

# Exhibit 12



## MEMORANDUM

### Public Works Department

To: Mike Stevens, Planning Manager

From: Carlo D'Alessandro, Transportation & Development Manager

Cc: Pete Rogalsky, Public Works Director  
John Deskins, Traffic Engineer  
Jason Reathafor, Engineering Tech IV

Date: January 9, 2023

Re: Terraces at Queensgate Phase 1 PUD Traffic Conditions

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The City of Richland Public Works Department has reviewed the developer's proposal regarding the Terraces at Queensgate Phase 1 PUD Application. This memo is offered to supplement the record as it relates to traffic impact analysis, mitigation identification and mitigation implementation. Public Works staff believes there is a sound basis to satisfy the requirements to approve the PUD application with traffic and streets related conditions. The primary reason for this belief is the applicability of RMC 12.03 to this project. RMC 12.03, the City's traffic impact fee program, includes a robust set of traffic impact mitigating improvements that have been established to address the impacts to collector streets and major intersections throughout the affected street network, including this project. These mitigation projects are based on a traffic analysis performed using the Benton-Franklin Council of Governments regional traffic model and analysis of future development activity within the traffic impact zones. City staff routinely updates the traffic impact fee program with appropriate projects, project costs and development projections.

Public Works staff also considered traffic analysis performed in previous transportation studies for analysis of traffic impacts such as the Queensgate Drive Corridor Traffic Impact Analysis and Badger Mountain Subarea Traffic Impact Analysis that specifically performed intersection level-of-service analysis for intersections impacted by this development and informs decisions regarding lane capacity and future signal needs to meet the City's level-of-service standards at the intersection. Based on review of the studies and familiarity with the project impacts, Public Works staff is convinced that the projects and funding included in the existing RMC 12.03 is sufficient to mitigate the off-site traffic impacts of the Terraces at Queensgate Phase 1 project.

Similarly, Public Works staff is confident that the information available in previous traffic impact studies is sufficient to identify the direct impacts of the Terraces at Queensgate Phase 1 project on adjacent public streets and to identify appropriate mitigation projects. Those projects are detailed below and are also included in the Public Works Departments' recommended conditions of approval. Public Works recommended the following conditions and traffic mitigation measures in order to support approval the PUD:

1. The "Terraces at Queensgate South Ph.1" preliminary PUD plat is subject to the City's traffic impact fee program (RMC 12.03). Since this property is included within the traffic impact fee program, and since staff analysis indicates the project will create no unusual or unanticipated traffic impacts, it is exempt from the SEPA-related traffic study requirement (TIA). The developer of this proposed project shall receive "credits" for construction of Queensgate Drive and improvements to the Queensgate/Keene intersection as allowed under RMC 12.03. As discussed above, this will account for appropriate collection of fees for offsite impacts to the TIF Zone 1 as well.
2. The project will create impacts to the street system adjacent to and within the Phase 1 project boundaries. Within the Phase 1 limits the developer proposed and is conditioned to build the 3-lane Queensgate Drive complete road section from Shockley Road to the southern limits of the future roundabout at the intersection with "Lambert Drive" (including curb & gutter, street lighting & storm drainage on both sides, and sidewalk on the west side). Sidewalk on the east side will be conditioned upon the development that creates lots on the east side of Queensgate. As a minimum requirement, Queensgate Drive shall be constructed to the City's rural section standard from the southern limit of the "Lambert Drive" intersection north to Keene Road. This requirement will complete Queensgate Drive within the entire development area and make the critical transportation connection between Keene and Shockley a reality. The minimum rural section allows this future buildout of the final Queensgate improvements (such as curb, gutter, storm sewer system, and sidewalk) to be made within the phase that Queensgate bisects or is immediately adjacent to or as frontage improvements to future lot buildout. Alternatively, the developer may, with the approval of the Public Works Director, improve Queensgate Drive and the Keene Road / Queensgate Drive intersection to include some or all of its final design features.
3. Public Works staff has performed design review with the developer and their engineer for the design of a roundabout at "Lambert Drive". There is no immediate need for a roundabout with the Phase 1 project, but the applicant shall ensure that appropriate right-of-way width is provided for a future roundabout on Queensgate Drive at "Lambert Drive", and also for the street width required for the future Queensgate build-out between "Lambert Drive" and Keene Road. The final design of Queensgate Drive and the roundabout may require additional right-of-way beyond what is proposed on the preliminary plat. Again, alternatively, the developer may, with the approval of the Public Works Director, improve Queensgate Drive and the Keene Road / Queensgate Drive intersection to include some or all of its final design features.

4. Improvements to the Queensgate and Keene signal are necessary with the new connection on the south side of this signal location, but also to meet future level-of-service demands at the signal that are funded through the City's TIF. These improvements shall include necessary signal adjustments, lane configurations, and pedestrian facilities as required by the City Traffic Engineer.
5. At the south end of the project, a new connection on the north side of the Queensgate and Shockley intersection will be created. Due to the configuration of this existing intersection, unique improvements are needed. Access to a utility corridor on the west side of this intersection will require improvements. This will result in building a driveway access. A connection to existing sidewalk on south west side of the intersection is also necessary to provide pedestrian access contiguity through Queensgate. This will also result in widening of existing Queensgate Drive south of Shockley Road, as directed by the Public Works Director, to ensure appropriate vehicle and bike lane widths and alignment of the drive lanes at the Queensgate and Shockley intersection. This may involve installation of turn lanes as required by the Public Works Director.



January 9, 2023

Country Ridge Home Owner's Association  
1200 Country Ridge Dr.  
Richland, WA 99352

Dear Mr. Schneider,

In exchange for the Country Ridge HOA (and its members) confirming support for The Terraces at Queensgate South PUD as designed and depicted in the PUD application ("Project"), including a 15' rear yard setback for the single family lots along the western boundary of the Project, following an un-appealed Project approval the parties will recommend to the City the following conditions:

**PHASE 1 (Planned Unit Development) VOLUNTARY CONDITIONS**

1. Columbia Valley Property Holdings, LLC, (hereinafter "The Developer,") shall construct the required six-foot masonry wall one foot east of the staked boundary line. The staked boundary line refers to the stakes placed by The Developer's surveyor along the western boundary of the project site on September 6, 2022. Installation of said six-foot masonry wall shall be completed prior to building the residential structures.
2. The Developer agrees that the single-family residences along the western boundary of the project site will be one-story ramblers. As used herein, 'story' is defined in RMC 23.06.875, and there shall be no basements, lofts, or second floors of any kind including over the garage bonus rooms.
3. The Developer shall stub a sewer line in the general area of the planned Lambert Dr./Lariat Ln. connection. If natural gas will be included as a part of the Project then The Developer shall stub a natural gas line in the general area of the planned Lambert Dr./Lariat Ln. connection.
4. The Developer shall maintain the required landscaping and fencing in good condition within the Project while The Developer owns any lots within the project site. Recommended conditions 60 and 61 of the staff report shall be adhered to regarding maintenance of the stormwater pond Tract E.

Country Ridge HOA does not waive its right to object to future phases. Developer acknowledges that the stormwater tract E lot will also be included in the boundary for the phase 2 binding site plan application.

Sincerely,



Caleb Stromstad, P.E.  
Principal Engineer  
Cc: Columbia Valley Property Holdings, LLC

  
1/9/2023

Mallikarjuna Vallem  
General Partner  
Columbia Valley Property Holdings, LLC

  
1/9/23

Max Schneider  
President  
Country Ridge HOA



# Exhibit 16

## **Columbia Valley Property Holdings LLC The Terraces at Queensgate South**

The following are the applicant's requested changes to the conditions of approval listed in the staff report dated January 9, 2023.

20. Widening of existing Queensgate Drive south of Shockley Road, as directed by the Public Works Director, shall be completed to ensure appropriate vehicle and bike lane widths and alignment of the drive lanes at the Queensgate and Shockley intersection. The improvements south of Shockley Road shall not extend beyond the Whitetail Drive intersection and shall be eligible for credits under the City's traffic impact fee program under RMC 12.03. This may involve installation of turn lanes as required by the Public Works Director.
30. Intentionally Omitted.
50. Intentionally Omitted.
51. Intentionally Omitted.
64. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant or City at the time of plat construction and prior to final plat acceptance.
74. Homes built within the Planned Unit Development shall meet the following minimum standards:
  - 1) Detached single family lots:
    - a) Front yard setbacks shall be 15 feet for living areas and 20 feet for the garage;
    - b) Side yard setbacks shall be 10 feet;
    - c) Rear yard setbacks shall be 15 feet;
    - d) Building setbacks from private access easements shall be 6 feet;
    - e) Maximum lot coverage shall be 40%;
    - f) Maximum building height shall be 30 feet;
    - g) Maximum accessory building height shall be 16 feet;
    - h) Residences along the western boundary of the site, adjoining the Country Ridge subdivision shall be limited to one-story ramblers. (Story is defined in RMC 23.06.875. No basements, lofts or second floors of any kind including bonus rooms over the garage shall be permitted.)
  - 2) Townhomes
    - a) Front yard setbacks shall be 20 feet at garage level and 12 feet for upper stories;
    - b) Side yard setbacks shall be 0 feet for interior units and 5 feet for end units;
    - c) Rear yard setbacks shall be 15 feet;
    - d) Maximum lot coverage shall be 65%;
    - e) Maximum building height shall be 40 feet.

Note: The Owner/Developer also agrees to accept as additional conditions of approval, the 4 voluntary conditions set forth in Exhibit 14 submitted at the public hearing on January 9, 2023, which conditions are restated and set forth for inclusion in the Examiner's Decision as follows:

1. Columbia Valley Property Holdings, LLC, (hereinafter "The Developer,") shall construct a six-foot masonry wall consistent with the Development Agreement (as Amended, see Exhibits 3 and 4 of the Staff Report), one foot east of the staked boundary line. The staked boundary line refers to the stakes placed by The Developer's surveyor along the western boundary of the project site on September 6, 2022. Installation of said six-foot masonry wall shall be completed prior to building the residential structures along the western boundary of the PUD.
2. The Developer agrees that the single-family residences along the western boundary of the project site will be one-story ramblers. As used herein, 'story' is defined in RMC 23.06.875, and there shall be no basements, lofts, or second floors of any kind including over the garage bonus rooms.
3. The Developer shall stub a sewer line in the general area of the planned Lambert Dr./Lariat Ln. connection. If natural gas will be included as a part of the Project, then the Developer shall stub a natural gas line in the general area of the planned Lambert Dr./Lariat Ln. connection.
4. The Developer shall maintain the required landscaping and fencing in good condition within the PUD while the Developer owns any lots within the project site , and the stormwater pond Tract E shall be maintained in accordance with approval conditions 60 and 61 above.

# Exhibit 15



DEVELOPMENT SERVICES DEPARTMENT

## MEMORANDUM

TO: Gary McClean, Hearings Examiner

FROM: Mike Stevens, Planning Manager

DATE: January 17, 2023

SUBJECT: PUD2022-112 The Terraces at Queensgate South

At the conclusion of the January 9, 2023, public hearing for PUD2022-101 (The Terraces at Queensgate South), the Hearings Examiner left the record open for the applicant to submit proposed changes to several of the proposed conditions of approval placed upon their project by the city. The applicants were given until 5:00 PM, Friday, January 13, 2023, to submit their requested changes to the city Planning Manager. The Planning Manager was then given until 5:00 PM, Tuesday, January 17, 2023, to review the proposed changes and provide a written recommendation to the Hearing Examiner as to what changes, if any, the city would agree to. This memorandum is intended to provide the Hearing Examiner with the results of said review.

The applicants have requested changes to conditions of approval 20 and 64. The removal of conditions 30, 50 and 51. The addition of conditions 74 and what staff is labeling as conditions 75, 76, 77 and 78 (conditions agreed to between the applicant and Country Ridge Estates HOA presented to the Hearing Examiner during the January 9, 2023 public hearing).

### Applicant Proposed Condition of Approval No. 20:

20. Widening of existing Queensgate Drive south of Shockley Road, as directed by the Public Works Director, shall be completed to ensure appropriate vehicle and bike lane widths and alignment of the drive lanes at the Queensgate and Shockley intersection. The improvements south of Shockley Road shall not extend beyond the Whitetail Drive intersection and shall be eligible for credits under the City's traffic impact fee program under RMC 12.03. This may involve installation of turn lanes as required by the Public Works Director.

City Response: This work is not eligible for reimbursement through RMC 12.03 because it is not an identified project within the city's Traffic Impact Fee Program. The city understands that the applicants are concerned with the limits of off-site improvements and as a result, has proposed the following:

### City Revised Condition of Approval No. 20:

20. For the purposes of lane alignment through the Queensgate Drive and Shockley Road intersection, additional widening south of Shockley Road shall be completed. Design lane alignment and taper



lengths for the northbound and southbound vehicle and bicycle lanes shall be as required by the Public Works Director. Improvements shall not exceed a distance of 500 feet south of the Shockley Road centerline.

Applicant Proposed Condition of Approval No. 64:

64. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant or City at the time of plat construction and prior to final plat acceptance.

City Response: The city does not obtain easements or permits for developers and maintains that obtaining easements and/or permits is the responsibility of the developer. No change recommended – retain original Condition of Approval No. 64.

Applicant Proposes Removal of Conditions of Approval 30, 50 and 51.

City Response: In response to the removal of Condition of Approval No. 30 the city contends that streets are intended to provide on-street parking for residents and/or their guests, which is why the street standard is 34 feet from face of curb to face of curb (10' driving lane, 7' parking width). The applicant's proposal does not allow for on-street parking given the narrow lot widths and proposed driveway locations/sizes. ***The city contends that on-street parking should be provided for as recommended by original Condition of Approval No. 30.*** This Condition of Approval is similar to the Condition of Approval placed by the Hearing Examiner on the Fairhaven Townhome Estates (COA 18, S2021-103 – Fairhaven Townhome Estates).

In response to the removal of Conditions of Approval No. 50 and 51, the city has no issue with those two (2) conditions being removed as they pertain to commercial development which is not contemplated by this proposal.

Applicant Proposed Condition of Approval No. 74.

74. Homes built within the Planned Unit Development shall meet the following minimum standards:

- 1) Detached single family lots:
  - a) Front yard setbacks shall be 15 feet for living areas and 20 feet for the garage;
  - b) Side yard setbacks shall be 10 feet;
  - c) Rear yard setbacks shall be 15 feet;
  - d) Building setbacks from private access easements shall be 6 feet;
  - e) Maximum lot coverage shall be 40%;
  - f) Maximum building height shall be 30 feet;
  - g) Maximum accessory building height shall be 16 feet;
  - h) Residences along the western boundary of the site, adjoining the Country Ridge subdivision shall be limited to one-story ramblers. (Story is defined in RMC 23.06.875. No basements, lofts or second floors of any kind including bonus rooms over the garage shall be permitted.)
- 2) Townhomes
  - a) Front yard setbacks shall be 20 feet at garage level and 12 feet for upper stories;
  - b) Side yard setbacks shall be 0 feet for interior units and 5 feet for end units;

- c) Rear yard setbacks shall be 15 feet;
- d) Maximum lot coverage shall be 65%;
- e) Maximum building height shall be 40 feet.

City Response: The city agrees with the addition of Condition of Approval No. 74 with the further inclusion of a statement that except for the items detailed above the detached single family lots shall otherwise be subject to the R-1-12 zoning requirements and that the townhome lots be subject to the R-2 zoning requirements. This will help clarify which zoning standards/requirements must be met should questions arise regarding things not specifically identified by Condition of Approval No. 74.

Finally, the city agrees with the inclusion of Conditions of Approval Nos. 75 – 78 (Conditions agreed to between the applicant and Country Ridge Homeowner's Association. These conditions read as follows:

- 75. Columbia Valley Property Holdings, LLC, (hereinafter "The Developer,") shall construct a six-foot masonry wall consistent with the Development Agreement (as Amended, see Exhibits 3 and 4 of the Staff Report), one foot east of the staked boundary line. The staked boundary line refers to the stakes placed by The Developer's surveyor along the western boundary of the project site on September 6, 2022. Installation of said six-foot masonry wall shall be completed prior to building the residential structures along the western boundary of the PUD.
- 76. The Developer agrees that the single-family residences along the western boundary of the project site will be one-story ramblers. As used herein, 'story' is defined in RMC 23.06.875, and there shall be no basements, lofts, or second floors of any kind including over the garage bonus rooms.
- 77. The Developer shall stub a sewer line in the general area of the planned Lambert Dr./Lariat Ln. connection. If natural gas will be included as a part of the Project, then the Developer shall stub a natural gas line in the general area of the planned Lambert Dr./Lariat Ln. connection.
- 78. The Developer shall maintain the required landscaping and fencing in good condition within the PUD while the Developer owns any lots within the project site, and the stormwater pond Tract E shall be maintained in accordance with approval conditions 60 and 61 above.

Any questions pertaining to this memorandum should be addressed to me at [mstevens@ci.richland.wa.us](mailto:mstevens@ci.richland.wa.us) or by phone at (509) 942-7596.

Thank you,



Mike Stevens  
Planning Manager