

Response

14. The bridge was not described in the text of the DEIS. This oversight was corrected in the FEIS. The structure is shown on page D-28 of the Aerial Photo Maps in the appendix. Protection from stormwater runoff will be accomplished by complying with all applicable regulations. As design is developed a Stormwater Site Plan will be completed and approved for both temporary and permanent Best Management Practices as detailed in the WSDOT Highway Runoff Manual and the Water Quality Study for Waters of the State of Washington, WAC 173-201A. Chapter 4 of the FEIS contains a discussion of Impacts on water quality. This includes roadway pollutants and their effects after treatment. In this section it concludes "No impacts due to stormwater runoff are projected on any of the proposed NSF alternatives." Additional data is available in the Water Quality Discipline Report which is available for review by request.

15. It is recognized that land use and development will change over time. This will affect project impacts and costs. Property values for cost estimates were based on current use. It would be speculative to assume that specific uses would be built on any one site. To account for property cost increases due to development, purchase costs and condemnation costs values were

Comment B-10 (Continued)

Mr. Eugene W. Cleckley
Mr. Gene Fong
Mr. Jerry Lenzi
October 27, 1995
Page 10

the area.

C. The DEIS Fails to Appropriately Address Wetlands.

Although the DEIS identifies no wetlands in the vicinity of either the North or South Options, a significant but unnamed creek is bisected by the North Option's connection to Highway 395.¹⁴ The DEIS states that "[n]o impact to the creek is expected, since the route will pass over it by way of a bridge structure."¹⁵ However, nowhere in the DEIS is this bridge structure identified. In fact, the predominate roadway configuration in the area is designated in DEIS figure 2-2 as Section A, where the freeway is constructed substantially below existing ground level.¹⁶ Any subsurface configurations of the freeway in this area is very likely to have a significant detrimental effect on the drainage patterns of the creek, as well as any associated wetland areas. Appropriate discussion and mitigation is required for proper consideration of this option if it does in fact affect the creek.

On a related note, there was no discussion or analysis of stormwater impact and roadway pollutants on the various sensitive aquifer areas over which the freeway will pass. This rather significant omission needs to be addressed in considerable detail.

D. The Impacts on Projected and Planned Land Use Disproportionately Accounts for the Property In the Vicinity of the North Option.

The project start date for the North Spokane Freeway is slated for the year 2010. Yet, the land use considerations made by the DEIS for valuation and condemnation purposes, only address land use in its existing condition. The developability, potential or desirability of land is ignored. The net effect of the DEIS in only identifying impacts to land in its current condition is a grossly underestimated calculation of the impacts of the North

¹⁴ *Id.*, Figure 4-25, p. 4-92.

¹⁵ *Id.*, p. 4-89.

¹⁶ *Id.*, figure 2-2 to 2-3, pp. 2-42 to 2-43.

101591400001.1
Bocelle

increased 30% for residential property and 50% for commercial property.

Individual discipline studies that address the projects potential impacts on affected areas of the environment are Complete Technical Studies are available for review.

Response

Comment B-10 (Continued)

16. All decisions are based on information in the FEIS. The public hearing/comment process on the DEIS is a step in development of the FEIS. The FEIS contains revisions and updates identified since the Hearing along with responses to comments by agencies and individuals.

Mr. Eugene W. Cleckley
Mr. Gene Fong
Mr. Jerry Lenzi
October 27, 1995
Page 11

Option of the freeway. Not only will the taking of property be significantly more dramatic than identified in the DEIS, such properties will be significantly degraded in the interim in terms of value and development potential.¹¹

In the vicinity of the North Option, for example, the DEIS fails to consider the significant detrimental impacts to the Wandermere PUD and the Stone Horse Bluff Subdivision, which have a combined total of over 1,500 single family residential lots. This route of the North Spokane Freeway will bisect both subdivision, physically and constructively taking significant portions of each subdivision. But, the impact of the takings within both of these subdivisions is given no serious consideration in the DEIS. The DEIS merely uses an "Estimated Assessed Value" for the vacant residential property, without addressing the developability or potential for development.¹² Thus, the DEIS omits a significant factor related to property values and the corresponding compensation due for the taking of such properties. The impact of this omission can be seen with the DEIS's own references to the property value of built residences at \$6.00 per square foot v. vacant, undeveloped suburban residential property at \$.40 per square foot.¹³ The difference in the characterization of the subject subdivisions of approximately \$243,936 per acre, is never considered in the DEIS.

15

III. LEGAL CONSEQUENCES OF THE INADEQUATE DEIS.

The failure of the DEIS to adequately assess the impacts, and consider appropriate alternatives and mitigation render the DEIS recommendations arbitrary and capricious. As such, the DEIS is a legally inadequate and unsupportable document. Any decision based upon the DEIS is therefore vulnerable to legal challenge. In addition, any condemnation based upon the recommendations of the DEIS will likely result in right of way acquisition costs far in excess of those anticipated.

16

¹¹ *Id.*, Appendix C, pp. C-19 to C-23.

¹² *Id.*, Appendix F, p. F-7.

¹³ *Id.*, Appendix C, p. C-22/

10150100000.L
Battis

Mr. Eugene W. Cleckley
Mr. Gene Fong
Mr. Jerry Lenzi
October 27, 1995
Page 12

The deficiencies outlined above clearly show the need for further analysis and consideration of the environmental and human impacts of the North Spokane Freeway, and in particular with consideration of the North Option. Any further consideration of the North Spokane Freeway should be postponed until the appropriate environmental analysis can be incorporated into the Final Environmental Impact Statement. In this vein, please include the responses to the issues identified herein in the Final North Spokane Freeway Environmental Impact Statement.

16

If you have any questions as to these deficiencies or would like any additional information, please do not hesitate to contact me.

Very truly yours,

GROFF & MURPHY



Michael J. Murphy

101594100005.L
Seattle

Response

Comment B-11

B-11 Inland Pacific Engineering Inc.

1. A misunderstanding has occurred as both the Traffic Analysis Summary and Results Discipline Report and The transportation Discipline Report are available for review by request. The individual discipline studies that the EIS is based on are available for review at the WSDOT's Eastern Region Office as stated in the introduction to Chapter 4.

2. See the Beltway/Bypass section in Chapter 2 of the FEIS.

		RECEIVED OCT 31 1995 HAROLD WHITE, P.E.
INLAND PACIFIC ENGINEERING, INC.		
October 27, 1995 W.O. No. 95669	Washington State Department of Transportation 2714 No. Mayfair Street Spokane, WA. 99207-2090	RECEIVED DEPARTMENT OF TRANSPORTATION OCT 31 1995 SPokane, WA 99207-2090
Attn:	Harold White, P.E.	
Re:	North Spokane Freeway (NSF) Draft Environmental Impact Statement (DEIS) September 1995	
Dear Mr. White:		
<p>Our firm was requested to review the DEIS for several clients who in the event that the NSF were to be implemented would have conflicts with the proposed corridors identified "as suitable for further analysis". For our review, we were provided a copy of Volume 1 and Volume 2 of the NSF - DEIS. However, in neither of these two documents was there a Traffic Study or Analysis with supporting documentation to support the recommendations made. We inquired as to the status of the traffic study but were informed that a specific traffic study had not been prepared but that several individual studies were prepared. For the Final EIS we would recommend and request that a Traffic Study or Transportation Discipline Study/Report be made available which would further justify many of the assumptions regarding traffic generation, assignments and results more clearly and definitively than described within the DEIS presented. More specifically, as this document is intended to be a Corridor Level document, with the final result being the adoption of a corridor to pursue future funding. It is my belief that this information should have been identified by the Interdisciplinary Team (IDT) as a crucial discipline report to present to the public. Since, the Transportation Discipline report was not available prior to having to submit this letter the following, comments relate specifically to Chapter 2, Alternatives, which is where any transportation related information was presented.</p>		
<ul style="list-style-type: none">The document provided indicates that for the future year scenarios of 2010 and 2020 buildout conditions, the growth and number of north to east identified trips are one of the most significant future travel patterns to be accommodated. However, only the description of east of the Sprague Avenue interchange is designated as "east". Additional analysis, delineation and documentation of the actual north and east areas needs to be presented to validate the selection of rather "near in" corridors. It is my understanding that the most significantly identified growth areas are those areas laying further east and north of those areas being directly served by the proposed alternatives. We would recommend that a far eastern alternative more closely following the Spokane County University Road Corridor be analyzed. It is felt that the trips that will be served both		
707 West 7th - Suite 200 Spokane, Washington 99204 509-458-6840 FAX: 509-458-0844		

Response

Comment B-11 (Continued)

3. The Division street project is only one third completed as of 1995, the next third completion is summer of 1996 and the remaining third to is scheduled to be completed in the fall of 1997. Updating of the traffic volumes at this time would not reflect those of the project when it is completed. The LOS analysis for the years 2010 and 2020 included the Division St. improvements.

4. The traffic accident data is representative of the existing arterial roadway systems. As there have been no significant changes except for Division Street no significant conclusions would be developed from more recent data.. As of March 1996 data was not available from the City Traffic office on Division since the improvement was completed.

5. The additional lanes identified in page 2-17 of the DEIS are needed to accommodate the expected 4000 additional peak hour trips that are projected by the year 2020. Due to the fact that these improvements would be to at-grade arterials with signalized intersections, the capacity of these roadways is primarily governed by the signalized intersections. According to the 1994 Highway Capacity Manual an urban arterial has an ideal capacity of 1900 passenger cars an hour per lane per hour of signal green time. Estimating conservatively that green time available to the thru north-south movement will be approximately 30%-40% of the total cycle length the actual ideal capacity per lane at these signalized intersections will be in the vicinity of 570-760 passenger cars per hour per lane. Given the other adjustments that will also need to be applied to these intersections to

North South Freeway
DEIS - Comments
October 27, 1995
Page 2

- to the east and north may be better served by a NSF connection in the east valley rather than in the Freya I/C area indicated. **2**
- As noted in Chapter 2, the existing Level of Service (LOS) values indicated were for 1993. Since, 1993 several planned and programmed projects along the Division Street corridor have been implemented. These LOS values should be updated to reflect 1995/96 values. For a DEIS of this magnitude, these LOS values are to dated to reflect any changes in trends which may be accommodated by additional arterial improvements. **3**
- As noted above, the accident rate for both MEV and MVM should be updated for 1992 through 1994 for all of the intersections referenced. The justification for this is that the accident rates provided are to dated for good reference, nor do they meet the minimum standards for analysis as presented by the Institute of Transportation Engineers, Traffic Study/Report guidelines. **4**
- We would like additional justification in reference to the comments on Page 2-17 of the DEIS where 4,000 vph during the PM peak hour would result in approximately 6 to 12 additional arterial lanes. With only six lanes, the resulting distribution of 667 vphpl is inconsistent with current 1995 Highway Capacity Manual (HCM) guidelines. **5**
- The most glaring omission of this document is ultimately what the goals of the proposals are in regards to future year minimum acceptable LOS. As noted on Page 2-17 the acceptable LOS in 25 years seems to be LOS of E/F at signalized intersections. This is not consistent with current WSDOT guidelines for programming future improvements which states that the future year LOS should be targeted at Levels of Service of C/D at a minimum. Based upon this criteria alone, this document should be completely updated to meet these minimums. **6**
- If the DEIS proceeds to the FEIS stage, several additional studies identifying surface street and additional arterial improvements required which will result in acceptable future year surface street arterial LOS of C/D. This is consistent with both the WSDOT design manual and NEPA/SEPA and FHWA requirements for major action impact delineations. **7**
- The analyses provided for the interchanges provided does not go far enough in presenting future or ultimate requirements by the year 2020. If in fact the I/C Levels of Service are going to be LOS E/F. Based upon these LOS additional I/C configurations should be proposed to delineate and adequately mitigate future impacts. An example of this could be the proposed Francis interchanges. At Francis, the main travel patterns for commuting trips should be from the west to the south and from the south to the west. This is true when existing and proposed land uses are taken into consideration.

account for such factors as, arrival type, peak hour factor, pedestrians, trucks and buses, and other geometric restrictions the need for six additional lanes in each direction to the north-south arterial network is justified. Therefore, the capacity projected to be created as shown above is consistent with the 667 vphpl presented in your comment.

6. Chapter 1, Purpose and Need for this Action states " The primary overall purpose of this project is to

improve transportation safety and mobility through the city of Spokane and Spokane County..." The intent of the build alternatives is to mitigate projected traffic increases and improve the overall level of service. The system level of service is much lower without a new facility. To bring the entire impact area up to LOS C/D is not possible without incorporating restrictions on growth from development and land use changes and additional regional transportation improvements.

Response

Comment B-11 (Continued)

7. Interchange modifications will be made to meet the site conditions along with updated traffic projections at the time the interchanges are designed to provide the most advantageous LOS. As a result of this project, Federal and State of Washington Ambient Air Quality Standards for CO are not projected to be exceeded in the design years 2010 or 2020.

8. Development in the Sullivan Road I/C vicinity will add demand for north to east trips. However placing a facility to the far east of the county does little to address the remainder of the region. The 1985 Transportation Plan Update by Spokane Regional Council addresses a need for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

North South Freeway
DEIS - Comments
October 27, 1995
Page 3

Therefore, a modified diamond/cloverleaf interchange, which would minimize stops at ramp terminals should be proposed which would allow for continuous movement along those directions noted. This comment is true for almost all of the interchanges presented. In order to minimize LOS and Air Quality emissions, the continuous through traffic movements should be permitted.

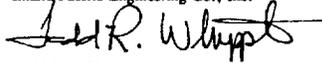
7

- The document, does not allow for future year socio-economic changes to occur which may result in a NSF being constructed in the wrong place. If in fact the future trip lengths are going to be from the SR-2/SR-395 vicinity to the east valley, at the approximate Sullivan Road I/C, then the proposed corridors are located to far west to truly alleviate traffic congestion along I-90 between the Freya I/C area and all I/C's further east. This would then lend itself to further support an analysis of an additional corridor further to the east than even the Argonne/Bruce Road Corridor noted.

8

Should you have any questions to these comments please do not hesitate to call for clarification at 458-6840. Your further documentation and analysis of these concerns will hopefully be answered in either a Supplemental DEIS or the FEIS. Thank you for the ability to comment on your document.

Sincerely,
Inland Pacific Engineering Co., Inc.



Todd R. Whipple, P.E.

TRW/tw

cc: file

Response

Comment B-12

B-12 Witherspoon, Kelly, Davenport & Toole A Professional Service Corporation Attorneys & Counselors

1. Property is purchased as required for the proposed transportation facility. If a property owner requests a total purchase of an affected parcel it will be considered.

2. The purpose of this document is to disclose impacts on the environment and to serve as a tool in the selection of a preferred alternate. Individual parcel descriptions with exact acquisition amounts are not included in this document.

WITHERSPOON, KELLEY, DAVENPORT & TOOLE
 A PROFESSIONAL SERVICE CORPORATION
 ATTORNEYS & COUNSELORS

ROBERT E. MACHEN
 WENDY BARNES
 WILLIAM D. STUMBLE
 ROBERT K. LAMP
 K. THOMAS CONNOLLY
 THOMAS B. COCHRAN
 CLAUDE W. STUBBS
 ROBERT H. WITSMAN
 ROBERT L. LINDSEY
 DONALD J. LINDSEY
 LESLIE W. WATKINSON
 MICHAEL D. COGAN
 BRIAN F. REYNOLDS
 EDWARD J. LINDSEY
 K. MARK STEIN
 STANLEY R. SCHULTZ
 MICHAEL J. HENNINGSEN
 JOHN W. BAILEY, JR.
 P. J. DEVLIN, JR.
 JAMES S. TUCKER
 HARVEY GARDNER
 GEORGE W. DAVIS
 THOMAS W. LAVERIE
 ROBERT W. W. STUBBS
 TED J. O'NEAL
 WILLIAM W. STUMBLE
 ROBERT S. MACHEN
 /W COUNSEL

1100 U.S. BANK BUILDING
 122 WEST RIVERSIDE
 SPOKANE, WASHINGTON 99201-0390
 Telephone: (509) 824-5265
 Telex: (509) 438-2728

COPY TO ALIEN OFFICE
 THE PROSEMAN REVIEW BUILDING
 400 WEST FIRST AVENUE, SUITE 100
 SPOKANE, WASHINGTON 99201-1000
 (509) 824-5265

October 31, 1995

Washington State Department of Transportation
 (WSDOT)
 Harold L. White
 Project Engineer
 2714 N. Mayfair St.
 Spokane, WA 99207

RECEIVED
 NOV 1 1995
 HAROLD WHITE, P.E.

RE: N. Spokane Freeway DEIS

Dear Harold:

On behalf of Food Service of America, we've had an opportunity to briefly review the North Spokane Freeway Draft Environmental Impact Statement (DEIS) which consists of two volumes. Due to the magnitude of the project, the amount of information contained in the two documents and the alternatives listed therein, a complete and detailed review is not possible given the time constraint in which to reply. However, we have briefly reviewed the documents, especially as they pertain to our client's property located in the vicinity of Francis Avenue and Freya Street. We note, that the "Market/Green alternative" chose this to be a location of a major interchange with an attendant park and ride lot located south of Francis and east of Freya on property currently occupied by the Food Service of America facility.

It is our understanding, from reviewing the documents, especially figure MGS of appendix D that the proposed alternative bisects the facility itself. We therefore assume that a total take would ensue should Washington State act upon the Market/Green alternative.

Unfortunately, the DEIS does not appear site specific other than in the appendixes in that specific parcel and ownerships are not referenced in any of the documents. Therefore, what is the purpose of the DEIS? Was its primary purpose 1) for planning and determining a corridor for the North Spokane Freeway; or 2) was the document to be more site specific and therefore the right-of-way lines depicted on the maps in appendixes D, to be site specific?

Response

Comment B-12 (Continued)

3. See Chapter 2 (Project Costs and Scheduling) of the FEIS. This project is not funded beyond the environmental study. Because of this it is not possible to set a definite start or phase construction schedule. The completion of this document signifies an alternative selection. See chapter 2 of the FEIS. Prior to any project construction the public will have opportunity to have input through a Design and Access Hearing.

4. Impacts to Food Services of America's building is unavoidable by the preferred alternative. Relocation assistance is available under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, amended in 1987. (see Relocation Mitigation section of this FEIS) Prior to the time of relocation of this facility a representative from the WSDOT Real Estate Services office will make contact well in advance of project construction to determine relocation needs. Lead time for relocation will likely take from one to two years depending on the needs required in moving the facility routes.

5. The areas of land with its various zonings to be used by the proposed alternatives are located in the Land Use Section of Chapter 4. On the Market/Green route 85 hectares (210 acres) and on the Havana route 89 hectares (219 acres) have industrial zoning. The city of Spokane reports that approximately 15,400 hectares (38,050 acres) of industrially zoned land is currently located within the city limits. Approximately 0.5 % of the industrially zoned land within the city will be utilized by the two build alternatives for both routes..

Page 2

We also are unsure as to how this particular document is going to be used. Is this a planning level document? If so, it far exceeds the criteria required for a draft environmental statement for projects still in this planning phase. If in fact it is a planning level document, the FEIS should reflect this fact and assure those property owners within the various corridors of the projects timing from a realistic point of view. Timing should be stated in terms of corridor selection; actual route selection; and the projects implementation either in phases or as a single project. Property ownerships and business require sufficient time to plan their own remodeling, expansion and/or relocation should the need arise. Major corporations such as Food Service of America require sufficient lead time in order to make economic decisions which affect their facilities. This Draft Environmental Impact Statement does not provide that information and therefore, this portion of the economic impact section is deficient.

If this is a design level document, then it is not sufficient as it does not adequately advise specific property owners by parcel as to their impacts and again the economic section is therefore deficient. Finally, if it is a corridor level document, it also is not sufficient in that the alternate routes should be by parcel number and ownership as well. Again, various property owners, and businesses such as Food Service of America are not able to adequately assess their economic impacts nor are they able to make any meaningful long term decisions regarding expansion, remodeling or relocation under the circumstances.

Land Use. It would appear from the alternatives listed in the DEIS, that the various alternatives seek to concentrate the corridors in the commercial/industrial areas of the City and County as opposed to residential areas, in order to minimize impact to housing. It would appear, however, that a more complete discussion is necessary relative to the impacts that the various alternatives have on the overall amount of available commercial industrial land within both the City and the County. For example, what is the percentage of land to be removed from the commercial/industrial zones of the City and County of Spokane with each of the alternatives. What is the percentage of commercial/ industrial land that is actively being used and which will be removed for each of the corridors.

Parcel size, especially in industrial/commercially zoned property plays a major roll in the economic viability of a community such as Spokane. Large parcels (10+ acres) of commercial/industrial land that is not being used and

6. On the preferred alternative the approximate area takes on industrial zoned properties are as follows: 97 acres (light industrial) and 346 acres (heavy industrial). Of these, approximately 19 parcels exceed 5 acres, of which, 7 exceed 10 acres and 5 exceed 20 acres. Commercially zoned property account for only 7 total acres of take.

The right of way requirements have varying degree of impacts on properties. Within the city limits,

and in particular where the route goes through the Trent Industrial area, the "takes" are expected in many cases to be only Air Space leases. In other cases the actual area required is less than the full parcel area applied to the estimate. This "worse case" method was followed due to uncertainties in usable remnant size

Response

Comment B-12 (Continued)

The areas that have the most vacant land with industrial zoning include the abandoned Burlington Northern yard and the Calkens annexation.

Page 3

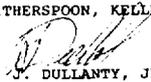
capable of being developed in a Spokane area is at a premium. How many parcels of commercial/industrial land exceeding 5 acres in size, 10 acres in size, 20 acres in size will be removed with each of the various alternatives. The discussion relative to relocation of large industrial users needs to be greatly expanded. When a final corridor is established will a supplemental DEIS be developed to address relocation and impact on industrial/commercial land.

Finally, we have asked Todd Whipple of Inland Pacific Engineering to also comment on the DEIS on behalf of Food Services of America. His comments are attached hereto and incorporated herein.

Should you have any questions concerning these comments, please do not hesitate to call.

Very truly yours,

WITHERSPOON, KELLEY, DAVENPORT & TOOLE


F. J. DULLANTY, JR.

FJD:vlf
9510.016
Enclosures
cc: Gary Hayden

Response

Comment B-13

B-13 Chief Garry Park Steering Committee

1. Noise measurements are taken to quantify existing noise conditions. Traffic is counted when the measurement is made in order to be able to validate the noise model. The noise measurement is only a snap shot in time of the condition at that particular date. The predictions of the existing condition are based on traffic levels at peak hour for the area that produces the worst case scenario. "Two sources producing equal dBA ratings at a given location will produce a composite noise level 3 dBA greater than either sound alone. When two sources differ by 10 dBA, the composite noise level will be only 0.4 dBA greater than the louder source alone." (Noise Discipline Report for this EIS) Adding 3 dBA to the mitigated noise levels produces a resultant decibel level within the normal range for a residential neighborhood. The cumulative noise level, with plane and train noise, would be increased a maximum of 3 dBA.

2. The design process will employ the design criteria for Illumination in the Design Manual for WSDOT.

3. Appearance enhancements are describe under mitigation Chapter 4 Visual Quality section of the FEIS

Chief Garry Park Steering Committee
 1777 E. Santa Avenue
 Spokane, Washington 99202
 November, 1995

Washington State Department of Transportation
 Harold White, North/South Freeway Planning
 2714 N. Mayfair Street
 Spokane, Washington 99207

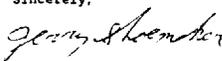
Dear Sirs:

RE: PLANNING FOR NORTH/SOUTH FREEWAY

This letter is being written to express some of our concerns regarding the proposed North/South freeway within our neighborhood. We would like to address several areas of concern as follows:

- A. Noise - we feel as a neighborhood that the matter of increased noise for the neighborhood needs to be re-evaluated and a noise test be rerun during peak rush traffic times during the week for a minimum of three days versus normal traffic hours. This would include the plane traffic from Felta Field and the landing pattern for Spokane International, emergency traffic, trains, and college traffic. Also a report of the new findings should be given to the appropriate neighborhoods. 1
- B. Safety - we request appropriate lighting be installed the full length of the new freeway. Being a raised freeway, we are concerned about the freeway creating dangerous dark areas along the current street, thus encouraging additional problems such as gangs, drugs etc. within these darkened areas. 2
- C. Appearance - we are requesting beautification of the freeway in lighting, plants, benches etc. and continued maintenance. 3
- D. Sound Barrier - we are requesting a noise barrier of at least 14 feet in height and it must also be beautified and maintained. 4
- E. Park and Ride - we are requesting that you consider a park-n-ride area for the community colleges, and the other colleges within our area. 5

These are some of our concerns and we would appreciate your serious consideration of each item listed above. We are interested in your opinion and would welcome questions and further discussion on these items at your convenience.

Sincerely,

 Jerry Shoemaker, Chairperson

RECEIVED
 NOV 3 1995
 HAROLD WHITE, P.E.

4. Prior to finalizing the location and design for noise walls, additional studies will be conducted to determine the effective height, type and architectural treatment of the noise walls. These studies will include input from the adjacent neighborhoods. The freeway segment passing through the Chief Garry Park Neighborhood will have a 3.7

meter (12') noise wall on the west side of the freeway

5. Park and Ride lots have been incorporated into the build alternatives. The transit routing will be determined by Spokane transit Authority.