



# General Application

Rev.20180104

## DESCRIPTION OF PROPOSAL

Proposed Comprehensive Land-Use Plan Map from Residential 4-10 to Residential 15-30 and Zone Change from

RSF to RMF of approximately 9.73 acres +/- on 3 parcels.

Address of Site Proposal (if not yet assigned, obtain address from Public Works before submitting application):

S. 5408 Freya Street, S. 5216 Palouse Highway, Unassigned Address

## APPLICANT

Name: Whipple Consulting Engineers, Ben Goodmansen, E.I.T.

Address: S. 21 Pines Rd., Spokane Valley, WA 99206

Phone: 509.893.2617 Email: bgoodmansen@whipplece.com

## PROPERTY OWNER

Name: Diamond Rock Construction, 920 Evergreen LLC

Address: N. 2602 Sullivan Rd., Spokane Valley, WA 99216

Phone: Email:

## AGENT

Name: Whipple Consulting Engineers, Ben Goodmansen, E.I.T.

Address: S. 21 Pines Rd., Spokane Valley, WA 99206

Phone: 509.893.2617 Email: bgoodmansen@whipplece.com

Assessor's Parcel Numbers: 34032.0401, 34032.0432, and 34032.0607

Legal Description of Site: See Attached





# Comprehensive Plan or Land Use Code Amendment

Pre-Application

Rev.20180102

## DESCRIPTION OF THE PROPOSED AMENDMENT:

*(Please check the appropriate box(es))*

- |   |   |
|---|---|
| <input type="checkbox"/> Comprehensive Plan Text Change | <input checked="" type="checkbox"/> Land Use Designation Change |
| <input type="checkbox"/> Regulatory Code Text Change    | <input type="checkbox"/> Area-Wide Rezone                       |

**Please respond to these questions on a separate piece of paper. Incomplete answers may jeopardize your application's chances of being reviewed during this amendment cycle.**

### 1. General Questions *(for all proposals)*:

- a. Summarize the general nature of the proposed amendment.  
[Please see attached narrative for answers.](#)
- b. Why do you feel this change is needed?  
[Please see attached narrative.](#)
- c. In what way(s) is your proposal similar to or different from the fundamental concepts contained in the comprehensive plan?  
[Please see attached narrative.](#)
- d. For text amendments: What goals, policies, regulations or other documents might be changed by your proposal?
- e. For map amendments:
  1. What is the current Land Use designation and zoning for each affected parcel?
  2. What is the requested Land Use designation and zoning for each affected parcel?
  3. Describe the land uses surrounding the proposed amendment site(s); e.g. land use type, vacant/occupied, etc.  
[Please see attached narrative.](#)
- f. Do you know of any existing studies, plans or other documents that specifically relate to or support your proposal?  
[Please see attached narrative.](#)
- g. Why did you decide to pursue a comprehensive plan amendment rather than address your concern through some other aspect of the Development Services department's work program (e.g. neighborhood planning, public input on new regulations, etc.)?  
[Please see attached narrative.](#)
- h. Has there been a previous attempt to address this concern through a comprehensive plan amendment?  
☐ Yes ☒ No
- i. If yes, please answer the following questions:
  1. When was the amendment proposal submitted?
  2. Was it submitted as a consistent amendment or an inconsistent amendment?
  3. What were the Plan Commission recommendation and City Council decision at that time?
  4. Describe any ways that this amendment proposal varies from the previously considered version.  
[Please see attached narrative.](#)





Whipple Consulting Engineers, Inc.

WCE No. 17-1978

October 23, 2020

City of Spokane, Planning Services  
808 W. Spokane Falls Boulevard  
Spokane, WA 99027

Attn: Kevin Feibott

**Re: 55<sup>th</sup> Avenue CPA RSF to RMF  
Pre- Application – Response to General Questions**

Dear Kevin;

This letter is intended to provide the response to the general question found on the Comprehensive Plan or land Use Code Amendment - Pre-Application form

**1. General Questions**

- a. Summarize the general nature of the proposed amendment.

**The comprehensive plan amendment proposes to complete the series of multifamily development along 55<sup>th</sup> Avenue and fill in some of the southeast corner of the City of Spokane from Palouse highway to 55<sup>th</sup> Avenue with a land use designation and zoning conducive to the future development of the urban neighborhood. The comprehensive map amendment proposes to change the land use designation and zoning of three parcels from Residential Single-Family (RSF) Residential 4-10 to Residential Multifamily (RMF) Residential 15-30.**

- b. Why do you feel this change is needed?

**We believe that this change is consistent with the character of the urban neighborhood, and provides for the demand for additional residential units within the Spokane area.**

- c. In what way is your proposal similar to or different from the fundamental concepts contained in the comprehensive plan?

**The proposed comprehensive plan amendment is similar to the fundamental concepts of the comprehensive plan and to the goals of the GMA. Specifically, in regards to LU 3.2 detailing High-Density Residential areas in close proximity to City Centers. In addition, this proposal aligns with LU1.4 as the subject properties are adjacent to a Residential Multifamily property which is itself adjacent to a Type 2 Center and Corridor. Please see the attached project review of the Comprehensive Plan.**

- d. For text amendments: what goals, policies regulations or other documents might be changed by your proposal?

**As a map amendment, this question does not apply.**

e. For map amendments:

1. What is the current Land Use designation and zoning for each affected parcel?

**The current Land Use designation is Residential 4-10 and zoned as Residential Single-Family.**

2. What is the requested Land Use designation and zoning for each affected parcel?

**The requested Land Use designation and zoning is Residential 15-30, Residential Multifamily.**

3. Describe the land uses surrounding the proposed amendment site; e.g. land use type, vacant/occupied, etc.

**To the north and south of the subject properties are Residential Single-Family, to the east is General Commercial, and to the west is Residential Multifamily.**

f. Do you know of any existing studies, plans or other documents that specifically relate to or support your proposal?

**There is a proposal in progress to alter the land use of nearby parcels 34032.9044, 9093, and 9094 to Residential Multifamily. Which, if passed, will expand the residential multifamily land use in the nearby properties, and support this proposal as the completion of this areas designation and character within the neighborhood.**

g. Why did you decide to pursue a comprehensive plan amendment rather than address your concern through some other aspect of the Development Services department's work program (e.g. neighborhood planning, public input on new regulations, etc.)?

**The subject properties will not significantly alter the state of the Southgate Neighborhood as it is localized to three parcels, adjacent to existing multifamily zoning. A neighborhood planning or new regulations program would make sense if this project was a new land use designation to the neighborhood such as light industrial or other use that is not currently within the neighborhood. Such a change would significantly alter the entire or a large portion of the neighborhood, but this is a known use, within a known area of infill. Currently, the subject properties are close to and surrounded by three (3) existing centers (Regal & Palouse, Regal & 57<sup>th</sup>, Palouse Highway & 57<sup>th</sup>), making them a logical next step for a zoning and designation change.**

h. Has there been a previous attempt to address this concern through a comprehensive plan amendment?

**For two of the parcels, there has been a previous attempt to address this concern through a Comprehensive Plan Amendment, however the application was withdrawn at the request of the applicant. Since that attempt the properties were purchased.**

i. If yes, please answer the following questions:

1. When was the amendment proposal submitted?

**The two parcels were part of the 2019 amendment cycle.**

2. Was it submitted as a consistent amendment or an inconsistent amendment?

**It was submitted as a consistent amendment.**

3. What were the Plan Commission recommendation and City Council decision at that time?

**The amendment was withdrawn before consideration.**

4. Describe any ways that this amendment proposal varies from the previously considered version.

**This proposal varies in the fact that all parcels are under the same ownership.**

If you have any questions or comments in regard to this letter please feel free to contact us at (509) 893-2617.

Thank you



Ben Goodmansen, E.I.T.

BNG/bng

Encl: Comprehensive plan review.

**LU 1 CITYWIDE LAND USE Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost-effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.**

**LU 1.1 Neighborhoods** Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.

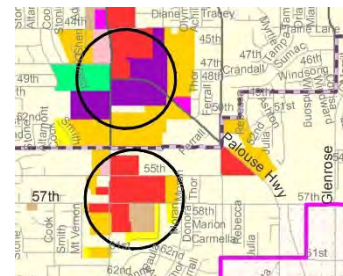
**The proposed project is anticipated to add residential density to the existing neighborhood matrix, at a centralized location.**

**LU 1.3 Single-Family Residential Areas** Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.

**The proposed project focuses higher density on undeveloped property next to City of Spokane and Spokane County centers, thus preserving the character of existing single-family developments.**

**LU 1.4 Higher Density Residential Uses** Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.

**The proposed project is between two designated centers.**



**LU 4 TRANSPORTATION Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.**

**LU 4.1 Land Use and Transportation** Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.

**The proposed amendment is adjacent to two City arterial streets. Future development of multifamily residential would be inclined to utilize multi modal travel (Lime: bikes/scooters) to/from the existing commercial centers, library, post office, and sports parks all uses that are within half a mile of the site.**

**LU 4.2 Land Uses** That Support Travel Options and Active Transportation Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.

**The proposed amendment is a compatible residential land use that is in close proximity to commercial and recreational facilities. With close proximity multi modal travel is anticipated to replace vehicular travel to/from the site.**

**LU 4.4 Connections** Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

**Completion of the proposed amendment, would allow for a future development that is anticipated to complete frontage improvements. Frontage improvements to 55<sup>th</sup> Avenue would link the sidewalk to the east to the City network.**

**LU 4.6 Transit-Supported Development** Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops

**The proposed amendment would allow for the development of multifamily residential land uses. Multifamily developments typically utilize public transportation. There is an existing bus route (STA Route 4) located on 57<sup>th</sup> Avenue with bus stops near 57<sup>th</sup> Avenue & Freya Street approximately 800 feet from the project.**

**LU 5 DEVELOPMENT CHARACTER Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses**

**LU 5.5 Compatible Development** Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

**The proposed amendment would allow for an infill development. The anticipated development of buildings would follow all local, state, and federal building codes, and would be constructed per current materials and standards. Therefore, it is anticipated that any proposed buildings would be similar in design and materials as those to the west.**

**LU 8 URBAN GROWTH AREA Goal: Maintain an Urban Growth Area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the**



**succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the area necessary to accommodate such growth.**

**LU 8.1 Role of Urban Growth Areas** Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided.

**The proposed amendment is within the UGA and proposes to increase residential density within an urban environment, with existing utility and transportation services.**

**H 1 HOUSING CHOICE AND DIVERSITY Goal: Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.**

**H 1.4 Use of Existing Infrastructure** Direct new residential development into areas where community and human public services and facilities are available.

**The proposed amendment is located in an area served by existing community and human public services, such as libraries, Sport fields, and other recreational opportunities.**

**H 1.11 Access to Transportation** Encourage housing that provides easy access to public transit and other efficient modes of transportation.

**The subject properties are adjacent to City arterials and public transportation.**

**H 2 HOUSING QUALITY Goal: Improve the overall quality of the City of Spokane's housing.**

**H 2.4 Linking Housing With Other Uses** Ensure that plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.

**The proposed amendment, upon completion will allow for the development of a multifamily residential land use. The development would be centrally located between commercial employment opportunities, recreation facilities, commercial centers and within the vehicular and multi modal transportation network.**



# Comprehensive Plan Amendments

## Threshold Review

### **Pre-application:**

*The first step in applying for an amendment to the City's Comprehensive Plan is to submit a threshold review application. Prior to submitting this application, a private applicant is required to schedule a no-fee pre-application conference with staff. In the case of a map amendment, the applicant is also required to make reasonable efforts to schedule a meeting with the appropriate neighborhood council(s) and document any support or concerns expressed by the neighborhood council(s). Applications are accepted through October 31 each year, during business hours. Applicants are strongly encouraged to make an appointment with Planning Department staff prior to submitting an application.*

### **Description of the Proposed Amendment:**

- In the case of a proposed text amendment, please describe the proposed amendment and provide suggested amendment language.
- In the case of a map amendment, please describe using parcel number(s), address, and a description including size, and maps.

***In addition to describing the proposal, please describe how your applications satisfies the threshold review criteria in SMC 17G.020.026, which are restated below. You may need to use a separate piece of paper.***

1. Describe how the proposed amendment is appropriately addressed as a Comprehensive Plan Amendment.
2. The proposed amendment does not raise policy or land use issues that are more appropriately addressed by an ongoing work program approved by the City council or by a neighborhood or subarea planning process.
3. The proposed amendment can be reasonably reviewed within the resources and time frame of the Annual Comprehensive Plan Amendment Work Program.
4. In the case of a private application for a land use map change, nearby properties may also seem to be candidates for amendment. At the time of docketing or during plan commission review, expansion of the geographic scope of an amendment proposal may be considered, shared characteristics with nearby, similarly situated property may be identified and the expansion is the minimum necessary to include properties with those shared characteristics. Has the applicant had any outreach to surrounding property owners whose property may be so situated?
5. Describe how the proposed amendment is consistent with current general policies in the comprehensive plan for site-specific amendment proposals. The proposed amendment must be consistent with policy implementation in the Countywide Planning policies, the GMA, or other state or federal law, and the WAC.
6. The proposed amendment is not the same as or substantially similar to a proposal that was considered in the previous year's threshold review process, but was not included in the Annual Comprehensive Plan Amendment Work Program, unless additional supporting information has been generated.
7. If this change is directed by state law or a decision of a court or administrative agency, please describe.
8. Please provide copy of agenda or other documentation of outreach to neighborhood council made prior to application.

Planning & Development Services, 808 West Spokane Falls Boulevard, Spokane, WA 99201-3336  
[my.spokanecity.org](http://my.spokanecity.org) | Phone: 509.625.6300

(Rev Sept 2017)

WCE No. 17-1978  
October 23, 2020

City of Spokane, Planning Services  
808 W. Spokane Falls Boulevard  
Spokane, WA 99027

Attn: Kevin Feibott

**Re: 55<sup>th</sup> Avenue CPA RSF to RMF  
Threshold Review – Project Description and Response to Threshold Review Criteria in  
SMC 17G.020.026**

Dear Kevin;

This letter is intended to provide a description of the proposed project and provide the answers to the threshold review questions.

**Project Description**

The proposed Comprehensive Plan Amendment includes 3 parcels located on the northwest corner of 55<sup>th</sup> Avenue & Freya Street. The subject areas of the parcels total 9.73 acres +/- . The subject property is currently undeveloped and covered with pine trees, field grasses and weeds. The subject properties have frontage along 55<sup>th</sup> Avenue, Freya Street and Palouse Highway. The half right-of-way for the 53<sup>rd</sup> Avenue alignment also ends at the western border of the western parcel.



**Table 1 – Subject Properties**

Parcel No.	Address	Owner	Size
34032.0607	5216 S. Palouse Hwy	920 Evergreen LLC	1.3 ac +/-
34032.0432	Unassigned address	Diamond Rock Construction	3.05 ac +/-
34032.0401	5336 S. Freya Street	Diamond Rock Construction	5.38 ac +/-
Total			<b>9.73 ac +/-</b>

The surrounding area includes an apartment development to the west, and single-family residential land uses to the north, within Spokane County there are single family residential units to the southwest and south, to the southeast is a church, and to the east is a self-storage facility. To the northeast is a church and apartments.

### **Threshold Review Questions**

1. Describe how the proposed amendment is appropriately addressed as a Comprehensive Plan Amendment.

**The proposed amendment is appropriate as the amendment completes the logical expansion of the apartments and RMF zone along 55<sup>th</sup> Avenue to Freya Street.**

2. The proposed amendment does not raise policy or land use issues that are more appropriately addressed by an ongoing work program approved by the City council or by a neighborhood or subarea planning process.

**The proposed amendment is not anticipated to raise policy issues or is known to be currently part of an ongoing subarea plan.**

3. The proposed amendment can be reasonably reviewed within the resources and time frame of the Annual Comprehensive Plan Amendment Work Program.

**The proposed amendment is anticipated to be completed within a calendar years' time. There are no known reports or impending issues with the property that would require additional time.**

4. In the case of a private application for a land use map change, nearby properties may also seem to be candidates for amendment. At the time of docketing or during plan commission review, expansion of the geographic scope of an amendment proposal may be considered, shared characteristics with nearby, similarly situated property may be identified and the expansion is the minimum necessary to include properties with those shared characteristics. Has the applicant had any outreach to surrounding property owners whose property may be so situated?

**While the subject properties are under separate corporations the ownership of the corporations remain with the same individual. That individual has approached all adjacent properties within the City of Spokane. At this time those properties were not interested in participating in this application. However, with the completion of the proposed CPA, we do note that some of those adjacent properties would be surrounded on at least two sides by a denser zoning. Especially with the ongoing CPA amendment to the northwest along 53<sup>rd</sup> Avenue.**

5. Describe how the proposed amendment is consistent with current general policies in the comprehensive plan for site-specific amendment proposals. The proposed amendment must be consistent with policy implementation in the Countywide Planning policies, the GMA, or other state or federal law, and the WAC.

**The proposed amendment, would promote the efficient use of land within the City of Spokane, the Growth Management Area (GMA), and Spokane County. The proposal is efficient because the property would utilize existing water and sewer utilities, as well as provide for additional residential housing that is centrally located between three commercial centers (Regal & Palouse, Regal & 57<sup>th</sup>, Palouse Highway & 57<sup>th</sup>). As Spokane County has two of the three commercial centers it is anticipated that the development**



**mile radius of the project, which is known to be the limit of pedestrian travel, and other intermodal modes of transportation (Lime bikes/scouters). The subject properties connection to Palouse Highway and Freya Street, which are established arterials, also provide the necessary vehicular connectivity for a higher density of residential development.**

6. The proposed amendment is not the same as or substantially similar to a proposal that was considered in the previous year's threshold review process, but was not included in the Annual Comprehensive Plan Amendment Work Program, unless additional supporting information has been generated.

**The subject properties were not a part of last year's comprehensive plan amendment.**

7. If this change is directed by state law or a decision of a court or administrative agency, please describe.

**The proposed change is not part of a state law or legal decision.**

8. Please provide copy of agenda or other documentation of outreach to neighborhood council made prior to application.

**A copy of an email, that was sent to the chair and the vice chair of the Southgate Neighborhood is attached.**

If you have any questions or comments in regard to this letter please feel free to contact us at (509) 893-2617

Thank you



Ben Goodmansen, E.I.T.

BNG/bng

Encl: Southgate Neighborhood Email.

Todd R. Whipple, P.E., and the staff of WCE

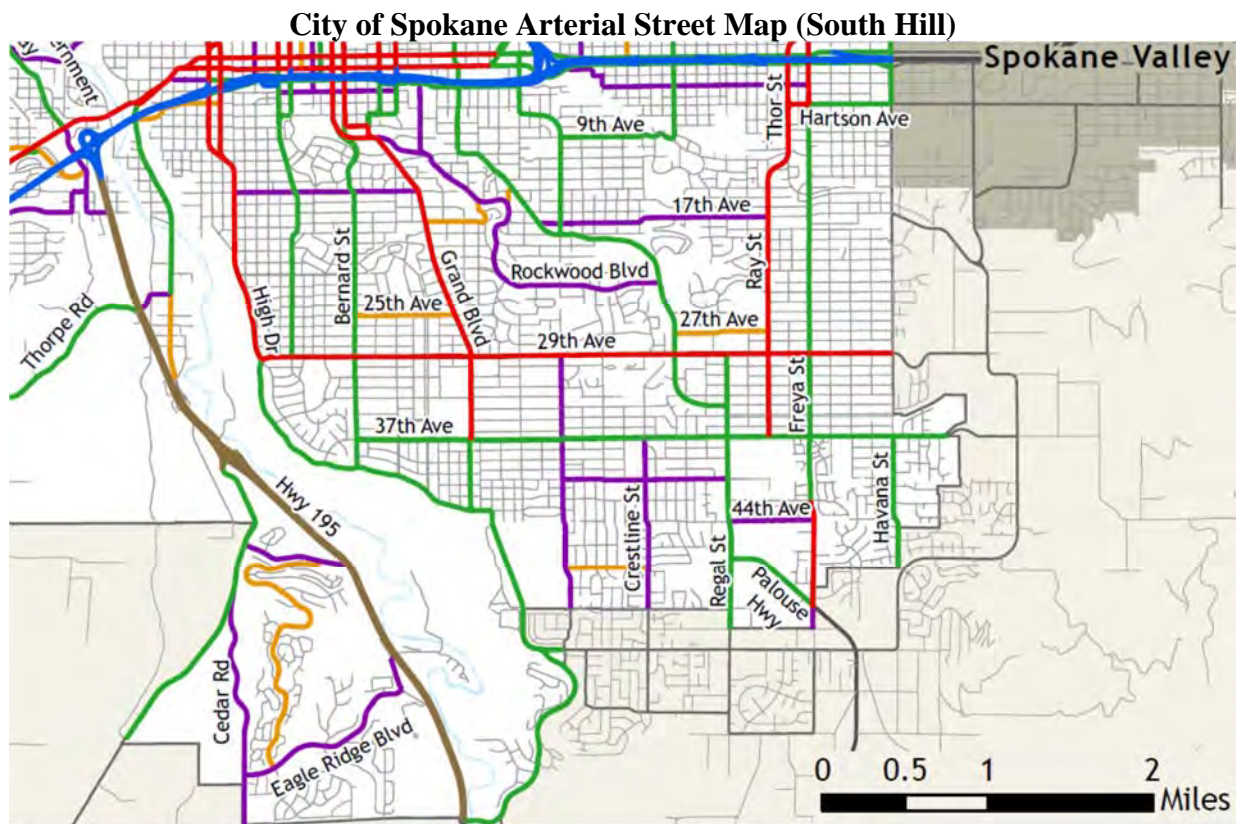
2/9/21

Categorically Land uses are separated out as Residential, Commercial, Industrial, and Institutional land uses. For transportation traffic trips to and from these destinations. They are typically defined as a going to work, or as a going home trip. These trips have a beginning and an ending or in industry terms an origin and a destination. For the typical household origin trips begin from residential land uses in the morning and are dispersed to the other three land uses as destinations. In the evening the flow reverses with residential being the destination and the other Three land used being the origin. The length of distance between the origin and the destination varies but for the South Hill area this is the basic model of traffic as it travels on the transportation network. For the South Hill this becomes a congestion problem at the north/south arterials that connect the hill to the valley floor.



Per the City's Comprehensive Plan residential development will continue to grow within the City limits and areas further to the south.

Ideally the residential land uses will need equivalent commercial and mixed-use areas to support the needs of the South Hill residents. Otherwise, the residents of the South Hill will look to areas off of the South Hill for their work and shopping needs. This commuting to/from work and the shopping areas on the valley floor will increase the volume of trips on the City of Spokane's north/south connecting arterials between the South Hill and the Valley Floor. In the past traffic volumes on the connecting arterials have been relieved by bringing the work and shopping land uses closer to the residents of the South Hill, i.e., the centers and corridor designation. these commercial developments while increasing traffic locally, on the adjacent street segment for access purposes, generally will minimize trips off the South Hill and have minimal impact to Area (wide) intersections.

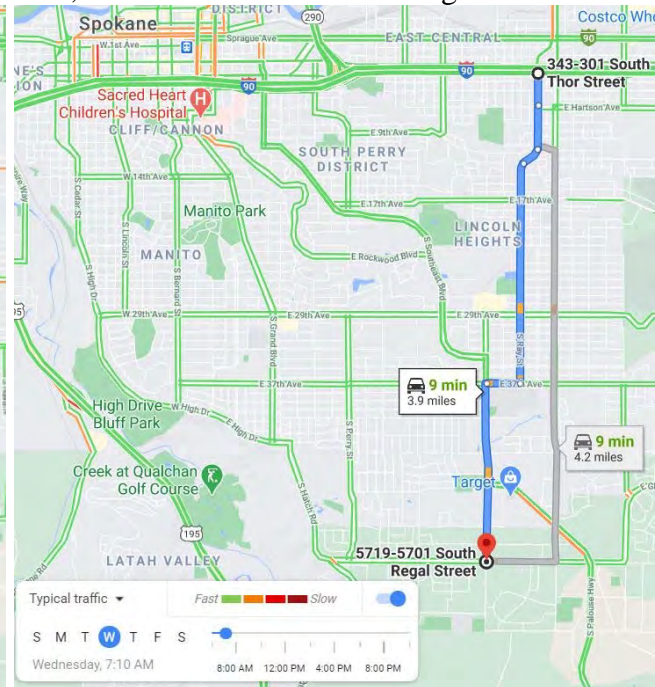
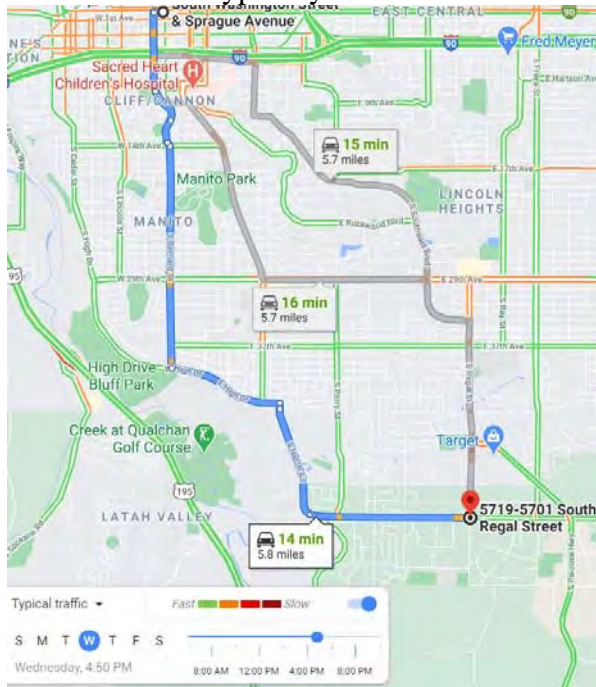


We have seen in the past decade along the Regal Street and 29<sup>th</sup> Avenue Corridors the rise of a Trader Joes and a Target Store and the fall of the Shopko Store with no big box replacement, we have also seen smaller retailers such as fast food and specialty item stores go in and out of the available spaces leading us to the conclusion. That there is not enough “roof tops” on the South Hill to support a “self-sustaining” Commercial industry. As these retailers follow market conditions and are drawn to population centers. The denser the population the greater source the retailers have for workers and for consumers. We can also conclude that the density of the South Hill has not reached a level to support another Big Box store, or even in some cases fast food

restaurants, which tends to require a higher number of mid-day patrons than morning or evenings patrons. So, the solution would be to increase the density around the centers and corridors in order to support what is there, as well as encourage additional commercial developments to come into the area, all of which decreases the need for residents to travel on and off of the South Hill.

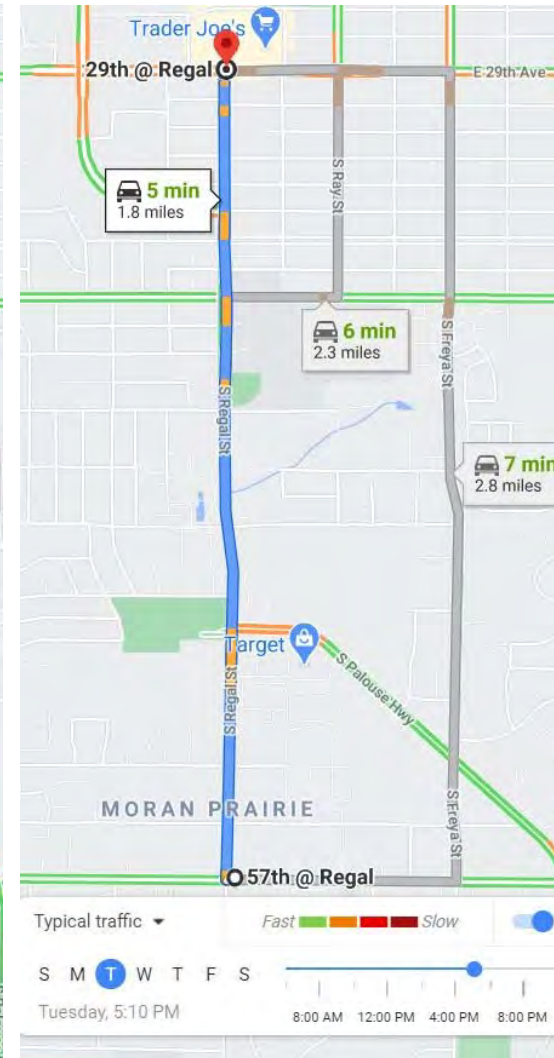
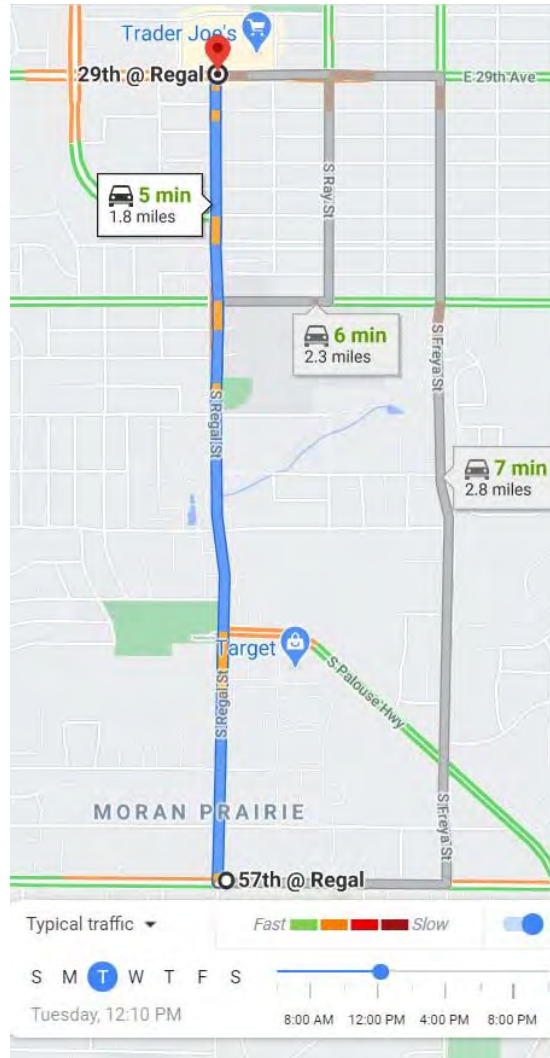
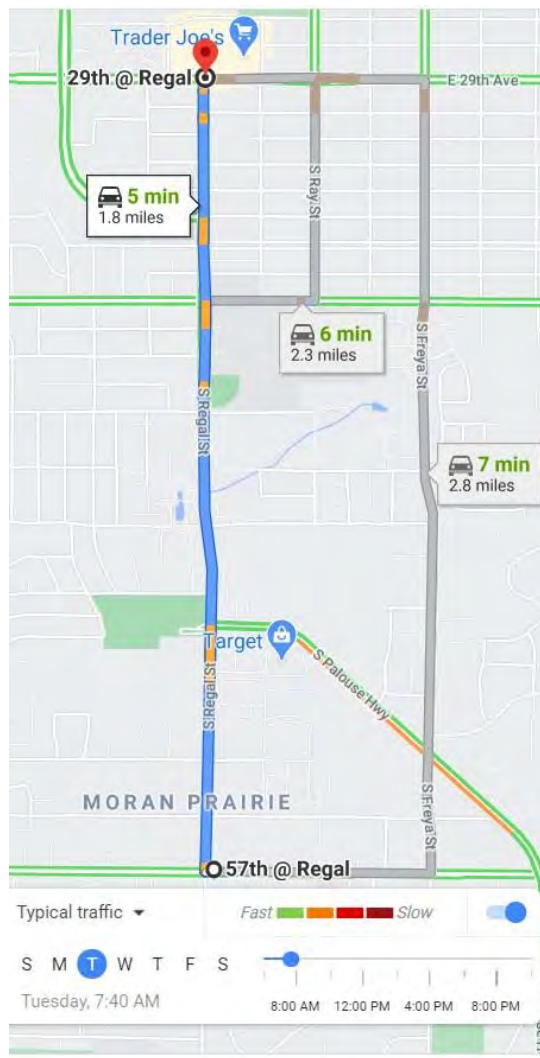
So, in order to maintain City of Spokane growth as anticipated by the Washington Department of Commerce and the Office of Financial Management (OFM) within the limits of the Urban Growth Area, a change to the comprehensive plan needs to occur to allow a higher density to be developed around (within walking distance) the centers and corridors while maintaining the historic single family residential neighborhoods located over half a mile away or that area that is generally outside of the walking distance.

The South Hill still has a fast commute as exemplified in a review of traffic data captured and displayed on Google maps. In the route from 57<sup>th</sup> & Regal to Sprague & Washington in the downtown core typically takes less than 15 minutes, and less than 10 minutes to get to I-90.



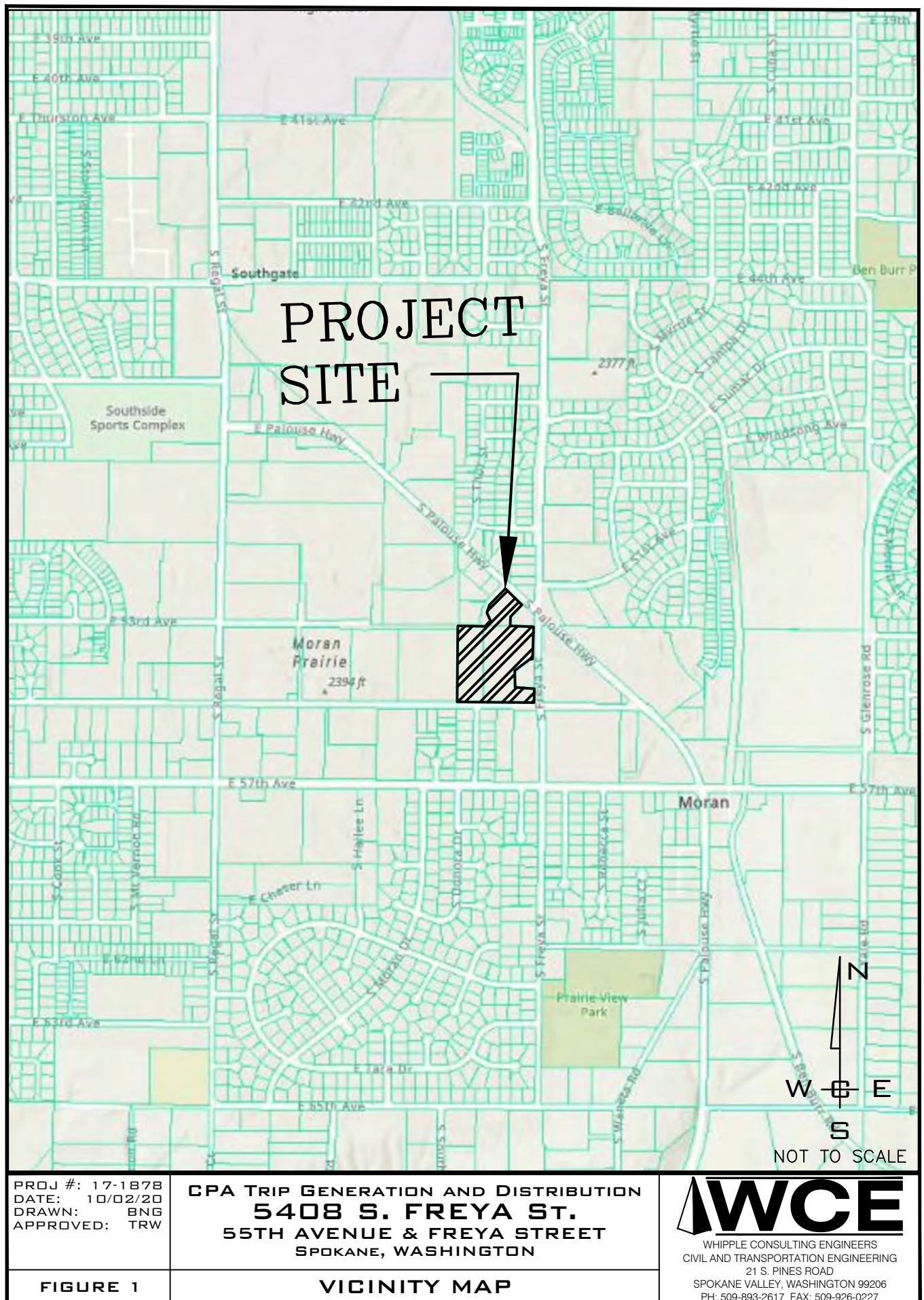


We understand that there have been in the past comments about traffic congestion, and the belief that because of this congestion no more density will fit within the roads around Regal Street. However, a review of traffic data captured and displayed on Google maps. Shows that. It typically takes five minutes to travel the length of the corridor (1.8 miles), through 5 signals at an average speed of 21.6 MPH. Whether it is 8 AM, 12 PM, or 5 PM the typical commute time through the corridor remains the same.

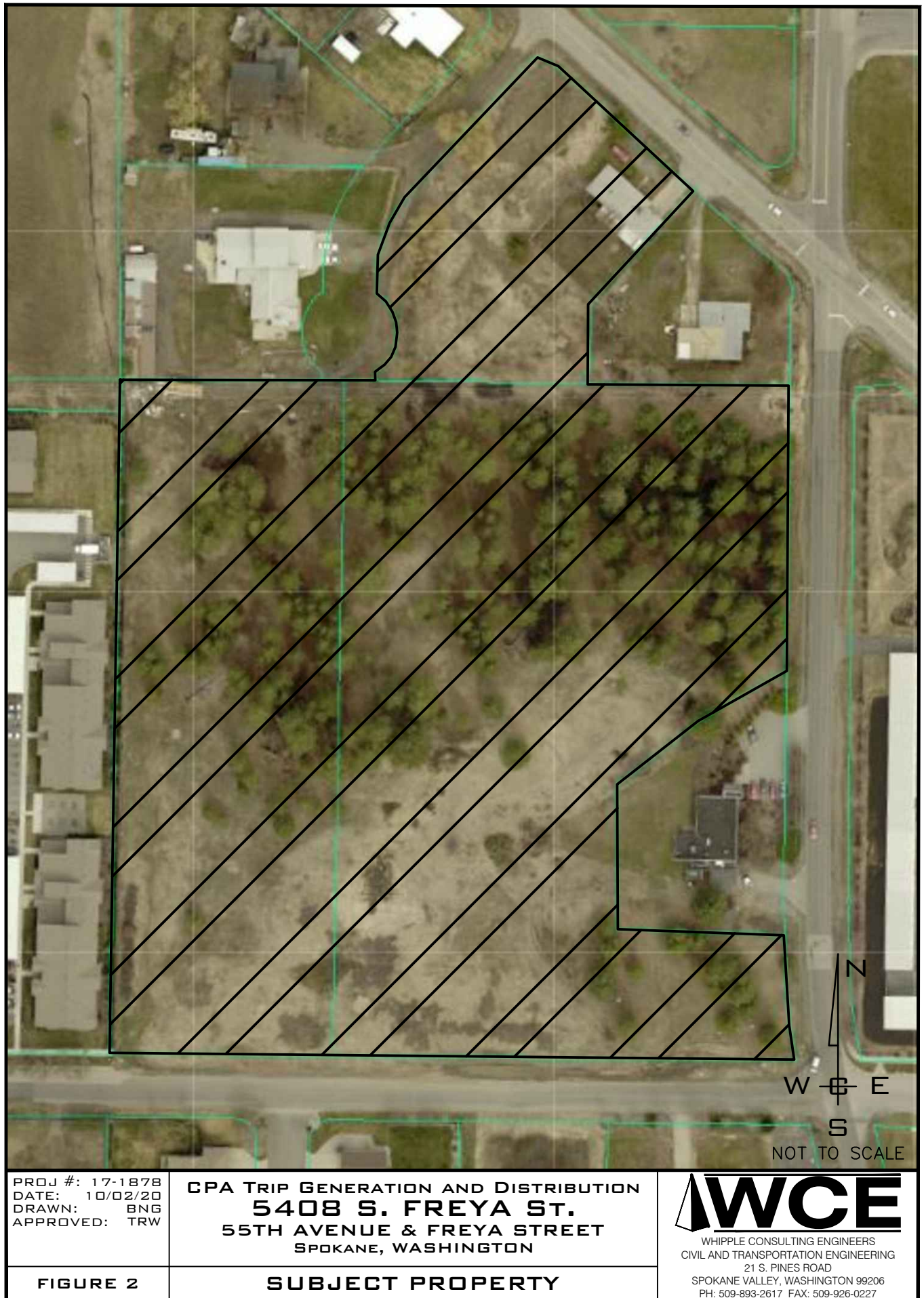


Before this or any comprehensive plans are turned down, we ask that a planning level traffic impact analysis be completed to identify, document, and report the current and anticipated traffic impact that the change of use would have upon the existing City Transportation network. As it would be unfair and unsupportable to reject a change where there is only a “lay person’s perception” that traffic is a problem during their specific time of travel.

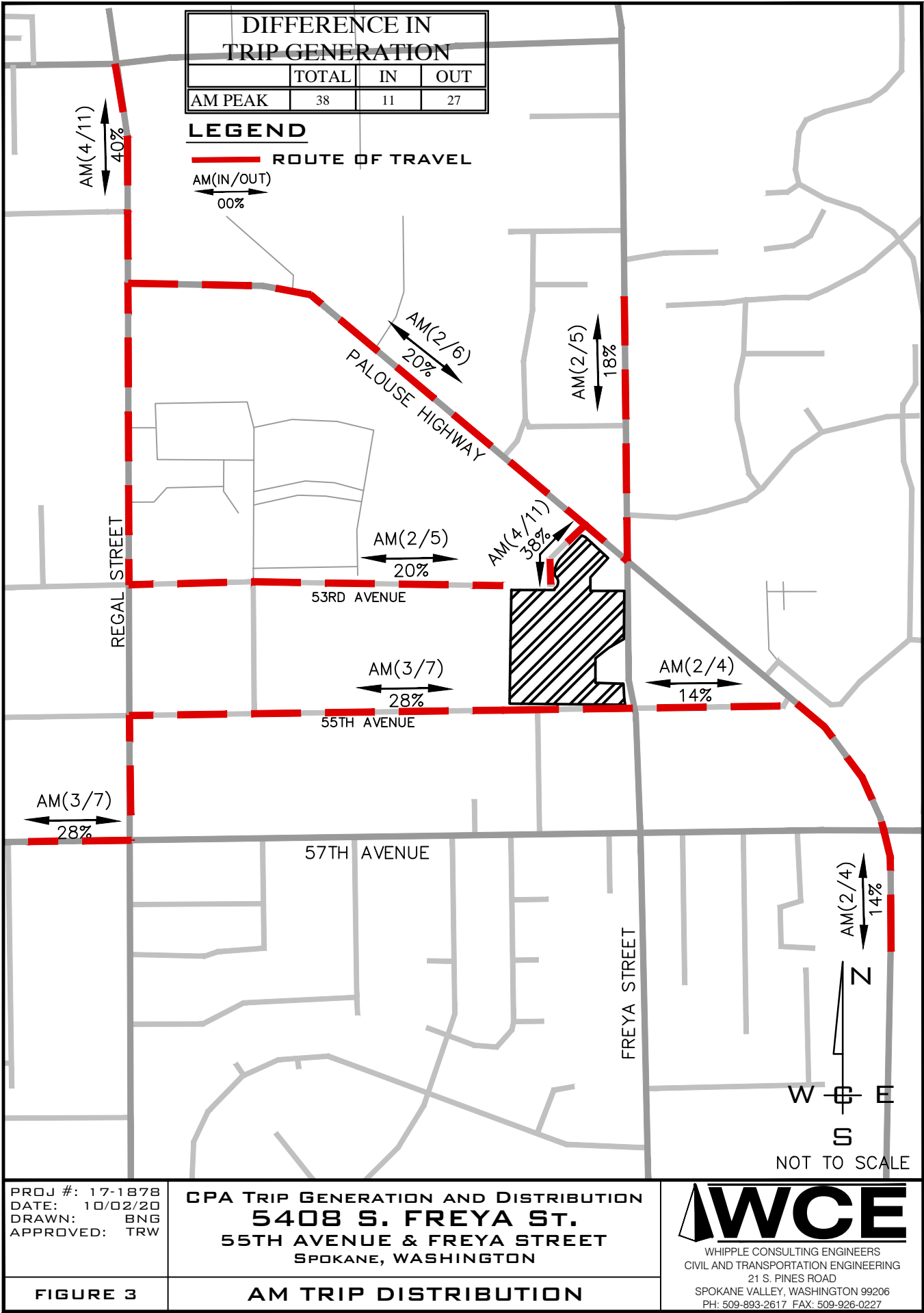


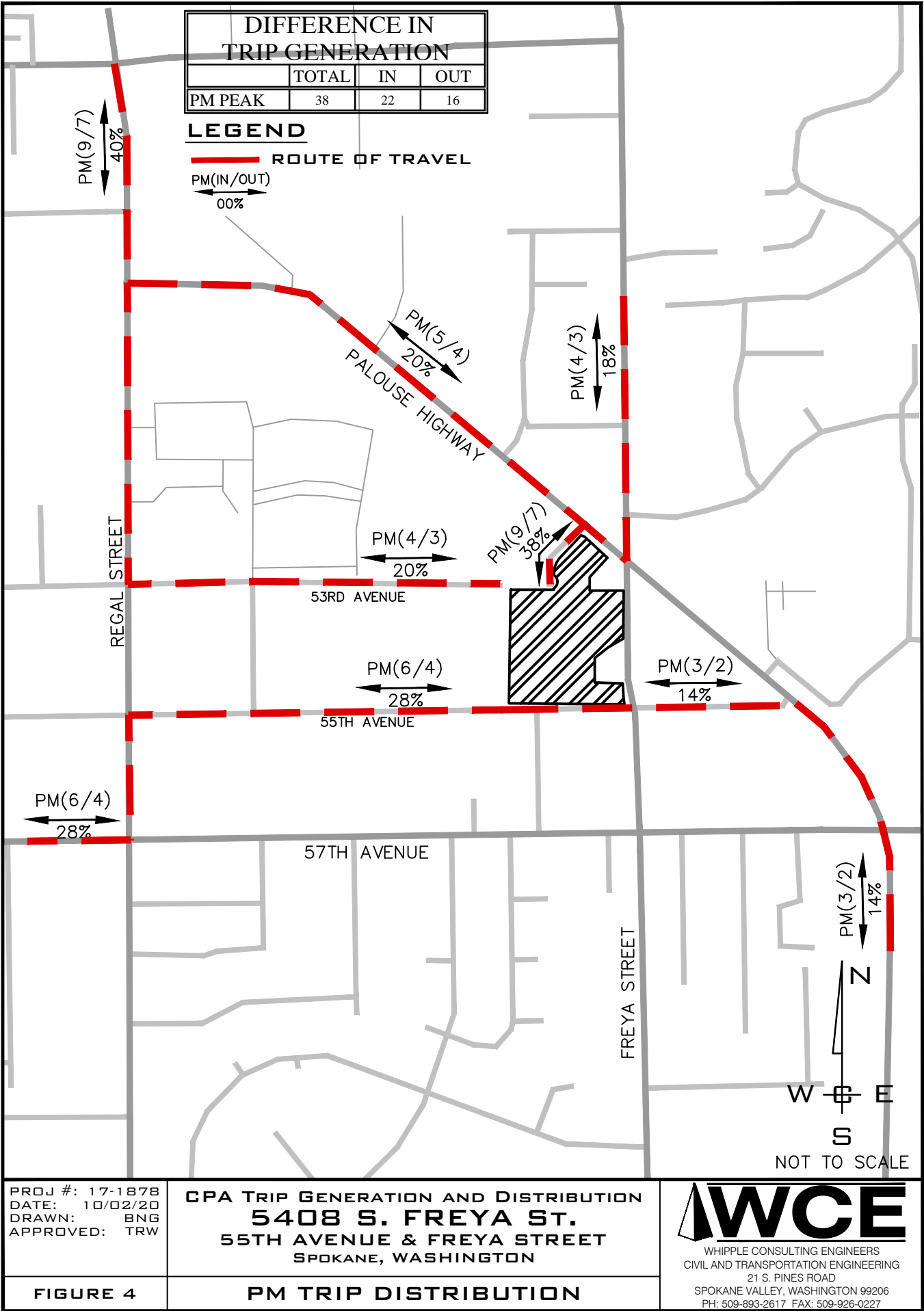






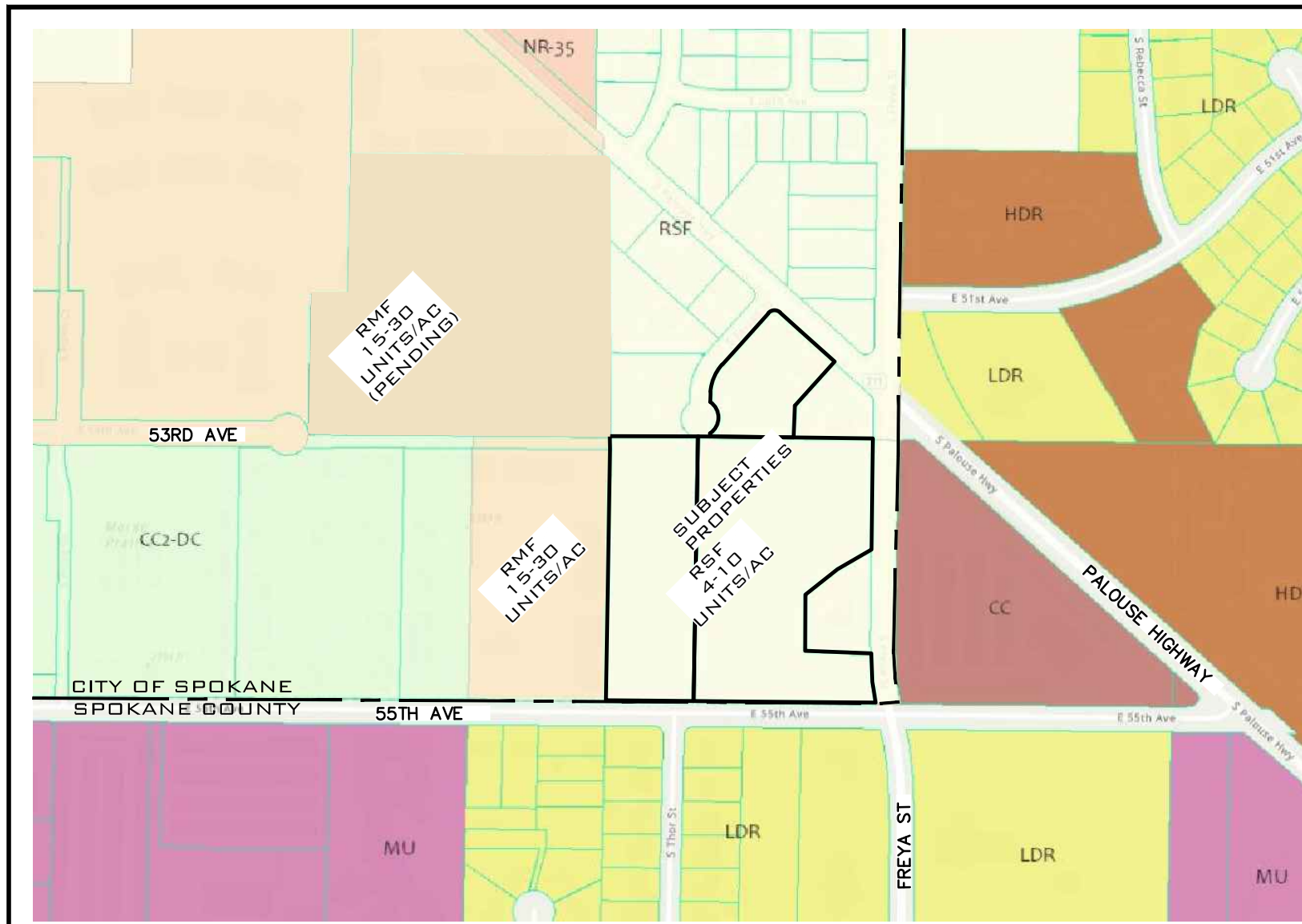




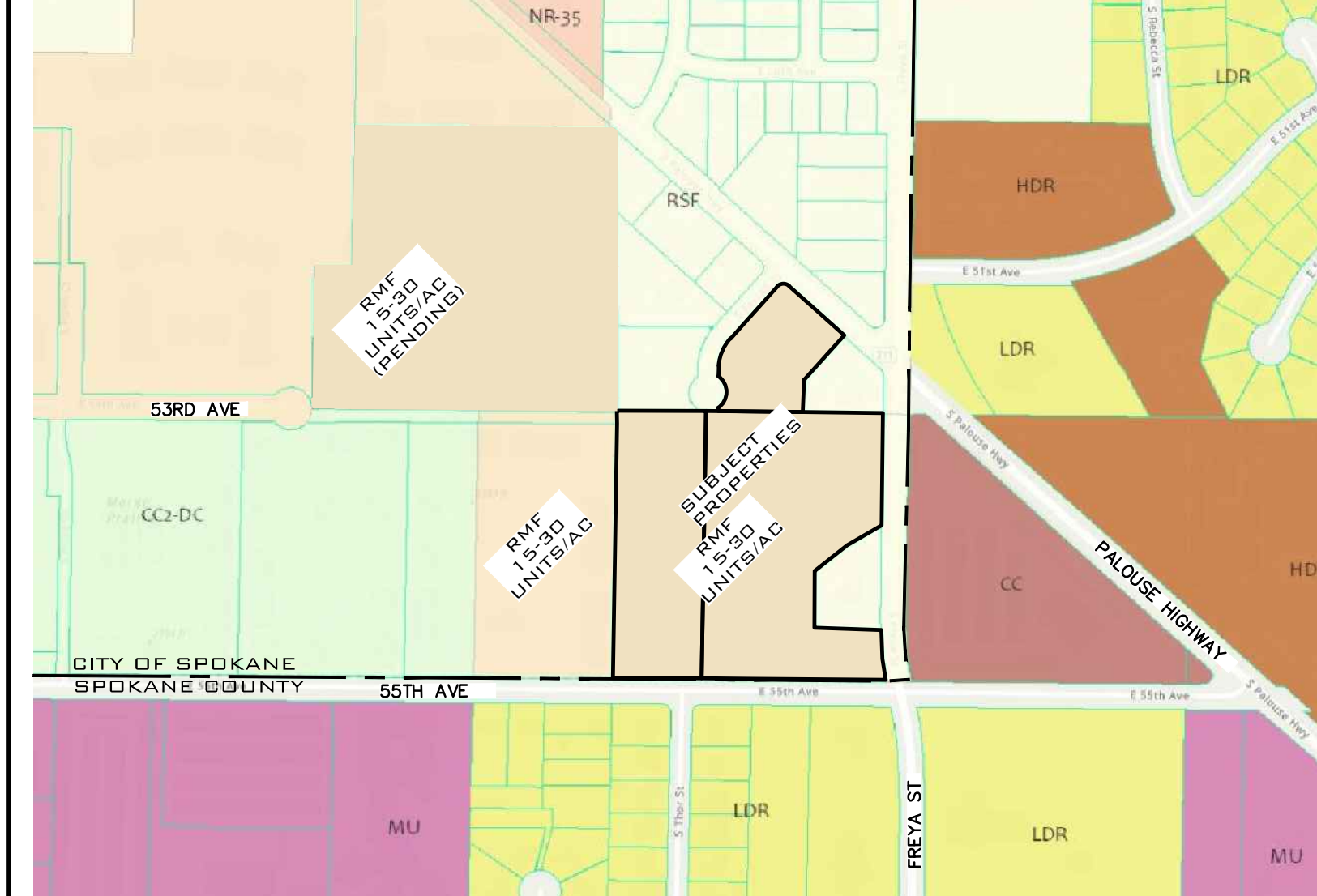




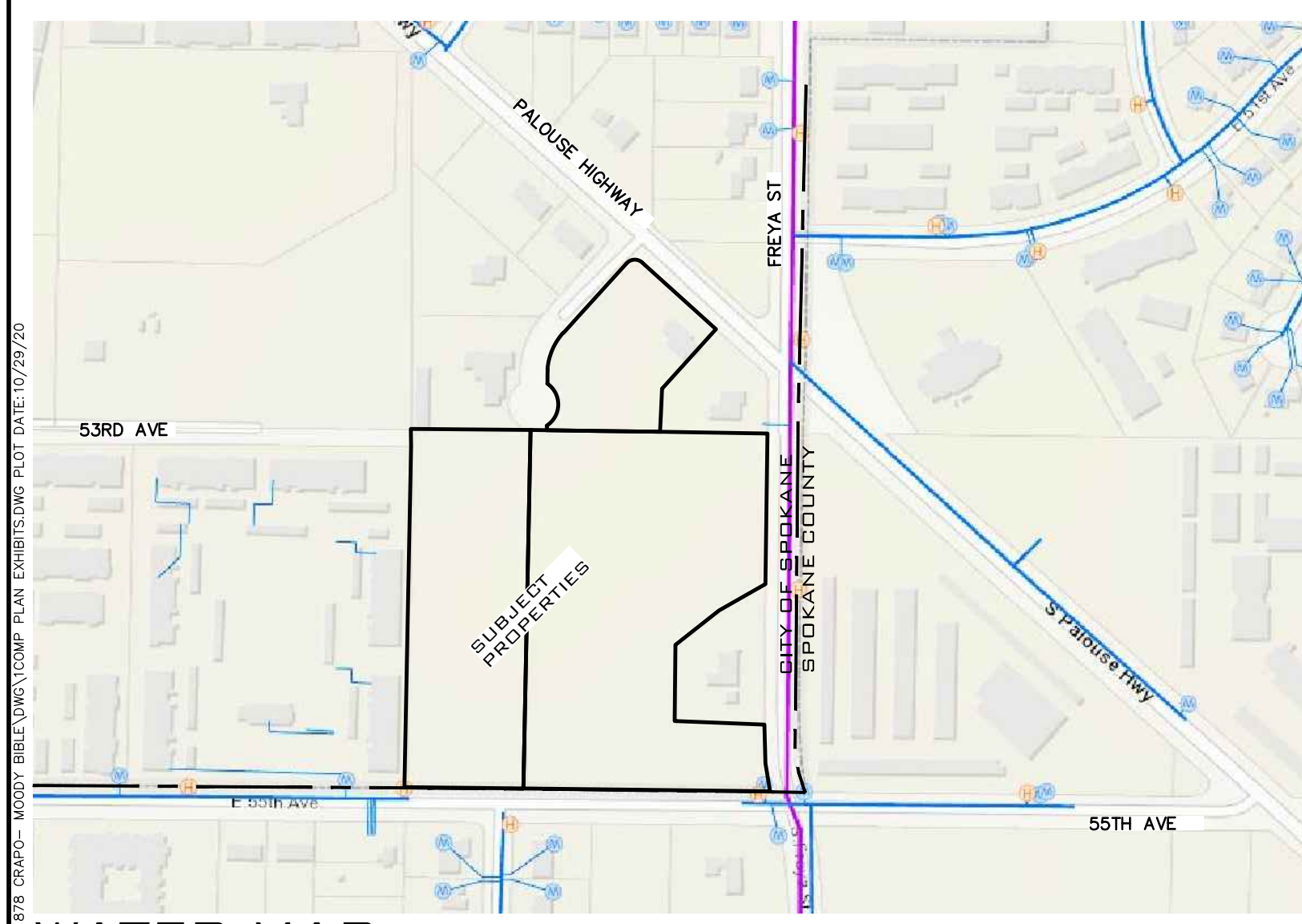
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EXISTING ZONING  
NOT TO SCALE



PROPOSED ZONING  
NOT TO SCALE



WATER MAP  
NOT TO SCALE

NAVD - 88

# COMPREHENSIVE PLAN AMENDMENT 55TH AVENUE CPA LOCATED IN A PORTION OF NW 1/4, SEC. 03, T. 24 N., R. 43 E., W.M. SPOKANE, WA



SITE DATA TABLE			
PARCEL NUMBERS	34032.0432, 34032.0607, 34032.0401		
EXISTING ZONING	RESIDENTIAL SINGLE FAMILY		
EXISTING LAND USE	RESIDENTIAL 4-10		
PROPOSED ZONING	RESIDENTIAL MULTIFAMILY		
PROPOSED LAND USE	RESIDENTIAL 15-30		
	SF	AC	
PARCEL 34032.0607	56,502	1.30	
PARCEL 34032.0432	132,720	3.05	
PARCEL 34032.0401	234,565	5.38	
TOTAL AREA	423,787	9.73	
DOMESTIC WATER	CITY OF SPOKANE		
SANITARY SEWER DISPOSAL	CITY OF SPOKANE		
FIRE DEPARTMENT	CITY OF SPOKANE		
DATUM	NAVD-88		
ELECTRIC PROVIDER	AVISTA		
GAS PROVIDER	AVISTA		
OTHER PURVEYORS	TO BE DETERMINED		

**APPLICANT**  
WHIPPLE CONSULTING ENGINEERS, INC.  
21 S. PINES ROAD  
SPOKANE VALLEY, WA 99206 PHONE:  
509-893-2617  
FAX: 509-926-0227  
CONTACT: BEN GOODMANSEN, E.I.T.

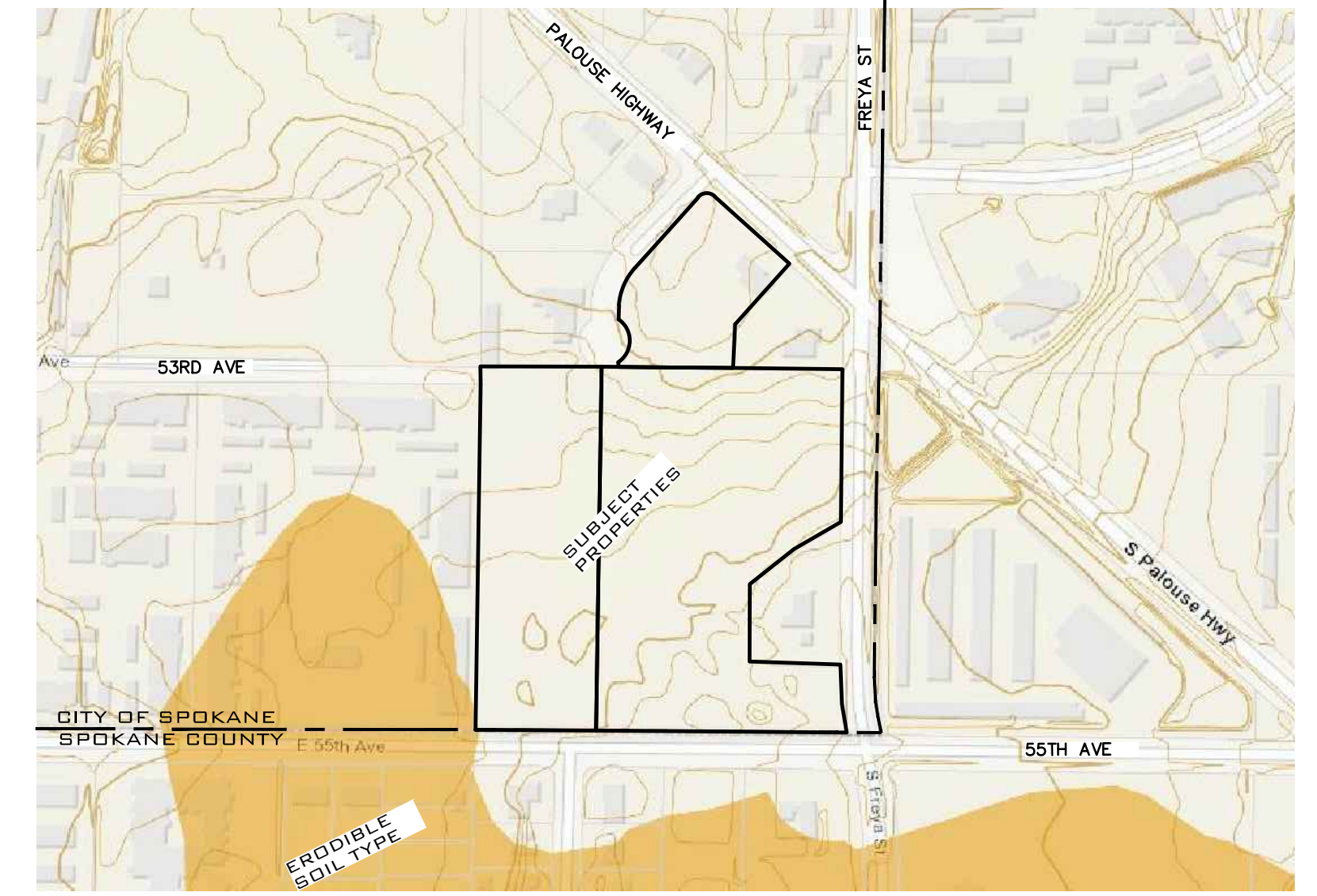
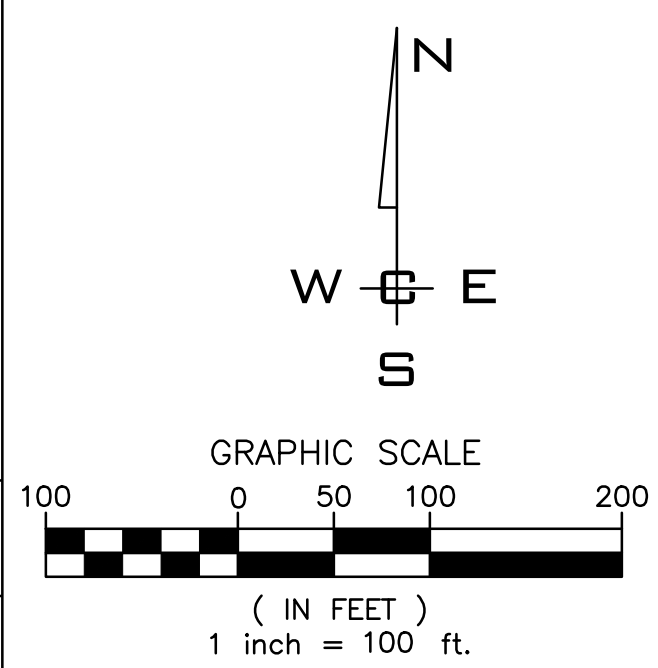
**OWNER**  
920 EVERGREEN, LLC.  
2602 N SULLIVAN RD  
SPOKANE VALLEY, WA 99216

**OWNER**  
DIAMOND ROCK CONSTRUCTION  
2602 N SULLIVAN RD  
SPOKANE VALLEY, WA 99216

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



VICINITY MAP  
NOT TO SCALE



TOPOGRAPHY/ ERODIBLE SOILS  
NOT TO SCALE

## LEGAL DESCRIPTION

PARCEL 34032.0432: SPOK SOUTH AM PL W210 FT OF L6 B1 (SOURCE: SPOKANE COUNTY SCOUT)

PARCEL 34032.0607: RUSSELLS SUB LTS 2 THRU 5 BLK 2 (SOURCE: SPOKANE COUNTY SCOUT)

PARCEL 34032.0401: 03-24-43; PTNS LTS 5&6 BLK1 AMENDED PLAT SOUTH SPOKANE DAF; E 120FT LOT 6 TOG W/ LT5 EXC PTN DAF; COMM NE COR LT5 BLK1; TH S01°06'54"W 248.33FT TO POB; TH S59°58'59"W 128.32FT; TH S51°51'14"W 97.83FT; TH S00°08'24"W 134.62FT; TH S88°15'44"E 183.31FT; THE N01°06'54"E 264.85FT TO POB. (SOURCE: SPOKANE COUNTY SCOUT)



SEWER MAP  
NOT TO SCALE



STORM DRAINAGE MAP  
NOT TO SCALE

NO.	DATE	BY	REVISIONS

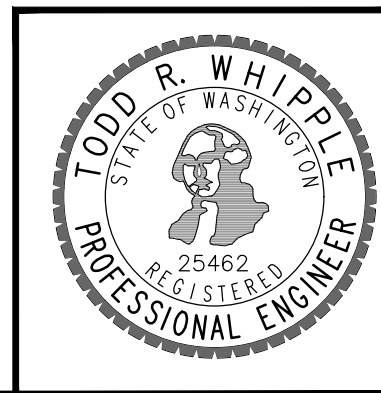
<b>SCALE:</b>
<b>HORIZONTAL:</b>
1"=100'
<b>VERTICAL:</b>
N/A

<b>PROJ #:</b>	17-1878
<b>DATE:</b>	10/23/20
<b>DRAWN:</b>	BNG
<b>REVIEWED:</b>	TRW

CIVIL	
STRUCTURAL	
SURVEYING	
TRAFFIC	
PLANNING	X
LANDSCAPE	
OTHER	



**55TH AVE. CPA**  
**55TH AVENUE CPA**  
**55TH AVENUE & FREYA STREET**  
**SPOKANE, WA**



**SHEET**  
**1 OF 1**  
**JOB NUMBER**  
**17-1878**



Legal Descriptions courtesy of Spokane County SCOUT

Parcel 34032.0401

03-24-43: PTNS LTS 5&6 BLK1 AMENDED PLAT SOUTH SPOKANE DAF; E 120FT LOT 6 TOG W/ LT5 EXC PTN DAF; COMM NE COR LT5 BLK1; TH S01°06'54"W 248.33FT TO POB; TH S59°58'59"W 128.32FT; TH S51°51'14"W 97.83FT; TH S00°08'24"W 134.62FT; TH S88°15'44"E 183.31FT; THE N01°06'54"E 264.85FT TO POB.

Parcel 34032.0432

SPOK SOUTH AM PL W210 FT OF L6 B1

Parcel 34032.0607

RUSSELLS SUB LTS 2 THRU 5 BLK 2