



**City of Yelm**  
EST. 1924  
**WASHINGTON**

## **STAFF REPORT**

**Date:** September 21, 2023

**Case Number:** 2023.0066

**Applicant:** Tahoma Terra Holdings, LLC  
PO Box 73790  
Puyallup, WA 98373

**Agent:** Chris Carlson - Hatton, Godat, Pantier

**Request:** Amendment to the Tahoma Terra Master Planned Community – Original Case Number MPD-05-0067-YL

**Recommendation:** Approval

### **Proposal Summary**

The Tahoma Terra Commercial Project is a proposed mixed-use commercial/residential project located on 13.72 acres within the Tahoma Terra Master Planned Community (MPC) (see Exhibit C). The applicant is proposing to amend the Yelm City Council's August 10, 2005 Final Site Plan approval for that portion of the MPC lying east of Thompson Creek to allow for construction of the following (See Site Plan on Exhibit A and Council's approval letter at Exhibit D):

1. A 102-unit apartment complex consisting of 9 apartment buildings.
2. One approximately 855 square foot commercial building with a drive through.
3. One approximately 1,69 square foot commercial office building.
4. Two restaurant/retail buildings totaling approximately 7,030 square feet.
5. A twelve-building self-storage facility with approximately 769 storage units of varying sizes.

The proposal area is currently comprised of 2 parcels. However, if the proposed amendment is approved, the applicant will be proposing to subdivide the existing 2 parcels into 5 parcels to segregate the proposed uses (See Exhibit B). Short subdivisions are reviewed and approved administratively, so the short subdivision element of this overall proposal does not require approval by the Hearings Examiner or City Council.

Access to the apartment complex and commercial site is proposed at two points. One access point is proposed from Tahoma Boulevard and one point from the improved section of Berry Valley Road.

Access to the commercial retail site is proposed from both Tahoma Boulevard and the improved section of Berry Valley Road.

The site is proposed to be served by the City of Yelm water and sewer utilities. Storm water drainage from new impervious surfaces associated with the project will be addressed on site in accordance with the WA State Dept. of Ecology 2018 Storm Drainage Manual for Western Washington and City of Yelm Development Guidelines. Currently, pervious asphalt on site is being proposed to address stormwater from pollution generating impervious surfaces.

#### **Public Notice**

The public hearing before the Hearing Examiner was announced at the following times and locations: —

- Project site: 9/05/2023
- Mailed to the interested parties and the property owners within 300 feet of the site: 9/05/2023
- Nisqually Valley News – Online edition: 9/01/2023
- Nisqually valley News: 9/07/2023
- City of Yelm Website, <https://www.ci.yelm.wa.us>: 9/05/2023

#### **Background**

The City of Yelm has a somewhat unique approach to the development of a Master Planned Community (MPC). Typically, a MPC will be an overlay onto an underlying zoning district. In Yelm, the MPC is both a zoning district and an overlay. Chapter 18.34 of the Yelm Municipal Code contains the standards for the MPC Zoning District. The entire Chapter contains only 3 sections, and is brief by design, with the intent to allow flexibility and to encourage innovation:

##### **18.34.010 Intent.**

It is the intent of this chapter to provide for large scale projects that incorporate a full range of land uses, where appropriate and consistent with the comprehensive plan. (Ord. 995 § 12 (Exh. A), 2015).

##### **18.34.020 Permitted uses.**

Conceptual and final master plan approval identifies allowed uses. (Ord. 995 § 12 (Exh. A), 2015).

##### **18.34.030 Standards specific to the MPC district.**

A. Minimum Site Area. A minimum of 200 acres in a single ownership must be available for a master plan; smaller acreage under separate ownership may be included in the proposal.

B. Assure compliance with the Washington State Growth Management Act, and the goals and policies of the Yelm comprehensive plan.

C. Create safe, efficient and economic use of land.

D. Provide adequate public services such as transportation, water, sewage, storm drainage, electricity, and open space.

E. Provide efficient patterns of land uses that, where appropriate, decrease trip length of automobile travel, increase access to public transit, bicycle routes, and other alternative modes of travel.

F. Minimize energy consumption and demand.

G. Minimize adverse environmental impacts including degradation of wildlife habitat and important natural features.

H. Arrange land uses to complement and minimize impacts to existing neighborhoods.

I. Coordinate commercial and industrial locations and designs to minimize impacts to the natural environment. (Ord. 995 § 12 (Exh. A), 2015).

The MPC zoning District primarily establishes performance criteria rather than specific development standards. The primary requirement is that any proposed MPC development must be large-scale, and a minimum of 200 acres.

At just under 14 acres, the current proposal represents a small fraction of a much larger area of the Tahoma MPC east of Thompson Creek (see Exhibits C & E), which received Yelm City Council approval on August 10, 2005 (Exhibit D). The approved Tahoma Terra MPC totaled 220 acres, and this the current 14-acre proposal would be the final phase. All previous phases have either been constructed or are under construction.

#### **Status of the MPC East of Thompson Creek**

The area east of Thompson Creek has been entirely built out, with the exception of the current proposal area. By and large, all the conditions of the August 10, 2005 Council approval have been met, with the following exceptions:

#### Conditions of the Mitigated Determination of Nonsignificance:

3. To mitigate previous impacts from agricultural activities to surface waters, plant communities and animal communities along the Thompson Creek corridor and its associate wetlands, the applicant has prepared a mitigation and enhancement plan to improve the surface water features of the site for both habitat and recreation purposes. Each Final Master Site Plan shall include a schedule for implementing improvements ties to the number of dwelling units of each subdivision within the Master Planned Community. [Council letter, p.2 – Exhibit D]

There are no records of any mitigation enhancement plan in the files for the Tahoma Terra MPC. In addition, there is no evidence that any habitat enhancement has occurred for the creek buffer or any associated wetlands.

#### Council Conditions of Approval- Conceptual Site Plan

6. Prior to approval of any residential development west of Thompson Creek, the neighborhood commercial center shall be improved and ready for the construction of commercial buildings.

Improved means that any applicable land use or land division approvals have been issued and all required site improvements for the land division approval have been completed. [Council letter, p.4 – Exhibit D]

A source of continuing frustration for the City Council has been that the commercial element of the Tahoma Terra MPC has never come to fruition. The proposal area for the current application was originally intended to be entirely commercial and was supposed to support 5 commercial building sites. Citing economic reasons over the last 18 years of the MPC development, the commercial component has repeatedly been left out of development proposals in favor of residential development.

### **Approval Authority**

The review and approval process for MPC's is also unique. Typically, when proposals are taken to the Hearing Examiner, it is the Hearing Examiner who makes the final decision to approve or deny, with any potential appeals taken to the City Council. This is referred to as a "Quasi-Judicial" process, and this process is contained in Chapter 18.14 YMC.

The MPC approval process is contained in Chapter 18.15 YMC, which is for "Legislative" proposals. Typically, Legislative proposals do not go to a Hearings Examiner, but instead are first reviewed by the City's Planning Commission for a recommendation to the City Council, and then the City Council votes whether to approve or deny a project, taking into account the Planning Commission's recommendation.

The process followed for reviewing and approving or denying a proposed MPC first requires a public hearing before the Hearings Examiner, followed by a decision by the City Council. Under this process, therefore, the Hearings Examiner simply makes a recommendation whether to approve or deny the proposal, and it is the City Council that makes the final decision.

### **Review Criteria**

The Yelm Municipal Code does not specifically address how to review a proposed amendment to an existing MPC. However, the closest standard can be found in Section 18.15.050 YMC regarding the review and approval of a Final Master Planned Development:

#### **18.15.050 Final master planned development.**

A. When Required. A final master planned development approval is required when a property owner or applicant wishes to establish specific development standards within all or a portion of a conceptual master planned community.

B. Decision Making Authority. The city council acts on a final master planned development application, after receiving a recommendation from the hearing examiner.

C. Criteria for Approval. A final master planned development may be approved when the city council finds that the final master plan is consistent with the conceptual master planned development approval and complies with the goals and policies of the Yelm comprehensive plan, and the provisions of the Unified Development Code.

D. Term. A final master planned development approval is effective for five years after approval by the city council; provided, that the approval shall be extended three years from the date of

approval of every project approval within the final master planned development. (Ord. 995 § 12 (Exh. A), 2015).

Because the Tahoma Terra MPC has already previously received conceptual and final approval, the proposed amendment should be reviewed under criterion 18.15.050(C). Adherence to this criterion will ensure that the amendment is consistent with conceptual approval of the MPC overall, as well as the City's Comprehensive Plan and Development Code.

In reviewing the current proposal for consistency with the previously approved MPC, staff have considered the following criteria:

1. Does the proposed amendment provide an equivalent amount and variety of uses, such as:
  - a. Residence types
  - b. Residences versus commercial uses
2. Does the proposed amendment result in the same level of potential impacts, including:
  - a. Traffic
  - b. Environmental

#### **Evaluation of Consistency**

While the current proposal differs greatly from the originally proposed commercial area in the MPC, this proposal will result in better fulfilling the objectives of the Master Planned Community zoning district and the conceptual plan for the Tahoma Terra MPC as a whole.

The original concept for this area of the MPC envisioned 5 commercial structures/uses. The current proposal will have 5 commercial structures, but the buildings will be developed to accommodate up to 8 commercial uses, including professional office space and dining establishments. The storage units will be convenient to residents of the MPC, many of whom are in the military. To mitigate any visual impacts from the storage facility, the proposed 9 apartment buildings will be sited to block views of the facility from Tahoma Boulevard.

- Residence types

The current proposal will develop 9 apartment buildings with 102 residential units. Although the original concept had no residential units, the MPC as a whole envisioned a multi-family area that was amended in 2017 to allow for single-family residences (see Exhibit C.) Providing apartments in this area of the MPC will result in replace the units that were originally envisioned. At the same time, constructing more apartments will help the City to fulfill objectives from the City's Housing Action Plan.

- Residences versus commercial uses

While the current proposal contains residential uses and the previous concept did not, it is not a conflict because the commercial element of the MPC will still be constructed.

- Traffic

At the request of the City, the applicant revisited the original traffic study to determine whether the current proposal would result in the need for a new full-blown traffic study and perhaps more traffic

mitigation. The conclusion was that the current proposal would actually generate less traffic. The City's consulting traffic expert reviewed the conclusions and concurred.

- **Environmental**

The State Environmental Policy Act (SEPA) Threshold Determination for this project was completed in 2005 and embedded into all the conditions of approval, ranging from the Hearings Examiner decision to the final approval by City Council. The current proposal does not represent a more intensive or impacting use as the original proposal. Therefore, as an amendment to a previously evaluated and approved proposal, the original SEPA Threshold Determination and its conditions apply. As previously noted, with the exception of the Thompson Creek/wetlands mitigation planning and implementation, those SEPA conditions have been met.

One new development since the MPC was approved in 2005 is the federal listing of the Mazama Pocket as a threatened species on the Endangered Species list. The proposal is in an area that has been mapped as having soils preferred by the Mazama Pocket Gopher. The City of Yelm requires any area with Pocket Gopher soils to complete a screening by an approved consultant, using the City's screening protocols.

#### **Conditions of Approval**

1. To ensure the commercial element of the MPC is completed, the commercial structures proposed by the applicant must be completed no later than commencing construction on the 7th proposed apartment building.
2. A mitigation plan to enhance the buffer of Thompson Creek and associated wetlands must be approved by the City and implemented by the applicant prior to construction.
3. The proposed apartment buildings must be strategically placed to ensure a visual buffer between Tahoma Boulevard and the proposed mini storage facility, consistent with renderings previously provided by the applicant.
4. Stormwater facilities must be designed to be consistent with the City's latest approved stormwater manual. The City does not commit at this point to using pervious surfaces as part of the stormwater system.
5. A Mazama Pocket Gopher screening must be completed by a certified consultant which meets the City's screening protocols prior to the authorization of any land-disturbing activity.
6. Unless expressly modified by this amendment, all previous conditions of approval for the Tahoma Terra MPC remain in effect.

#### **Exhibits**

Exhibit A – Preliminary Site Plan

Exhibit B – Short Plat

**Exhibit C – Tahoma Terra Conceptual Site Plan**

**Exhibit D – August 10, 2005 Yelm City Council Approval Letter**

**Exhibit E – Area East of Thompson Creek covered by August 10, 2005 Council Approval**

**Exhibit F – Traffic Study Memo**

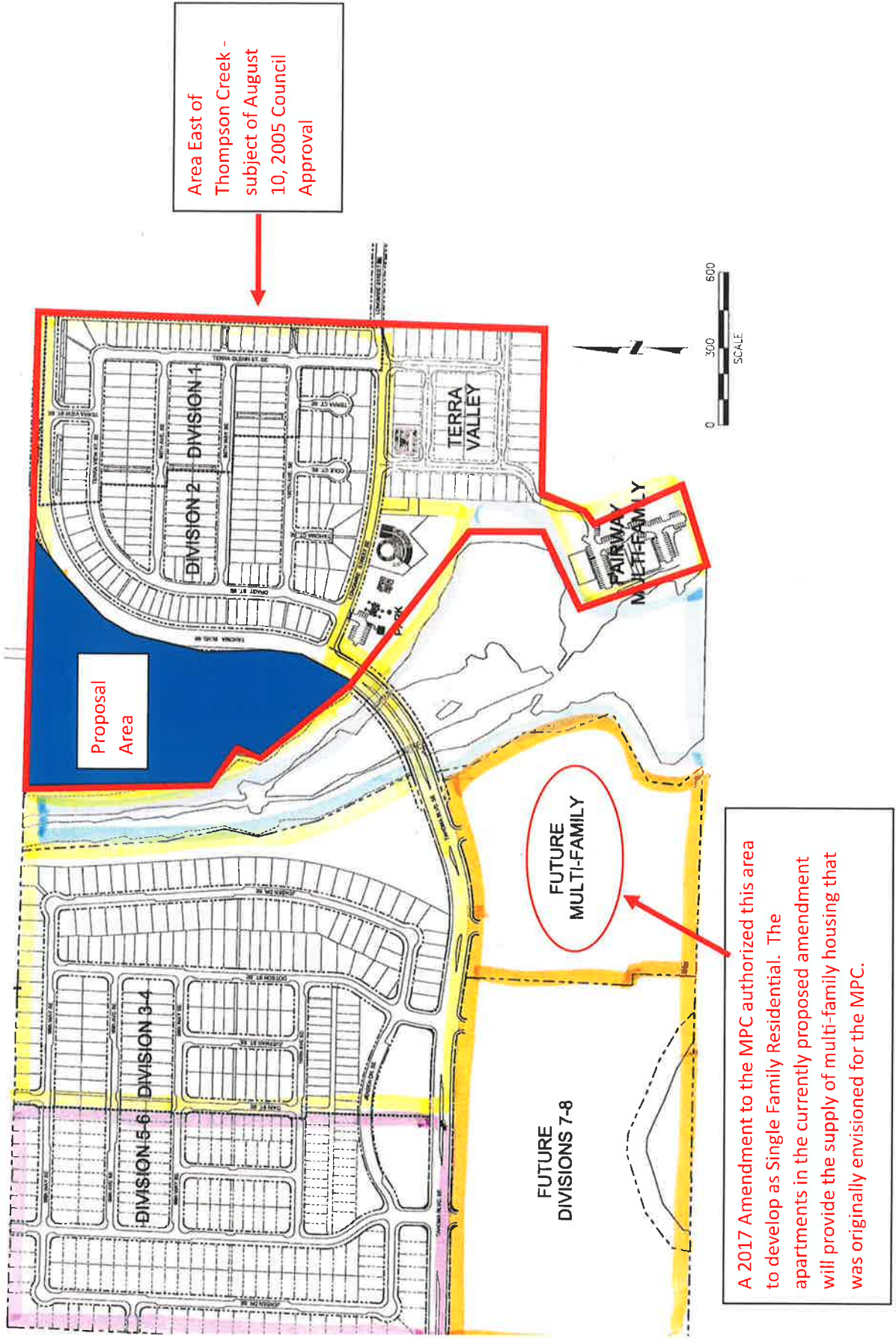
**Exhibit G – Current Proposal Area**

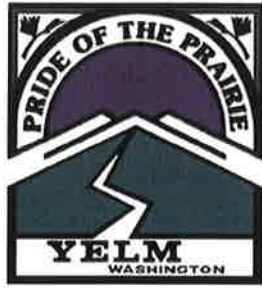






Exhibit C – Tahoma Terra Master Planned Community Conceptual Layout





# City of Yelm

## Community Development Department

105 Yelm Avenue West

P.O. Box 479

Yelm, WA 98597

August 17, 2005

Steve Chamberlain, P.E.  
Tahoma Terra LLC  
4200 6<sup>th</sup> Avenue SE, Suite 301  
Lacey, WA 98503

## EXHIBIT D

Dear Steve:

At it's regular meeting of August 10, 2005, the Yelm City Council took action to approve the Tahoma Terra Conceptual Master Site Plan and Final Master Site Plan for that portion of the property lying east of Thompson Creek.

The Council upheld the Hearing Examiners recommendation with one change to condition 6 of the Conceptual Master Site Plan Approval. Based on this action, the Conceptual and Final Master Site Plan is hereby approved and development permits may be processed within the area of the final master site plan.

### **Conditions of Mitigated Determination of Non-Significance**

1. The developer shall mitigate transportation impacts through the payment of a transportation facility charge (TFC) pursuant to Chapter 15.40 YMC. The fee shall be paid at the time of building permit issuance.
2. The applicant shall be responsible for the following transportation improvements:
  - ✓ Prior to the final subdivision approval of any lots the applicant shall reconstruct Longmire Street to a modified collector standard from the project entry to Yelm Avenue West (SR 510).
  - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 90th peak P.M. trip generated from the project, the applicant shall construct a center left-turn lane on Yelm Avenue West (SR-510) at the Longmire Street intersection with sufficient storage to serve the anticipated traffic volumes generated by the project.
  - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 513th peak P.M. trip generated from the project, construction of the Killion Road Boulevard extension from the property to

Yelm Avenue West (SR-510) along with the realignment of Killion Road, a traffic signal, and left turn lanes on all four legs of the intersection with sufficient storage to serve the anticipated traffic volumes generated by the project.

- ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 1,100th peak P.M. trip generated from the project, reconstruct Mosman Avenue to modified collector standards from Longmire Street to 1st Avenue (SR-507) and the Mosman Avenue/1st Avenue intersection to include realignment and a center left-turn lane on 1st Avenue (SR-507) with sufficient storage to serve the anticipated traffic volumes generated by the project.
- ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 1,301st peak P.M. trip generated from the project, define and construct the Mosman Avenue connector between Longmire Street and Solberg Street OR; continue the Boulevard to SR 507 through the Thurston Highlands property.

Plans for approval of all transportation improvements associated with Yelm Avenue (SR 510) and 1st Avenue (SR 507) shall be submitted to the Washington Department of Transportation and the City of Yelm for review and approval and all required improvements shall be constructed by the applicant pursuant to approved plans, and inspected and approved by the City of Yelm and Washington Department of Transportation.

3. To mitigate previous impacts from agricultural activities to surface waters, plant communities and animal communities along the Thompson Creek corridor and its associated wetlands, the applicant has prepared a mitigation and enhancement plan to improve the surface water features of the site for both habitat and recreation purposes. Each Final Master Site Plan shall include a schedule for implementing improvements tied to the number of dwelling units of each subdivision within the Master Planned Community.
4. The developer shall enter into an agreement with Yelm Community Schools to mitigate project impacts to the School District.
5. Prior to the approval of any development permit (including a final subdivision) beyond the 89th lot, the applicant shall convey water rights to the City of Yelm sufficient to serve the proposed use within that area of the final master site plan and the first 89 lots. The conveyance shall be made to the City through a water rights agreement between Tahoma Terra, LLC and the City of Yelm. This condition is not applicable if the City obtains water rights through the Department of Ecology which are sufficient to serve the projected density of the City, its urban growth area, and the subject property.

6. Prior to disturbance of any identified geologic hazard area, the applicant shall submit to the City of Yelm Community Development Department a geotechnical report that identifies established best management practices for all activity within the geologic hazard areas and only allows activities which:
  - ✓ will not increase the threat of the geological hazard to adjacent properties beyond pre-development conditions;
  - ✓ will not adversely impact other critical areas;
  - ✓ are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than pre-development conditions;
  - ✓ are certified as safe as designed by a qualified engineer or geologist.
7. Prior to building permit issuance, the applicant shall enter into a mitigation agreement with the City of Yelm which includes a mitigation fee toward the replacement of a police station required to be expanded in order to serve the proposed development. The mitigation fee shall be based on the applicant's aliquot impact on the need for replacement police station, which is \$310 per housing unit.

***Conditions of Approval - Conceptual Master Site Plan***

1. The conditions of the Mitigated Determination of Non-significance are hereby referenced and are considered conditions of this approval.
2. The average density of the proposal be not less than four dwelling units per net developable acre within each final master plan area, consistent with Growth Management policies.
3. Proposed neighborhood commercial areas shall be centrally located within the master plan development and shall be screened from residential neighborhoods.
4. A minimum of 55 acres (25% of the site) shall be set aside as permanent open space with a variety of active and passive recreational improvements. An area within the identified open space equivalent to five percent of the gross area of each final master site plan application shall be identified and improved within the community park area as part of each final master site plan approval and implementation.
5. A minimum of 55 acres (25% of the total land area) shall accommodate medium and high density residential development. This can be accomplished through all four proposed land use designations.

6. Prior to approval of any residential development west of Thompson Creek, the neighborhood commercial center shall be improved and ready for the construction of commercial buildings. Improved means that any applicable land use or land division approvals have been issued and all required site improvements for the land use or land division approval has been completed.
7. For every 300 single family detached, duplex, or town home dwelling units, 48 multi-family units shall be constructed. The multi-family dwelling units required to meet the prescribed ratio shall be under construction prior to issuance of building permits for the next block of single family dwelling, duplex, or town home dwelling units.
8. Prior to approval of any development within a final master site plan approval area, the applicant shall prepare an infrastructure plan that includes water, sanitary sewer, reclaimed water, and streets. The plan shall be consistent with the Capital Facilities Plans for the City and shall include sufficient design detail in order to review subsequent development approvals. The plan shall be submitted to and approved by the City prior to the issuance of building permits for dwellings or commercial buildings within each approved development within a final master plan area.
9. Each final master plan shall include provisions for a full network of sidewalks and pathways throughout the master plan to encourage multimodal opportunities. The boulevard shall accommodate transit stops for school and public transit opportunities.
10. Each final master plan application shall provide for the continuation of streets within the Yelm Urban Growth Area pursuant to the policies of the Comprehensive Plan.
11. A minimum of 55 acres (25% of the site) shall be identified as permanent open space with a variety of formal and informal recreational improvements. Prior to dwelling construction in any development, land equivalent to five percent of the gross area of each Final Master Plan area shall be developed within the community park area.
12. Every final master plan shall include provisions for one pocket park for every 50 residential units within a neighborhood. Larger 'community' parks of between ½ acre and 5 acres which are centrally located may be substituted for half the required 'pocket' parks at a ratio of 1 acre for every 50 lots.

***Conditions of Approval – Final Master Site Plan***

The applicant has established that the request for Final Master Plan approval for Phases 1 and 2 satisfies all criteria set forth in Chapter 17.62 YMC, is consistent with the City Comprehensive Plan, and meets all other requirements of the YMC. Therefore, the Final Master Plan should be approved and the Tahoma Terra Final Master Plan Development Guidelines should be adopted to cover development of Phases 1 and 2.

If you have any questions regarding the Council's action on the Tahoma Terra Master Plan Development, please don't hesitate to contact the Community Development Department.

Sincerely,

A handwritten signature in dark ink, appearing to read "Grant Beck", is written over a faint circular stamp.

Grant Beck, Director  
Department of Community Development



Exhibit E – Area East of Thompson  
Creek Covered by 2005 City Council  
Approval



Proposal Area



May 4, 2023

City of Yelm  
Trip Generation Memo - Tahoma Terra Commercial

Exhibit F

## 1. INTRODUCTION

The intent of this assessment is to provide the City of Yelm with a trip generation assessment as it relates to a proposed Tahoma Terra Master Plan Amendment. More specifically, the commercial component as outlined in the original traffic study (*Tahoma Terra Residential Development - Transportation Impact Study, 2005, TenW*) proposes a change in use from commercial to a mixture of residential and commercial. This memorandum will summarize the differences and provide an updated trip generation analysis.

## 2. PROJECT DESCRIPTION

Tahoma Terra is a master plan community located within the city of Yelm originally analyzed by Transportation Engineering NorthWest in February of 2005. The subject areas are situated on tax parcel #'s: 78640000012; -10 comprised of 13.72-acres and are contained within "Phase II" of the original Master Plan shown in blue below.



Source: *Tahoma Terra Residential Development - Transportation Impact Study, 2005, TenW*



**Table 1: 2005 Proposal VS 2023 Proposal**

<b>Original 2005 Commercial Uses</b>	<b>Proposed 2023 Uses</b>
48,000 sq. ft. of Medical Office	102 Apartment Dwelling Units 108,577 sq. ft. Self-Storage
Gas Station with 8 Fuel Positions and Car Wash	855 sq. ft. Coffee w/ Drive-Through 7,030 sq. ft. Commercial Space 1,669 sq. ft. General Office

The original proposal included 48,000 square feet of medical/dental office and a gas station with a car wash. The new proposal includes 102 apartments units, 108,577 square feet of self-storage space, an 855 square foot coffee shop with drive-through and indoor seating, two retail/restaurant buildings comprised of 7,030 square feet, and 1,669 square feet of leasable office space.

A vicinity map of the surrounding roadway network is provided on the following page with the subject site highlighted in red. The original 2005 site plan is presented in Figure 3 with the subject commercial area outlined in red. Figure 3 presents the new proposal with the uses contained in Table 1 above.

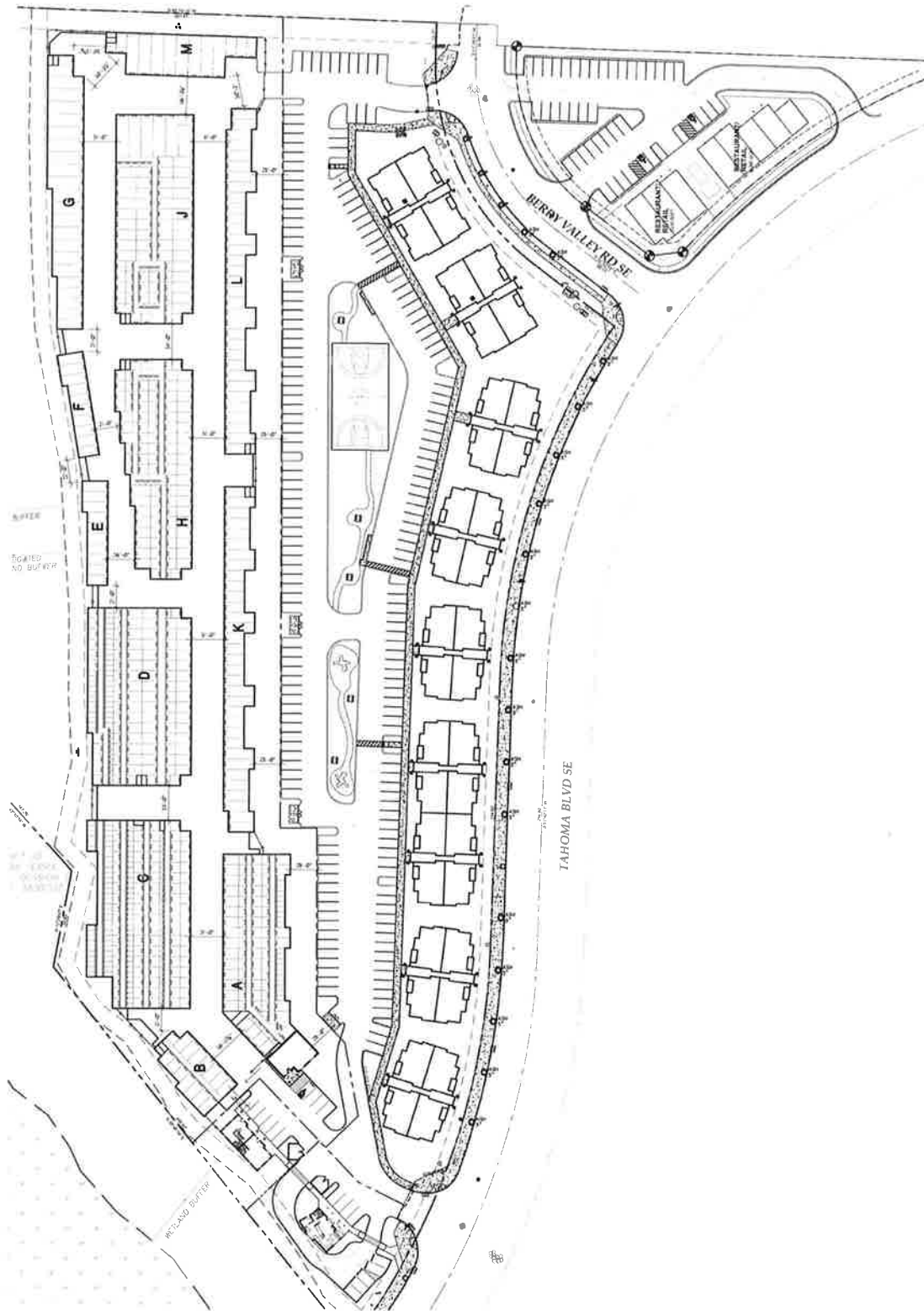


Figure 2: Vicinity Map









### 3. FORECAST TRAFFIC DEMAND & ANALYSIS

#### Project Trip Generation Comparison

##### 2005 Proposal

The original commercial uses in the 2005 traffic study were comprised of a gas station with car wash and 48,000 square feet of commercial space. Trip generation was derived from the *ITE Trip Generation Manual, 7th Edition, 2003* (Trip Generation Manual in effect at the time of original report). See Table 2 below for the original trip generation values (original report attached for reference). It is important to note that the 2005 study did not analyze pass-by trips and only included the daily and PM peak hour trip generation.

**Table 2: 2005 Project Trip Generation**

Land Use	Size	AWDT	PM Peak-Hour Trips		
			In	Out	Total
Gas Station with Car Wash	8 fuel positions	1,223	53	54	<b>107</b>
Office/Commercial Building	48,000 sq. ft.	1,730	48	131	<b>179</b>
Total Trips		2,953	101	185	<b>286</b>

According to the original analysis, trips for the commercial components were estimated at 2,953 average weekday daily trips with 286 PM peak hour trips.

##### 2023 Proposal

Trip generation for the new proposal will follow that of the original study to get a comparison between the 2005 and 2023 proposed uses without pass-by considerations; however, data from the latest ITE Trip Generation Manual (11th Edition) will be applied.

The 2023 proposal will include the following Land Use Codes (LUC):

- 102 apartment units (LUC 220) - Multifamily Housing (Low-Rise), dwelling units as the input variable with ITE equations.
- 108,577 square feet of self-storage space (LUC 151) - Mini-Warehouse, square footage with ITE average rates.



- 855 square foot coffee shop with drive-through and indoor seating (LUC 937) - Coffee Shop with Drive-Through Window, square footage with ITE average rates.
- 7,030 square feet of commercial space with no known tenants at this time (LUC 822) - Strip Retail Plaza, square footage with ITE equations.
- 1,669 square feet of leasable office space. (LUC 712) - Small Office Building, square footage with ITE average rates.

**Table 3: 2023 Project Trip Generation**

Land Use	Size	AWDT	PM Peak-Hour Trips		
			In	Out	Total
Apartments Units	102 units	729	41	23	<b>64</b>
Self-Storage	108,577 sq. ft.	157	8	8	<b>16</b>
Coffee Shop	855 sq. ft.	459	17	17	<b>34</b>
Strip Retail	7,030 sq. ft.	526	30	31	<b>61</b>
Office Building	1,669 sq. ft.	24	1	3	<b>4</b>
Total Trips		1,895	97	82	<b>179</b>

Based on the new 2023 proposal, the project is estimated to generate 1,895 average weekday daily trips with 179 PM peak hour trips. Table 4 below compares the original uses to the newly proposes uses in term of trip generation.

**Table 4: Net New Project Trip Generation**

Proposal	AWDT	PM Peak-Hour Trips		
		In	Out	Total
2005	-2,953	-101	-185	<b>-286</b>
2023	1,895	97	82	<b>179</b>
Net New Trips	-1,058	-4	-103	<b>-107</b>

As summarized above, the modification from all commercial to a combination of residential and commercial is shown to yield lower daily and PM peak hour trips.



## 4. CONCLUSIONS & MITIGATION

The subject proposal seeks to adjust an area of the Tahoma Terra Master Plan from commercial to a combination of residential and commercial. According to the original traffic study, the commercial spaces of a gas station and offices were estimated to generate 2,953 daily trips with 286 trips occurring in the PM peak hour. The new proposal of apartments, self-storage, and commercial spaces are estimated to yield lower activity throughout the day with 1,895 trips and 179 trips in the PM peak hour.

Overall, the amended proposal is shown to generate lower trip generation values.

Please feel free to contact me should you require further information.

Aaron Van Aken, P.E. PTOE





Exhibit G – Current Proposal Area

