB project number 3-E-182(005)-1.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January, 2020.

_____
Sherry Raymond Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

TASK ORDER NO. 2020-02

REGARDING GENERAL AGREEMENT BETWEEN CITY OF SELAH

AND

HLA ENGINEERING AND LAND SURVEYING, INC. (HLA)

PROJECT DESCRIPTION:

West Goodlander Road Improvements
HLA Project No. 20027E
TIB Project No. 3-E-182 (005)-1

The City of Selah (CITY) has received funding from the Washington State Transportation Improvement Board (TIB) for roadway improvements to West Goodlander Road. The CITY would like to widen and resurface approximately 3,500 linear feet of West Goodlander Road. The roadway improvements will coincide with the West Goodlander Road Sidewalk Improvements project and will be bid and constructed under one contract.

Engineering design work will begin immediately following Task Order approval. Construction is anticipated to occur in 2020.

SCOPE OF SERVICES:

At the direction of the CITY, HLA will provide professional engineering services for the West Goodlander Road Improvements (PROJECT). HLA shall provide a comprehensive civil engineering construction document package (plans, specifications, and estimate) to consist of roadway widening, planing existing asphalt surface, crack sealing, and resurfacing with hot mix asphalt. Services will also include advertising and bidding, recommendation of contract award to the lowest responsible bidder, and engineering services during construction.

HLA shall provide the following services:

1.0 Design Engineering

1.1 Call for utility locates prior to survey and perform topographic survey of the PROJECT area.

1.2 Prepare site topographic survey in AutoCAD format showing field-located improvements and utilities.

1.3 Attend one (1) design meeting with the CITY to obtain input regarding existing and proposed improvements.

1.4 Prepare complete plan set, including plan sheets with construction notes and plan details.

1.5 Prepare final construction cost estimate.

1.6 Prepare final PROJECT specifications.

1.7 Submit final documents to the CITY for review and approval.

1.8 Transmit plans to dry utility companies, including power, cable, natural gas, and telephone to advise them of pending construction.

1.9 Incorporate CITY review comments and provide final construction documents for bidding approval.

1.10 Submit final documents to TIB for review and bid authorization.

1.11 Prepare advertisement for bids and transmit to newspapers as selected by the CITY. Advertising fees to be paid by the CITY.

1.12 Provide contract documents to potential bidders, as requested, and maintain plan holders list.

1.13 Prepare any required addenda to contract documents.

1.14 Answer questions during bidding from prospective bidders.

1.15 Attend PROJECT bid opening, check and tabulate bids, and make recommendation of award to lowest responsible bidder.

1.16 Submit bid tabulation to TIB and prepare Updated Cost Estimate (UCE).

2.0 Construction Engineering

2.1 Following award of the Contract by the CITY, prepare Notice of Award to the Contractor.

2.2 Assist in reviewing bond and insurance and prepare contracts.

2.3 Coordinate and conduct preconstruction conference followed by issuance of Notice to Proceed.

2.4 Furnish the field survey crew to set horizontal and vertical control for the PROJECT.

2.5 Provide staking for construction, including structures, curb and gutter, sidewalk, and subgrade elevations.

2.6 Provide submittal review for PROJECT materials as provided by the Contractor per the PROJECT specifications.

2.7 Attend construction meetings anticipated once per week during the duration of the improvements.

2.8 Furnish a qualified resident engineer (inspector) to observe construction and be at the PROJECT site during all significant. The resident engineer shall provide surveillance of construction for substantial compliance with plans and specifications.

2.9 Prepare construction progress reports for days the resident engineer is present.

2.10 Recommend progress payments for the Contractor to the CITY.

2.11 Prepare and submit proposed contract change orders when applicable.

2.12 Conduct final inspection and prepare punchlist of items to be corrected and provide to the CITY.

2.13 Prepare record drawings of civil-related improvements based on the Contractor's as-built plans.

2.14 Prepare administrative documents for the appropriate agencies which have jurisdiction over funding, design, and construction of the PROJECT.

2.15 Monitor Contractor's compliance with the Contract documents for labor standards and review Statements of Intent to pay Prevailing Wages and Affidavits of Wages Paid.

3.0 Additional Services

Provide professional engineering and land surveying services for additional work requested by the CITY that is not included above.

4.0 Items to be Furnished and Responsibility of CITY

4.1 Provide full information as to CITY requirements of the PROJECT.

4.2 Pay for PROJECT advertising, notices or other publication as may be required by the funding source.

4.3 Assist HLA by providing all available information pertinent to the PROJECT, including previous reports, drawings, plats, surveys, utility records, and any other data relative to design and construction of the PROJECT.

4.4 Examine all studies, reports, sketches, estimates, specifications, drawings, proposals, and other documents presented by HLA, and provide written decisions within a reasonable time as not to delay the work of HLA.

4.5 Obtain approval of all governmental authorities having jurisdiction over the PROJECT, and approvals and consents from other individuals or bodies as necessary for completion. Pay all review fees and costs associated with obtaining such approvals.

TIME OF PERFORMANCE:

Following authorization to proceed, HLA will diligently pursue completion of the PROJECT with the following schedule anticipated:

1.0 Design Engineering

Completion of plans, specifications, opinion of cost, and bidding services within fifty (50) working days following receipt of signed Task Order.

2.0 Construction Engineering

It is estimated construction of improvements will be completed within fifteen (15) working days following award of the contract and Notice to Proceed.

3.0 Additional Services

Time for completion of work directed by the CITY under Additional Services shall be negotiated and mutually agreed upon at the time of service request by the CITY.

FEE FOR SERVICE:

1.0 Design Engineering

All work for Design Engineering Services shall be performed for the Lump Sum fee of $28,700.00.

2.0 Construction Engineering

Engineering Services During Construction shall be completed on an hourly basis, at normal hourly billing rates, for the estimated maximum fee of $28,700.00. If the Contractor is granted additional working days beyond those identified in the Time of Performance, then work shall be considered Additional Services.

3.0 Additional Services

Any additional work requested by the CITY that is not included in other Phases shall be authorized by the CITY and agreed upon by HLA in writing prior to proceeding with the services. HLA will perform the additional services as directed/authorized by the CITY on a time-spent basis at the hourly billing rates included in our General Agreement, plus reimbursement for direct non-salary expenses such as laboratory testing, printing expenses, vehicle mileage, out-of-town travel costs, and outside consultants.

Proposed: _____ 12/31/2019

HLA Engineering and Land Surveying, Inc. — Date
Michael T. Battle, PE, President

Approved: _____ _____

City of Selah — Date
Sherry Raymond, Mayor

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	N – 8

Title: Resolution authorizing the Mayor to sign an addendum to the currently in effect "Interlocal Agreement Between the City of Sunnyside, Washington and the City of Selah, Washington, for the Housing of Inmates", which addendum will be "Addendum II" to such Interlocal Agreement and which will establish a new, slightly higher daily bed rate charged by Sunnyside to Selah for the calendar year of 2020

From: Richard Hayes, Chief of Police

Action Requested: Approval

Staff Recommendation: Approval of Resolution

Fiscal Impact: The daily bed rate charged by Sunnyside during 2020 will be $50.00 per day, whereas the previously-applicable daily bed rate was $47.00 per day.

Funding Source: 001-000-023-523-61-51-01

Background / Findings & Facts: Because the City of Selah does not have jail facilities, it utilizes the jail facilities of the City of Sunnyside via an Interlocal Agreement. The City of Sunnyside charges the City of Selah a daily bed rate when inmates on City of Selah criminal cases are housed in the City of Sunnyside's jail facilities. The daily bed rate is intended to reimburse the City of Sunnyside for its corresponding costs including transportation costs and also a pro-rata share of employee salaries and benefits. Previously, the applicable daily bed rate was $47.00 per day. However, due to increased underlying costs, the City of Sunnyside is increasing the daily bed rate to $50.00 per day for the calendar year of 2020.

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Recommended Motion: Approve the Resolution

Record of all prior actions taken by the City Council and/or a City Board, City Committee, Planning Commission, or the Hearing Examiner (where applicable)

Date:	Action Taken:
10/23/2018	Resolution Authorizing the Mayor to Sign an Addendum to the Interlocal Correction / Detention Agreement with the City of Sunnyside for 2019
5/22/2018	Resolution Authorizing the Mayor to Sign the Interlocal Correction / Detention Agreement with the City of Sunnyside for 2018-19

RESOLUTION NO. _____

Resolution authorizing the Mayor to sign "Addendum II" to the currently in effect "Interlocal Agreement Between the City of Sunnyside, Washington and the City of Selah, Washington, for the Housing of Inmates".

WHEREAS, an Interlocal Agreement is currently in effect between the City of Selah and the City of Sunnyside, whereby inmates on City of Selah criminal cases are housed in the City of Sunnyside's jail facilities;

WHEREAS, the City of Sunnyside charges the City of Selah a specific daily bed rate for the housing of inmates;

WHEREAS, the City of Sunnyside has announced that for the calendar year of 2020 it is increasing the daily bed rate from the previously-applicable rate of $47.00 per day to a new, slightly higher rate of $50.00 per day;

WHEREAS, the City of Selah desires to continue housing inmates in the City of Sunnyside's jail facilities during the calendar year of 2020 and, thus, the City of Selah is willing to pay the new, slightly higher daily bed rate that the City of Sunnyside will charge for 2020;

WHEREAS, a proposed "Addendum II" has been drafted which, if signed by both cities, will effectuate the adjustment to the daily bed rate; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON that the Mayor is authorized to sign "Addendum II" to the "Interlocal Agreement Between the City of Sunnyside, Washington and the City of Selah, Washington, for the Housing of Inmates".

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January, 2020.

_____
Sherry Raymond, Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

City of SUNNYSIDE WASHINGTON

Sunnyside Police Department
City of Sunnyside
401 Homer Street
Sunnyside, Washington 98944
Office: (509) 837-2120 Fax: (509) 837-5873
www.sunnyside-wa.gov

September 20, 2018

Richard Hayes, Chief of Police
City of Selah
617 S1st St
Selah, WA 98942

RECEIVED
OCT 30 2019
Selah Police Dept.

Dear Chief Hayes,

As we are approaching budget season again, this letter is to inform you that the Sunnyside Police Department will be increasing the daily bed rate of $47 to $50 for the 2020 calendar year. This increase is to account for an increase in salaries, benefits and transport costs over the past year.

Enclosed is a copy of an addendum to modify the existing Interlocal Agreement reflecting the rate increase to $50 per day per inmate housed at the Sunnyside Jail. Should you choose to continue contract services with the Sunnyside Police Department, please sign the attached addendum and return to the Sunnyside Police Department at the address listed above.

In the event you have any questions, please feel free to contact myself or Sgt. Gutierrez at 509-836-6211.

Thank you for your participation in the past and we all look forward to continued partnerships in the future.

Respectfully,

S R BAILEY

Scott Bailey, Commander
Support Services Division
sbailey@sunnyside-wa.gov

Enclosure

SB/je

Cc: Chief Escalera
File

INTERLOCAL AGREEMENT BETWEEN THE CITY OF SUNNYSIDE, WASHINGTON AND THE City of Selah, WASHINGTON, FOR THE HOUSING OF INMATES

ADDENDUM II

THIS ADDENDUM TO OUR INTERLOCAL AGREEMENT (hereinafter referred to as "Agreement") is made and entered into by and between the City of Sunnyside, Washington and the City of Selah, Washington;

WHEREAS, the City of Sunnyside and the City of Selah already have an Agreement for the housing of inmates;

WHEREAS, the City of Sunnyside desires to modify this Agreement;

NOW THEREFORE, in consideration of the mutual covenants, condition and promises contained herein, the parties hereto mutually agree as follows:

SECTION 6(a) COMPENSATION shall be repealed and replaced with:

(a) Rates. Sunnyside agrees to accept and house City of Selah inmates for compensation per inmate at the rate of **$50** per day. The date of booking into the Sunnyside Jail of any City of Selah inmate shall be charged a minimum of a full daily rate per inmate regardless of the time of booking within a 24 hour period. The date of release from the Sunnyside Jail and/or returned to City of Selah, regardless of the time frame within a 24 hour day shall not constitute a charge by the City of Sunnyside against City of Selah.

This Agreement shall be effective from January 1, 2020 or once fully endorsed by both parties, whichever is latter.

The remainder of the original Agreement remains unchanged.

CITY OF SUNNYSIDE

_____
City Manager

DATE: _____

ATTEST:

_____
City Clerk

City of Selah

_____

DATE: _____

_____
City Clerk

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	O – 1

Title: An Ordinance Adopting a new public street standard detail for Local Access Streets with single frontage development into the "City of Selah's Design, Construction Standards and Specifications for Public Works Improvements" set forth in Selah Municipal Code Chapter 13.01; Providing for Severability; and Establishing an Effective Date.

From: Jeff Peters, Community Development Supervisor

Action Requested: Approval

Staff Recommendation: Approval of the Ordinance.

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: The City's Public Works Department has identified that the "City of Selah Design, Construction Standards, and Specifications Manual for Public Works Improvements" set forth in Selah Municipal Code Chapter 13.01 does not presently have any sort of "local access" street detail option that authorizes narrower public streets to be constructed on hillside locations when terrain restricts developability to one side of the street. Therefore, the Department recommends that the attached "Local Access (Single Frontage)" street detail be adopted and incorporated as an amendment to and within said "City of Selah Design, Construction Standards, and Specifications Manual for Public Works Improvements".

Recommended Motion: I move that the City Council vote on passage of the proposed Ordinance.

ORDINANCE NO. _____

AN ORDINANCE ADOPTING A NEW PUBLIC STREET STANDARD DETAIL FOR LOCAL ACCESS STREETS WITH SINGLE FRONTAGE DEVELOPMENT INTO THE "CITY OF SELAH'S DESIGN, CONSTRUCTION STANDARDS AND SPECIFICATIONS FOR PUBLIC WORKS IMPROVEMENTS" SET FORTH IN SELAH MUNICIPAL CODE CHAPTER 13.01; PROVIDING FOR SEVERABILITY; AND, ESTABLISHING AN EFFECTIVE DATE

WHEREAS, RCW Chapters 36.70A and 35.78 authorize municipalities within the State of Washington to adopt (1) comprehensive plans, (2) development regulations, and (3) public works design and construction standards, so as to provide for the orderly design, construction and extension of public utilities and development;

WHEREAS, the City of Selah Public Works Department has identified that the "City of Selah Design, Construction Standards, and Specifications Manual for Public Works Improvements" set forth in Selah Municipal Code Chapter 13.01 does not presently have any sort of "local access" street detail option that authorizes narrower public streets to be constructed on hillside locations when terrain restricts developability to one side of the street. Therefore, the Department recommends that the attached "Local Access (Single Frontage)" street detail be adopted and incorporated as an amendment to and within said "City of Selah Design, Construction Standards, and Specifications Manual for Public Works Improvements";

WHEREAS, the City Council of the City of Selah has examined and understands the scope and purpose of the proposed "Local Access (Single Frontage)" amendment, it deems such amendment to be in the public interest and to be beneficial to the general health, safety and welfare of the citizens and visitors of the City, and it desires to make such amendment a component of the law of the City of Selah; and

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

Section 1. Amendment of SMC Title 13 Adopting A New Local Access (Single Frontage) Street Detail. The City of Selah hereby adopts the attached new "Local Access (Single Frontage)" street detail as a part of the "City of Selah Design, Construction Standards, and Specifications Manual for Public Works Improvements" set forth in Selah Municipal Code Chapter 13.01.

Section 2. Severability. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of constitutionality of any other section, sentence, clause or phrase of this Ordinance nor the overall validity of this Ordinance.

Section 3. **Effective Date.** This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

ORDAINED this 14th day of January, 2020.

_____
Sherry Raymond, Mayor

ATTEST:

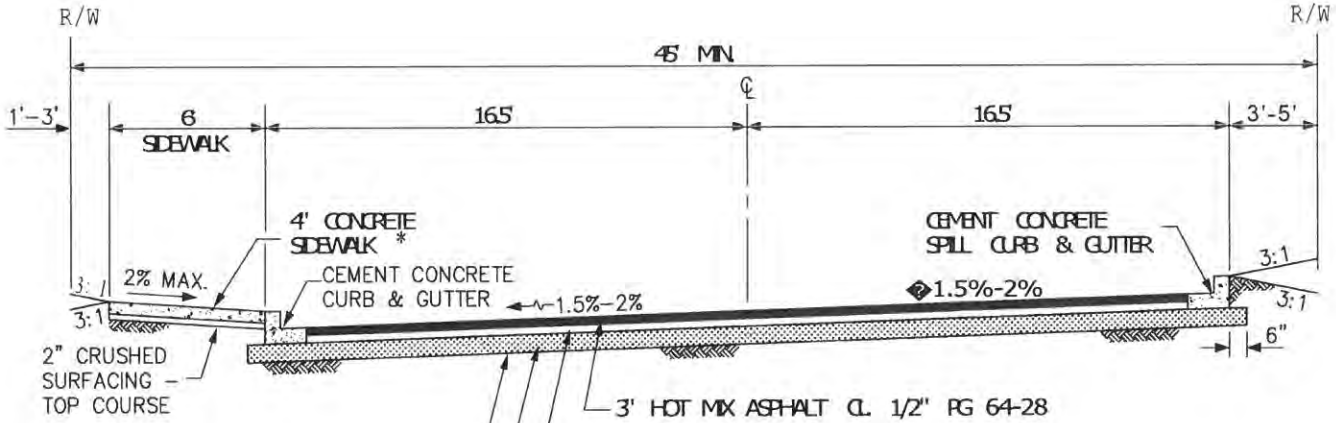
_____
Dale E. Novobielski, Clerk Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

ORDINANCE NO. _____

Attachment "A"



NOTE:
1. ROADWAY IS SHOWN WITH SUPERELEVATION BUT MAY HAVE A NORMAL CROWN.
2.
3. CITY STANDARD STREET LIGHTS REQUIRED AT INTERSECTIONS AND CUL-DE-SACS.

* 6' CONCRETE AT DRIVEWAYS

ROADWAY SECTION – LOCAL ACCESS (SINGLE FRONTAGE)

NOT TO SCALE

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Action Item
1/14/2020	O – 2

Title: An Ordinance Amending section 8.70.020 of the Selah Municipal Code regarding "Parking Prohibited on Certain Streets"; Providing for Severability; and Establishing an Effective Date.

From: Joe Henne, Public Works Director

Action Requested: Approval

Staff Recommendation: Approval of the Ordinance.

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: At present, Selah Municipal Code section 8.70.020 (labeled "Parking Prohibited on Certain Streets") prohibits the parking of vehicles on twenty-two designated portions of public streets. The City's Public Works Department has identified additional portions of public streets that due to one or more reasons are also not suitable for vehicle parking. Specifically, those additional portions are the east side of South Third Street between Naches Avenue to Selah Avenue, and also the south side of Bartlett Avenue between North Third Street and North First Street. As to South Third Street, recent construction by the Selah School District has reduced the street to narrower, non-standard lane widths at the specified location. Thus, parking can no longer be accommodated on the east side at such location. As to Bartlett Avenue, the Department has received numerous complaints from citizens and residents regarding parked vehicles at the specified location, particularly during events at the nearby school. Additional scheduled construction by the Selah School District will, once completed, provide other areas for vehicle parking and will make it unnecessary for vehicles to

continue to be parked at the specified location. Therefore, the Department recommends that "No Parking" signs be installed at both specified locations and that both specified locations be added – respectively as numbers (23) and (24) – to the list of public street portions that are designated in Selah Municipal Code section 8.70.020 as parking-prohibited locations.

Recommended Motion: To approve the Ordinance.

ORDINANCE NO _____

AN ORDINANCE AMENDING SECTION 8.70.020 OF THE SELAH MUNICIPAL CODE REGARDING "PARKING PROHIBITED ON CERTAIN STREETS"; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City Council wishes to amend section 8.70.020 of the Selah Municipal Code so as to designate additional portions of public streets as parking-prohibited; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON does ordain that Selah Municipal Code is amended as follows and a new section adopted as follows (with the applicable changes underlined in this Ordinance for ease of distinction, but which will not be underlined in the actual final version of section 8.70.020):

Section 1. SMC 8.70.020 amended as follows:

8.70.020 Parking Prohibited on Certain Streets.

When signs are erected giving notice thereof, no person shall park a vehicle upon any street or parts of the following streets:

(1) First Street, North and South, either side;
(2) Wenas Road, north of Naches Avenue, either side;
(3) East & West Fremont Avenues, from North Wenas Road to North 14th Street, both sides;
(3)(A) Fremont Avenue, between North 14th Street and North 16th Street, north side;
(4) Bartlett Avenue, north side, between First and Third Streets;
(5) Third Street, west side, north of Bartlett Avenue;
(6) Third Street, west side, Naches Avenue to Park Avenue;
(7) Third Street, west side, Selah Avenue to Valleyview Avenue;
(8) Fourth Street, either side, Naches Avenue to Fremont Avenue;
(9) Fifth Street, west side, Riverview to Pleasant Avenue;
(10) Naches Avenue, south side, Third to Fourth Street;
(11) Pear Avenue, north side, North Tenth to North Eleventh Street;
(12) Eleventh Street, east side, Fremont to Speyers Road;
(13) Speyers Road, south side, Eleventh to Thirteenth;
(14) East Goodlander, south side, North Park Drive east to the end of the pavement;
(15) North Park Drive and South Park Drive both sides, south of East Goodlander;
(16) West Yakima Avenue, both sides, west of 16th Street;
(17) 16th Street, both sides, West Yakima Avenue to Cedar Lane;
(18) North Fourth Street, both sides, 100 feet north of West Fremont Avenue.
(19) East side of North Third Street from Fremont to Bartlett.
(20) Larson Drive, both sides, from North Wenas Road to South Park Drive.

(21) East Goodlander Road, both sides, from North First Street to North Wenas Road.
(22) Dwinell Drive, both sides.
(23) Third Street, east side, between Naches Avenue and Selah Avenue;
(24) Bartlett Avenue, south side, between First Street and Third Street.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 14th day of January, 2020.

_____
Sherry Raymond, Mayor

ATTEST:

_____
Dale Novobielski, Clerk Treasurer

APPROVED AS TO FORM:

_____
Rob Case, City Attorney

ORDNANCE NO. _____

Lince Elementary & John Campbell Primary School Campus proposed amendment to Municipal Code Section 8.70.020 "Parking Prohibited on Certain Streets"

List of Exhibits

Item	Exhibit
Planning Commission Findings of Fact, Conclusions, and Recommendation	1a
Notices:	
Notice of Amendment and Public Hearing	2a
Notice to Yakima Herald Republic, November 23, 2019	2b
Affidavit of Mailing, November 22, 2019	2c

CITY OF SELAH
Planning Department • 222 South Rushmore RD. • Selah, WA 98942 • Ph: (509) 698-7365 •
www.selahwa.gov

PLANNING COMMISSION RECOMENDATION FINDINGS AND CONCLUSIONS

FILE NUMBERS: N/A

SUBJECT: NO PARKING ORDINACE ASSOCIATED WITH LINCE ELEMENTARY, AND JOHN CAMPBELL SCHOOLS

December 3, 2019

This matter having come for a public hearing before the Selah Planning Commission on December 3, 2019, for the purpose of consideration of a draft ordinance to restrict parking along portions of S. 3rd St. and Bartlett Ave., in the vicinity of Lince Elementary and John Campbell Primary Schools, Selah, WA 98942.

Members of the Commission present at the public hearing were:

Chairman Smith, Commissioners Goodall, Hennessy & Huber.

1. Legal notification pursuant to Selah Municipal Code was given as follows where all persons were given the opportunity to speak for or against the proposed ordinance:
   a. Notice of Public Hearing – November 22, 2019

2. The Commission has been informed by City of Selah staff that this public hearing has been requested to allow the Commission to hear from the public and provide a recommendation regarding the draft ordinance to the City Council.

3. The Commission finds through declaration of City Staff, that the City has had numerous complaints from surrounding property owners that on-street school parking has negatively affected their neighborhoods.

4. The Commission finds that the public improvements to S. 3rd and Bartlett will improve the walkability of the neighborhoods for children to get to and from school safely. However, as the sidewalks will narrow the driving surface of the road on street parking is no longer conducive at the identified locations.
5. The Commission finds that there is no present way for the City to regulate on street parking based upon use or user of the on-street parking.

EXHIBIT
1a

6. The Commission finds that the existing use is a school, and the Zoning and Future Land Use Designation of the subject properties is Single-Family Residential, and Low Density Residential.

7. The proposed use is compatible with the property's Zoning and Future Land Use Designations from the city of Selah's Comprehensive Plan.

8. Zero owners of adjacent lands were opposed to the proposal, and zero owners of adjacent lands were in favor of the proposal.

9. No public comments were received on the proposed ordinance prior to the public hearing.

10. The Planning Commission finds that the proposed ordinance is consistent with the Comprehensive Plan and the requirements of the Selah Municipal Code (SMC).

11. The Commission finds that:
    a. The present and future needs of the community will be adequately served and the community as a whole will benefit.

12. Environmental Review is not required with this ordinance per the City of Selah Municipal Code, and Washington State Administrative Code (WAC) 197-11-800.

DECISION

The Commission, based on the above findings, conclusions finds that the proposed parking ordinance:

1. Should be approved.

Motion to Approve by Commissioner Huber and Second by Commissioner Hennessy. Vote Four to Zero.

12.3.19

Chairman Smith

CITY OF SELAH

Planning Department
222 South Rushmore Road
Selah, Washington 98942

Phone 509 698-7365
Fax 509 698-7372

CITY OF SELAH
NOTICE OF PLANNING COMMISSION PUBLIC HEARING

Application: As a result of public street improvements in relation to the redevelopment of the Lince Elementary, and John Campbell School campuses, the City of Selah is proposing a an amendment to its Municipal Code Section 8.70.020, "Parking Prohibited on Certain Streets "restricting parking along 3rd St, south of W. Naches Ave. stopping at Selah Ave. on the east side and along W. Bartlett Ave. between N. 3rd St. and N. First St. on the south side of the road (see attached maps for a pictorial location). All property owners who wish to comment on the proposed ordinance change should attend the scheduled public hearing identified below.

Project Address: N/A
Tax Parcel Number: N/A

Zoning District of Subject Property: One-Family Residential (R-1)
File Numbers: N/A

Open Record Public Hearing: Notice is hereby given that on Tuesday, December 3, 2019, commencing at 5:30 P.M., or as soon thereafter as practical, the City of Selah Planning Commission will conduct an open record public hearing in the Council Chambers, Selah City Hall, 115 W. Naches Ave. Selah, WA on the above identified ordinance changes. All interested persons may appear and provide testimony. SMC 21.09.030 and SMC 10.06.040 are pertinent to the hearing procedure. At the conclusion of the public hearing, the Planning Commission will consider the matter and issue a recommendation to the City Council.

Additional information detailing the proposal are available during regular business hours at the Planning Department at 222 South Rushmore Road, Selah, Washington 98942 or online at www.selahwa.gov/planning/planning-commission. Contact the Planning Department with project, procedural or environmental questions.

Dated this 21st day of November 2019.

/s/

Jeff Peters, Community Development Supervisor

EXHIBIT
2a

City of Selah
Amendments to Section 8.70.020 "Parking Prohibited on Certain Streets".

Proposed no parking this side of street

1:1,128

0 0.01 0.01 0.03 mi

0 0.01 0.03 0.06 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/ Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,

Yakima County GIS

City of Yakima, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | Yakima county boundary is from the Washington State Department of Ecology, but the City limits is from Yakima County Records. | Yakima City & County, WA, Yakima City/County GIS,

City of Selah

ORDINANCE NO _____

ORDINANCE AMENDING SECTION 8.70.020 OF THE SELAH MUNICIPAL CODE, "PARKING PROHIBITED ON CERTAIN STREETS", PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City Council wishes to amend section 8.70.020 to include additional streets on which parking is prohibited;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON does ordain that Selah Municipal Code be Amended as follows and a new section adopted as follows:

Section 1. SMC 8.70.020 amended as follows:

8.70.020 Parking Prohibited on Certain Streets.

When signs are erected giving notice thereof, no person shall park a vehicle upon any street or parts of the following streets:

(1) First Street, North and South, either side;
(2) Wenas Road, north of Naches Avenue, either side;
(3) East & West Fremont Avenues, from North Wenas Road to North 14th Street, both sides;
(3)(A) Fremont Avenue, between North 14th Street and North 16th Street, north side;
(4) Bartlett Avenue, north side, between First and Third Streets;
(5) Third Street, west side, north of Bartlett Avenue;
(6) Third Street, west side, Naches Avenue to Park Avenue;
(7) Third Street, west side, Selah Avenue to Valleyview Avenue;
(8) Fourth Street, either side, Naches Avenue to Fremont Avenue;
(9) Fifth Street, west side, Riverview to Pleasant Avenue;
(10) Naches Avenue, south side, Third to Fourth Street;
(11) Pear Avenue, north side, North Tenth to North Eleventh Street;
(12) Eleventh Street, east side, Fremont to Speyers Road;
(13) Speyers Road, south side, Eleventh to Thirteenth;
(14) East Goodlander, south side, North Park Drive east to the end of the pavement;
(15) North Park Drive and South Park Drive both sides, south of East Goodlander;
(16) West Yakima Avenue, both sides, west of 16th Street;
(17) 16th Street, both sides, West Yakima Avenue to Cedar Lane;
(18) North Fourth Street, both sides, 100 feet north of West Fremont Avenue.
(19) East side of North Third Street from Fremont to Bartlett.
(20) Larson Drive, both sides, from North Wenas Road to South Park Drive.
(21) East Goodlander Road, both sides, from North First Street to North Wenas Road.

(22) Dwinell Drive, both sides.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON this 13th day of February, 2018.

_____
Sherry Raymond, Mayor

ATTEST:

_____
Dale Novobielski, Clerk Treasurer

APPROVED AS TO FORM:

_____
Bob Noe, City Attorney

ORDNANCE NO. _____

DRAFT

CityMap

November 21, 2019

Override 1

Parcels

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Yakima GIS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

CityMap

November 21, 2019

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YAKIMA HERALD-REPUBLIC
WE TELL YOUR STORIES YAKIMAHERALD.COM

El Sol de Yakima

-Ad Proof-

This is the proof of your ad scheduled to run on the dates indicated below.
Please confirm placement prior to deadline, by contacting your account rep at (509) 577-7740.

Date:	11/21/19
Account #:	110017
Company Name:	CITY OF SELAH
Contact:	Jan Farley,AP
Address:	115 W NACHES AVENUE SELAH, WA 98942
Telephone:	(509) 698-7327
Fax:	

Ad ID:	920508
Start:	11/23/19
Stop:	11/23/19
Total Cost:	$124.20
# of Inserts:	2
Lines:	72.0
Ad Class:	6021
Ad Class Name:	Public Legal Notices
Account Rep:	Simon Sizer
Phone #	(509) 577-7740
Email:	ssizer@yakimaherald.com

Run Dates:

Yakima Herald-Republic	11/23/19
YakimaHerald.com	11/23/19

Ad Proof

CITY OF SELAH NOTICE OF PLANNING COMMISSION PUBLIC HEARING: **Application:** As a result of public street improvements in relation to the redevelopment of the Lince Elementary, and John Campbell School campuses, the City of Selah is proposing a an amendment to its Municipal Code Section 8.70.020, "Parking Prohibited on Certain Streets "restricting parking along 3rd St, south of W. Naches Ave. stopping at Selah Ave. on the east side and along W. Bartlett Ave. between N. 3rd St. and N. First St. on the south side of the road (see attached maps for a pictorial location). All property owners who wish to comment on the proposed ordinance change should attend the scheduled public hearing identified below.: **Project Address**: N/A: **Tax Parcel Number:** N/A: **Zoning District of Subject Property:** One-Family Residential (R-1): **File Numbers:** N/A: **Open Record Public Hearing:** Notice is hereby given that on Tuesday, December 3, 2019, commencing at 5:30 P.M., or as soon thereafter as practical, the City of Selah Planning Commission will conduct an open record public hearing in the Council Chambers, Selah City Hall, 115 W. Naches Ave. Selah, WA on the above identified ordinance changes. All interested persons may appear and provide testimony. SMC 21.09.030 and SMC 10.06.040 are pertinent to the hearing procedure. At the conclusion of the public hearing, the Planning Commission will consider the matter and issue a recommendation to the City Council. Additional information detailing the proposal are available during regular business hours at the Planning Department at 222 South Rushmore Road, Selah, Washington 98942 or www.selahwa.gov/planning/planning-commission. Contact the Planning Department with project, procedural or environmental questions. Dated this 21st day of November 2019. /s/ Jeff Peters, Community Development Supervisor

(920508) November 23, 2019

EXHIBIT
2b

CITY OF SELAH
AFFIDAVIT OF MAILING

STATE OF WASHINGTON
COUNTY OF YAKIMA

I, Brandy Tucker, being first duly sworn on oath dispose and says:

I am an employee of the City of Selah, 222 South Rushmore Road, Selah, Washington; that I did on the 22 day of November, 2019 caused to be mailed, 210 envelopes, containing a true and correct copy of the proposed no parking area for the John Campbell School. Said envelopes mailed from Selah, WA. with the correct first class postage and addressed to the persons having made written or verbal comment regarding these files.

A listing of the persons to whom notice has been mailed is contained in the file.

Signed

STATE OF WASHINGTON
COUNTY OF YAKIMA

On this day personally appeared before me Brandy Tucker to me known to be the individual referenced herein and who caused to be mailed No parking area for the John Campbell School

Given under my hand and official seal this 22nd day of November 2019.

Caprise Groo
Signed

Notary Public in and for the State of Washington, residing at Yakima, WA. My term expires June 1, 2021.

CAPRISE GROO
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
JUNE 1, 2021

EXHIBIT 2C

CITY OF SELAH
CITY COUNCIL
AGENDA ITEM SUMMARY

Council Meeting	Informational Item
1/14/2020	Q – 4a

Title: Planning Commission Minutes from December 3, 2019

From: Brandy Tucker – Planning & Community Development, Building Specialist

Action Requested: Informational - No action needed

Staff Recommendation:

N/A

Board/Commission Recommendation: Not Applicable

Fiscal Impact: N/A

Funding Source: N/A

Background / Findings & Facts: N/A

City of Selah
Planning Commission Minutes
Of
December 3, 2019

A. Call to Order

Chairman Smith calls the meeting to order at 5:31 pm.

B. Roll Call

Members Present:	Chairman Smith: Commissioners: Huber, Goodall, and Hennessy
Members Absent:	Torkelson
Staff Present:	Jeff Peters, City Planner, Brandy Tucker, Minutes Secretary
Guest:	Joe Henne, Public Works Director, Sherry Raymond, Mayor, Shane Backlund, Selah School Superintendent

C. Agenda Changes : None

D. Communications

1. Oral - None

2. Written - None

E. Approval of Minutes
1. ***Approval of minutes from October 15, 2019.***

Commissioner Goodall motion to approve.

Commissioner Huber seconds motion.

Minutes are approved.

F. Public Hearings

Old Business -

Open Public hearing for Class 3, SEPA, Administrative Adjustment, Critical Area and Nonconforming Use for new primary school, aka John Campbell School.

Chairman Smith opens the Public Hearing and asks Mr. Peters to present the staff report and facts and findings.

Mr. Peters reads verbatim from the staff report.

Mr. Peters states that base upon the conclusions of the findings report the staff recommends approval subject to conditions. Mr. Peters read the conditions on page two thru four of the staff report verbatim.

Chairman Smith states for the record no other public in attendance.

Chairman Smith asks the planning commission if they have any questions. No questions are asked.

Chairman Smith asks for a vote.

Commissioner Goodall motions to approve.

Commissioner Hennessy seconds.

Motion to approve subject to conditions, passes with a voice vote of 4-0.

New Business -

None required Public Hearing for Lince Elementary, and John Campbell School campuses, the City of Selah is proposing a an amendment to its Municipal Code Section 8.70.020, "Parking Prohibited on Certain Streets "restricting parking along 3rd St, south of W. Naches Ave. stopping at Selah Ave. on the east side and along W. Bartlett Ave. between N. 3rd St. and N. First St. on the south side of the road.

Chairman Smith turns meeting over to Mr. Peters to present the findings and conclusions.

Mr. Peters reads verbatim from report.

Mr. Peters states that base upon the conclusions of the findings report the staff recommends approval.

Chairman Smith states for the record no other public in attendance.

Chairman Smith asks the planning commission if they have any questions. No questions are asked.

Chairman Smith asks for a vote.

Commissioner Hennessy motions to approve.

Commissioner Huber seconds.

Motion to approve subject to conditions, passes with a voice vote of 4-0.

G. General Business

1. Old Business - None

2. New Business - None

H. Reports/Announcements

1. Chairman -
2. Commissioners -
3. Staff - Planning/Building Department Updates

Mr. Peters notes the building department updates.

I. Adjournment

Commissioner Goodall motions to adjourn.

Commissioner Huber seconds.

Chairman Smith adjourns the meeting at 6:04 p.m. with a voice vote of 4-0.

Chairman Smith

1.7.20