

ENVIRONMENTAL CHECKLIST

**FORT GEORGE WRIGHT
CENTRAL PRE-MIX CONCRETE
ANNEXATION**

SPOKANE ENVIRONMENTAL ORDINANCE

SECTION 11.10.230(1)

Prepared by:

**TAYLOR ENGINEERING, INC.
W. 106 MISSION AVE. SUITE 206
SPOKANE, WA 99201**

ENVIRONMENTAL CHECKLIST

File No. _____

Purpose of Checklist:

The State Environmental Act (SEPA) Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject proposals, the references in the checklist to the words "project," "applicant" and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Fort George Wright / Central Pre-Mix Concrete Annexation.

2. Name of Applicant:

Mark Murphy, Interstate Concrete and Asphalt c/o Stan Schultz

3. Address and phone number of applicant or contact person:

Stan Schultz
Witherspoon, Kelly, Davenport & Toole
1100 US Bank Building
Spokane, WA 99201
(509) 624-5265

4. Date checklist prepared:

May 10, 1995

5. Agency requesting checklist:

City of Spokane
Dept. of Planning and Building Services

6. Proposed timing or schedule (including phasing, if applicable):

The annexation is expected to occur during 1995. No timing or schedule is proposed at the present time for construction. All specific development plans will require preliminary and final plat, Binding Site Plan, or Planned Unit Development approval and subsequent building permit approvals. The construction schedule most likely will occur in phases over the course of several years, depending on market conditions and other economic considerations.

7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Future preliminary plat, BSP, or P.U.D. applications within this annexation area will be processed in accordance with City requirements, SEPA guidelines, and applicable environmental review and analysis.

b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

None known, other than information to be prepared for those actions listed in 7a above.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

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

City Planning Commission, City Council, and County Boundary Review Board approval of annexation and incorporation of the site into the City's utility service area, environmental threshold determination, preliminary plat approvals, site plan approvals, access permit and approval, building permits, right-of-way permits, water and sewer service extension permits, drainage approval. Comprehensive Plan and zoning designation and adoption.

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

The proposed action includes a proposed annexation to the City of Spokane and a mixed use master Planned Unit Development (PUD) located within the annexation boundaries. Specific development projects located within the project area will be addressed in future proposals and are not a part of this proposed action.

The area proposed for annexation to the City of Spokane is fully adjacent on two sides to the existing corporate limits (see Figures 1 and 2). Public services and utilities will need to be extended to this site in order to adequately serve the proposed uses. The proposed annexation area includes approximately 119 acres. The land uses envisioned for the master planned area are shown on Figure 6.

12. Location of the proposal. Give sufficient information to a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist.

Generally bounded on the north by Fort George Wright Drive, to the west by Government Way, and to the east by the Spokane River and City of Spokane Municipal boundaries. The proposed annexation includes a 2.6 acre site facing Fort George Wright Drive that is developed in multi-family housing (see Figures 2, 3, and 4).

13. Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atlas for boundaries).

Inside the ASA and the GSSA, outside the PSSA.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. EARTH

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

The natural topography originally sloped gently towards the Spokane River to the east. A gravel pit and rock crushing plant on-site has created a deep pit (see Figure 9).

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

Approximately 50 percent, where excavated.

- c. **What general types of soils are found on the site (for example, clay, sand gravel, peat, muck? If you know the classification of agricultural soils, specify them and note any prime farmland.**

SxB - Springdale gravely, sandy loam. There are no agricultural soils on-site.

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

No.

- e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

The site will require considerable grading to develop consistently with the proposed conceptual master plan. The gravel pit will be re-graded as reclamation plans proceed. Fill material will be from a combination of on-site and imported material. Grading and other earthwork will be required for utility installation, roadway construction, easements, parking lots and other land use needs.

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

Minor erosion from water may occur during excavation and construction.

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

Approximately 30-32%, based on the conceptual land use plan.

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

Erosion due to water/runoff will not be permitted to leave the project boundaries. In addition, as the project develops, all unimpervious areas are expected to be landscaped with grasses, native and ornamental vegetation.

2. AIR

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

Dust from construction, vehicular emissions from construction activities and long-term traffic can be expected. Gas and wood burning fireplaces would produce emissions. In addition, industrial-related emissions could result from the uses located in the light industrial and commercial areas shown on the conceptual land-use plan.

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

No

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

During construction phases, the spraying of soils will occur during periods of dryness and winds to control dust. Paved roads will be sprayed where tracking from trucks occurs during construction. Construction debris will be hauled from the site and properly disposed of at a permitted disposal facility. Paving of roads and reclamation efforts within the gravel pit will substantially lower existing dust emissions in the area. Areas cleared for site development will be landscaped as soon as each construction phase is complete to avoid potential dust emissions resulting from exposed soils. All emissions to the air from light industrial and commercial uses will be reviewed by all applicable regulatory agencies and meet all local, state and federal standards.

3. WATER

- a. Surface:

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

Yes, the Spokane River is adjacent to the proposed annexation area at its northeast corner.

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

No development construction is proposed within 200 feet of the river. The Centennial Trail is proposed to be constructed within the 200-foot shoreline zone (see Figure 6).

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

None.

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

No.

- (5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

The 100-year flood plain is adjacent to the river and is located entirely within the 200 foot shoreline setback.

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

No.

b. Ground:

- (1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Storm water will be collected on-site, ponded in swales in accordance with the City of Spokane 208 (aquifer protection) Program, and disposed of by infiltration into the ground from the drainage swales. Drywells may be used to facilitate storm water disposal after the required ponding is obtained.

There is one existing well on the site. Presently it pumps 600-800 gpm for ten hours a day. No plans have been made for the future of this well.

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sanitary waste treatment facility. Describe the general size of the system, the number of houses to be served (if applicable) or the number of persons the system(s) are expected to serve.

None. All uses within the annexation area will be served by public sewer. Total number of units to be served is unknown.

- (3) Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of storm water or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of materials likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of fire fighting activities).

The annexation area is located within the Aquifer Sensitive Area of Spokane County and will require that storm water collection/disposal systems conform to the City's drainage guidelines. The collection/disposal systems will include the construction of detention ponds for the collection of site run-off and may include drywells to assist in the disposal of storm water.

Runoff from developed areas picks up various contaminants as it passes over paved surfaces, rooftops, and landscaped areas. Contaminants may include: vehicular contaminant, oils from paving, residential and commercial fertilizers, etc.

- (4) Will any chemicals (especially organic solvents or petroleum fuels) be stored in above ground or underground storage tanks? If so, what types and quantities of materials will be stored?

Uses permitted within commercial zones could include service stations, and other uses which could utilize above and below grade storage tanks. All uses would have to comply with current DOE regulations regarding installation, secondary containment methods and materials, inspections and monitoring. Future land use proposals will identify specific chemical storage.

- (5) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to ground water (this includes measures to keep chemicals out of disposal systems described in 3b(2) and 3b(3)?

State and local regulations concerning secondary containment and leak detection systems will be enforced throughout the annexation area. Critical materials will be handled according to the standards and regulations of the Spokane Municipal Code Chapter 11.10A, as required by the City Zoning Code.

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

- (1) Describe the source of runoff (including storm water) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Disposal of collected stormwater will be through infiltration into the soil from drainage swales, detention ponds, and drywells.

- (2) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or ground water or to a storm water disposal system discharging to surface or ground water?

No.

- (3) Could waste materials enter ground or surface waters? If so, generally describe.

Until specific uses are proposed, the potential for waste material entering surface or ground water is undetermined.

d. **Proposed measures to reduce or control surface, ground, and runoff water impacts, if any (if the proposed action lies within the Aquifer Sensitive Area be especially clear on explanations relating to facilities concerning Sections 3B(4), 3b(5), and 3c(2) of this checklist).**

Measures to control impacts include public sewer service to serve the annexation area and compliance with the City's 208 (aquifer protection) Program concerning collection/disposal of storm water run-off.

4. PLANTS

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

☒ deciduous tree: alder, maple, aspen, other.

☒ evergreen tree: fir, cedar, pine, other.

☒ shrubs.

☒ grass (natural)

☐ pasture.

☐ crop or grain.

☒ wet soil plants, cattail, buttercup, bullrush, skunk cabbage, other along river bank.

☒ water plants: water lily, eelgrass, milfoil, other.

☐ other types of vegetation.

b. What kind and amount of vegetation will be removed or altered?

Some pine trees and understory will be removed. Quantities and locations are unknown at this time.

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

None known.

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

Existing native vegetation near the river will remain where possible. Existing pine trees throughout the site where possible, will remain. All uses will incorporate ornamental landscaping into the proposal.

5. ANIMALS

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

other:

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

None known.

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

The site is adjacent to the Spokane River which provides habitat for migratory species.

- d. **Proposed measures to preserve or enhance wildlife, if any:**

On-site landscaping and reclamation of the gravel pit will provide more wildlife opportunities than presently exists.

6. ENERGY AND NATURAL RESOURCES

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

Electricity and natural gas are expected to be the primary sources of energy for all needs. However, approved wood stoves may be used in residential dwellings.

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

No.

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

- * The annexation area would be a mixed use development, allowing residents to live, work, shop, etc. within the neighborhood. Decreased commuting distances makes walking or bicycling more feasible and reduces reliance on automobiles. Access would be provided to existing bus stops adjacent to the annexation area. Bus routes may be adjusted and stops added to serve additional residents within the annexation boundaries. Buildings will meet all current Washington State Energy Code Requirements.

7. ENVIRONMENTAL HEALTH

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

The risk of fire during construction and through operation of the proposed facilities is possible. There is also the risk of accidental injury during construction phases.

- (1) **Describe special emergency services that might be required.**

Emergency services that could be required include police, fire and ambulance.

- (2) **Proposed measures to reduce or control environmental health hazards, if any:**

Proper storage and disposal of toxic chemicals and/or hazardous materials would be conducted in accordance with the appropriate regulatory guidelines and agencies. Compliance with appropriate health, building, fire, and safety codes and ordinances will minimize the potential for health hazards.

b. Noise:

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

Traffic from Government Way and Fort Wright Drive. Rock excavation and crushing operations. The proposer is seeking the most current FAA (Federal Aviation Administration) Noise Level Contour mapping for the site. Current information shows a 75 LdZ zone over one corner of the site. The plan would meet any enhanced building construction requirements (acoustic insulation) for this zone.

- (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other? Indicate what hours noise would come from the site.**

Short-term increases in noise can be expected from construction due to the operation of trucks and equipment and normal noises associated with construction activities.

Construction noise categories include road and utility development, site preparation, and building construction. Earthmoving equipment which includes compactors, backhoes, tractors, scrapers, graders, pavers, and trucks generate noises ranging from 72 to 96 dbA (observed from a distance of 50 feet). Materials handling equipment, including concrete mixers and concrete pumps, generate sounds ranging from 75 to 88 dbA. Pumps, generators, and compressors generate sounds ranging from 70 to 87 dbA, and jack hammers and rock drills generate peak sounds of around 90 dbA. Once the major ground work is accomplished, including the digging of the foundations and footings for the structures, the noise peaks that are generated will be directly related to the erecting of structures. This would include hammering and sawing as well as truck traffic which would be hauling the supplies and materials. The noises generated by these activities should range from 70 to 90 dbA. It should be noted that sounds originating from temporary sites as a result of construction activity (which intrude on residential areas) are exempt from noise restrictions mandated by the Washington Administrative Code (WAC). This is provided that these intrusions do not occur between the hours of 10:00 p.m. and 7:00 a.m.

Construction activities would take place within various portions of the annexation area until the area is fully developed. The time span over which full build-out may occur is not predictable because of the uncertainty of specific development plans and housing market conditions. It is anticipated that construction noise impacts would be intermixed with the impacts typical of developed residential, commercial, and industrial areas.

Following the completion of construction projects, long-term noise impacts would occur due to increased traffic generated by the development and normal noises associated with residential, commercial, and industrial activities.

- (3) Proposed measure to reduce or control noise impacts, if any:**

Limiting construction to daylight hours. Muffling heavy equipment as per state and local requirements.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

Present uses of the annexation area include a gravel pit and rock crushing plant adjacent to Government Way. An apartment complex is located off Fort Wright Drive. Adjacent to the river is undeveloped/natural.

South of the site are two cemeteries. Palisades Park and Riverside State Park are located near the annexation area. Mukogawa and Spokane Falls Community College are located to the north.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Apartments are situated along Fort Wright Drive. Miscellaneous support structures for the gravel pit exist along Government Way.

d. Will any structures be demolished? If so, which?

Yes. The gravel pit structures will be removed.

e. What is the current zoning classification of the site?

Mining, Agricultural - County of Spokane
Single Family Residential - City of Spokane
(see Figure 3)

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

Rural (see Figure 2).

g. If applicable, what is the current shoreline master program designation of the site?

A portion of the annexation area is designated as a Downriver Gorge Conservancy on the County's Shoreline maps.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify:

This site is not designated as an "environmentally sensitive" area, pursuant to Chapter 173-14 WAC.

i. Approximately how many people would reside or work in the completed project?

The site is divided into three zones as part of a Planned Unit Development, mixed-use community:

25 acres of commercial office, flex space and limited convenience retail, built out at a .32:1 floor area ratio, yields approximately:

Building Area:	309,000 SF
Building Coverage:	209,000 SF
Parking @3.2 cars/1,000 SF: 1017 cars	
Parking Area = 1017 x 375:	381,375 SF
<u>Landscape/Open Space Roads</u>	<u>498,625 SF</u>
Total	1,089,000 SF (25 acres)
@ 4.2 persons / 1,000 SF: 309 x 4.2	approximately 1,300 persons working on site

75 acres of multi-family residential, built out at an average of 18 units per acre, yields approximately:

75 x 18 du/acre =	1,350 du's
Building area:	
1,350 x 1,000 SF/du average:	1,350,000 SF
Building coverage:	
1,350,000 ÷ 3-story average:	450,000 SF
450,000 ÷ 3,267,000 SF site:	14%
Parking area:	
1,350 du x 1.5 sp./du 2,025 spaces	
2,025 x 375 SF/sp	759,375 SF
Landscape / open space	
secondary roads	2,057,625 SF
@ 1.8 persons per du. - 1.8 x 1,350:	approximately 2,430 persons living on site

50+/- acres shoreline public open space, community open space/ greenways, steep, hazardous zones would not be developed on the site.

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

None.

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

None.

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

The uses indicated on the conceptual master plan identify commercial office and flex uses at the intersection of Government Way and Fort Wright Drive, providing ease of ingress and egress and reducing traffic movement through proposed residential neighborhoods. The multi-family uses proposed are situated adjacent to the commercial uses and transition to lower densities approaching the river. A 200-foot natural area is proposed adjacent to the Spokane River, providing compatibility with the natural environment.

9. HOUSING

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

Approximately 75 acres are designated high-density residential on the concept plans. A reasonable density range for the local market and this site is 15 - 22 dwelling units per acre. Using an average of 18 du. / acre, a total of 1,350 dwelling units could be provided. As a

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Planned Unit Development, the plan will include considerable open space within the 75 acres of development area plus approximately 50 additional acres of public and community open space. The final density may vary modestly.

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

No residential units will be eliminated.

- c. **Proposed measures to reduce or control housing impacts, if any.**

Development of the site will take place over a period of many years in several phases.

10. AESTHETICS

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

Detailed site and architectural design has not been completed. The city's R4 Multi-family Residential zone allows 150 foot maximum building height. The Master Planned Unit Development Plan would seek a 55 foot maximum building height. Final design of structures will need to be approved by the city.

- b. **What views in the immediate vicinity would be altered or obstructed?**

Views of the existing gravel pit from Government Way and from the Spokane Falls Community College Student Lodge will be eliminated and replaced by views more compatible to adjacent uses - the college, adjacent housing and public open space to the south. Views of the site from across the Spokane River will be largely unchanged from lower elevations due to stands of mature trees to remain in the 200 foot shoreline zone.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

Architectural and site design standards would provide compatibility between new development and existing structures. Commercial and residential development as well as gravel pit reclamation will include substantial open space and landscaping.

11. LIGHT AND GLARE

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Commercial lighting along Government Way and Fort Wright Drive can be expected. Street lights and individual residential and landscape lighting will be installed in the residential portions of the project.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

No. Significant views of the river will be preserved with the retention of natural vegetation along the 200 foot shoreline zone.

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- c. **What existing off-site sources of light or glare may affect your proposal?**

None.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

Well designed lighting schemes would mitigate many potential light impacts of the proposed project. Particular attention should be paid to the potential light and glare intrusions on adjacent residences and across the river. The lighting schemes should be designed so that on-site light sources are subdued and that no glare intrudes on the adjoining residential neighborhood. Lighting impacts would be mitigated by the use of directional, (sharp cut-off) non-glare types of security and street lighting.

12. RECREATION

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

The annexation area is adjacent to the County's Palisades Park. Riverside State Park is located adjacent to the project site. Spokane Falls Community College, located adjacent to the site, provides an abundance of formal and informal recreational opportunities. The Spokane River Centennial Trail is located along the river. Indian Canyon and Downriver Golf Courses are city-owned courses and located within a few miles of the annexation area.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

No.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

No specific recreational plans have been proposed for the project site. The State is considering the construction of the Centennial Trail on this site near the river.

13. HISTORIC AND CULTURAL PRESERVATION

- a. **Are there any places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

No.

- b. **Generally describe any landmarks or evidence of historic archaeological, scientific or cultural importance known to be on or next to the site.**

None known.

- c. **Proposed measures to reduce or control impacts, if any:**

N/A

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14. TRANSPORTATION

- a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

Government Way, located along the project's western boundary, is presently identified as a County Principal arterial. The annexation will incorporate the full road right-of-way adjacent to the site. Fort Wright Drive is a city-owned principal arterial and borders the project on the north. Access is expected at a minimum of two locations on each of these two arterials.

- b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Transit service (STA) is available along Fort Wright and government Way. With substantial new development, on-demand stops can be located at entrances off both streets. These potential stops would be within 1,750 or less feet of the center of the site.

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**

Based on the density projections from 8. LAND AND SHORELINE USE, item i, total parking spaces at build out could be in the range of 2,900 - 3,000 spaces. No existing parking spaces would be eliminated.

- d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private).**

The individual projects to be developed in the annexation area will require construction of new roadways. These are expected to be a combination of public and private roads. The location and design of these roadways will require approval by the City and are not specifically proposed at this time.

Improvements to Government Way and Fort Wright may be warranted in the future, but none are proposed at this time.

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

No. The annexation area is, however, located within Spokane International Airport's "Substantial Noise Impact Area". The airport itself is approximately three miles to the southwest.

- f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak would occur.**

Based on density projections from 8. LAND AND SHORELINE USE, item i:

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<u>Use</u>	<u>Size</u>	<u>Trips*</u>	<u>Peak Time</u>
Commercial Office/Flex	294,000 SF	3171	7-9 AM
Convenience Retail	15,000 SF	7100	4-6 PM
Multi-family Residential	1,350 du's	8735	4-6 PM

*Based on Institute of Transportation Engineer's *TRIP GENERATION*, 5TH edition.

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

Each specific project within the annexation area will be subject to review. Mitigating measures appropriate for each project will be identified and required as conditions for approval.

15. PUBLIC SERVICES

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

Law enforcement services within the annexation area are currently provided by the Spokane County Sheriff's Department. Following annexation, the responsibility for service would shift to the City of Spokane Police Department and therefore increase the demands on the City Police Department. Increased human activity may cause some increase in the demand for service from the County Sheriff's Department near the annexation area. The addition of new residences and commercial, office, and industrial uses to the area would result in an increased demand for fire and police protection as well as medical care and school facilities.

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

Fire hydrants would be installed within the annexation area to increase fire fighting capabilities in the event of a fire. High quality composition roofing could be used instead of wood shake roofing. The project site will be designed so that both pedestrian and vehicular access to the project site from the local transportation network and within the site would be efficient in terms of traffic flow and reduced accident potential. On-site roadways are designed primarily as connected, through or loop routes to provide ease of local vehicular, bicycle and pedestrian access. The roadways and access will be maintained year-round to provide unobstructed access to the site for emergency vehicles. The increased tax revenues from this development could help to enhance the currently available public services.

To lesson the immediate demands on public services, this development would be completed in phases over many years.

16. UTILITIES

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

There is an existing well on-site.

SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-960) Section 11.10230(1)

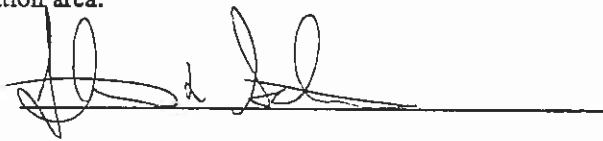
- b. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity, telephone and refuse service are currently available on or near the annexation area and will require connection to the individual structures. Public sewer and water systems will need to be extended to serve the site. Sewer is anticipated to be installed in Fort Wright Drive to connect with the Spokane Falls Community College line which extends northeast across the river.

A new water line in Fort Wright Drive from this site to the City's existing line at Elliott Drive is expected to be necessary to provide public water to the project. An additional water storage facility may also be necessary on-site. Final utility designs will be prepared once the ultimate uses are determined.

Natural gas and cable television will need to be extended from the college to serve the annexation area.

C. SIGNATURE

A handwritten signature in black ink, consisting of stylized, overlapping loops and a long horizontal stroke at the end, positioned over a solid horizontal line.

I, the undersigned, swear under the penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency may withdraw any determination of nonsignificance that it might issue in reliance upon this checklist.

SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-960) Section 11.10230(1)

Date: 7/25/95

Proponent: Mark Murphy, Interstate Concrete and Asphalt,
c/o Stan Schultz, Witherspoon, Kelley, Davenport & Toole,

(Please print or type)

Proponent: Stan Schultz

Address: 1100 US Bank Building

Phone: (509) 624-5265

Spokane, WA 99201

Person completing form: Frank R. Ide, Taylor Engineering, Inc. Date: May 26, 1995

Phone: (509) 328-3371

FOR STAFF USE ONLY

Staff Member(s) Review Checklist: _____

Based on this staff review of the environmental checklist and other pertinent information, the staff:

- A. _____ Concludes that there are no probable significant adverse impacts and recommends a determination of nonsignificance.
- B. _____ Concludes that probable significant adverse environmental impacts do exist for the current proposal and recommends a mitigated determination of nonsignificance with conditions.
- C. _____ Concludes that there are probable significant adverse environmental impacts and recommends a determination of significance.

FILING FEE - \$75.00

EXHIBIT E



SPOKANE ENVIRONMENTAL ORDINANCE

File No. _____

(WAX 197-11-970) Section 11.10.230(3) Determination of non-significance (DNS)

~~MITIGATED~~
DETERMINATION OF NON-SIGNIFICANCE*

Description of proposal GOVERNMENT WAY ANNEXATION (135+ acres)

Proponent Central Pre-Mix

Location of Proposal, including street address, if any _____

South of Fort George Wright Drive and east of Government Way

Lead agency City of Spokane

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

[] There is no comment period for this DNS.

[x] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by October 13, 1995.

Responsible Official Charles L. Dotson

Position/Title Planning Services Director Phone No. (509) 625-6060

Address City Hall, Room 200, W. 808 Spokane Falls Blvd., Spokane WA 99201-3329

Date September 27, 1995 Signature Chas Dotson

You may appeal this determination to (name) City Plan Commission

at (location) City Hall, Room 200, W. 808 Spokane Falls Blvd., Spokane WA 99201-3329

no later than (date) October 24, 1995

by (method) Appeal Form from the Planning Services Dept., Room 200, City Hall

You should be prepared to make specific factual objections. Contact _____

Marion Hess, Sr. Planner to read or ask about the procedures for SEPA appeals.

e attached mitigation measures.

BACKGROUND:

THIS "NON-PROJECT" GOVERNMENTAL ACTION INVOLVES THE MOVING OF THE EXISTING CITY LIMITS WESTWARD TO INCLUDE APPROXIMATELY 135 ACRES OF UNINCORPORATED TERRITORY. ANNEXATION ACTIONS ARE EXEMPT FROM SEPA REVIEW. HOWEVER, SEPA REVIEW IS PREPARED ONLY FOR CHANGING LAND USE PLANS AND FOR CHANGING ZONING.

THE AREA HAS DEVELOPED IN THE COUNTY WITH MINING ZONE (MZ) AND URBAN RESIDENTIAL 22 (UR-22) LAND USES. THE COUNTY LAND USE PLAN IDENTIFIES THE SUBJECT AREA AS APPROPRIATE FOR "RURAL" DEVELOPMENT. THE EXISTING GRAVEL PIT AND APARTMENTS WERE APPROVED UNDER A PRIOR LAND USE PLAN AND ZONING WHICH ALLOWED THESE USES. THE AREA WILL DEVELOP AS CITY UTILITY INFRASTRUCTURE IS PROVIDED IN ACCORDANCE WITH THE PROPOSED SCHEMATIC DEVELOPMENT PLAN. (IT IS ASSUMED THAT THE COUNTY WOULD CHANGE THEIR LAND USE PLAN AND ZONING TO ACCOMMODATE THE PROPOSED DEVELOPMENT PLAN SCHEMATIC IN ORDER TO REHABILITATE AN EXISTING GRAVEL PIT).

SPECIFIC DEVELOPMENT PROJECTS LOCATED WITHIN THE ANNEXATION AREA WILL BE ADDRESSED BY SEPA IN FUTURE PROPOSALS, AND, ARE NOT A PART OF THIS PROPOSED ACTION. PROJECTS COMPLETED, OR PRESENTLY BEING DEVELOPED IN THE COUNTY, HAVE ALREADY BEEN ADDRESSED BY SEPA.

ASSUMING THE AREA IS ANNEXED, THE FOLLOWING MITIGATING MEASURES ARE DEEMED NECESSARY TO PROVIDE CITY SERVICES TO THE AREA AS IT DEVELOPS OVER TIME IN ACCORDANCE WITH THE PROPOSED DEVELOPMENT SCHEMATIC:

1. AIR:

DUST FROM FUTURE CONSTRUCTION ACTIVITY WILL BE CONTROLLED AS REQUIRED BY SCAPA. EXISTING AND FUTURE CARBON MONOXIDE EMISSIONS WILL BE CONTROLLED IN ACCORDANCE WITH EPA STANDARDS.

2. ZONING:

CITY ZONING IS TO BE GENERALLY AS INDICATED IN THE SEPA CHECKLIST AND AS APPROVED BY THE CITY. CITY ZONING WILL BE GENERALLY LESS INTENSE THAN THE EXISTING COUNTY "MINING" ZONING. CITY ZONING WILL HAVE A "PLANNED UNIT DEVELOPMENT" OVERLAY WITH EXTENSIVE LANDSCAPING TO BUFFER THE FUTURE RESIDENTIAL ZONING FROM THE FUTURE HEAVY COMMERCIAL ZONING LOCATED AT THE CORNER OF FORT GEORGE WRIGHT DRIVE AND GOVERNMENT WAY. THIS "PUD" ZONING IS CONSISTENT WITH ADDRESSING FUTURE DEVELOPMENT UTILIZING A SEPA "PHASED REVIEW" PROCESS.

3. COMPREHENSIVE PLAN:

THE CITY COMPREHENSIVE LAND USE PLAN WILL BE GENERALLY AS INDICATED IN THE SEPA CHECKLIST AND AS APPROVED BY THE CITY.

4. TRANSPORTATION:

MEASURES TO MITIGATE FUTURE TRAFFIC CIRCULATION NEEDS AND COSTS WILL BE GENERALLY AS DESCRIBED IN THE SEPA CHECKLIST AND AS PROJECTED BY THE SPOKANE

REGIONAL TRANSPORTATION COUNCIL TRAFFIC GENERATION MODELING STUDY, OR BY A CITY TRAFFIC STUDY. FUTURE ARTERIAL AND STREET IMPROVEMENT NEEDS WILL BE ANALYZED BY THE CITY TO DETERMINE AN ACCEPTABLE LEVEL OF SERVICE, CALCULATE COSTS, AND ESTABLISH FEES BASED ON COSTS AND NUMBER OF UNITS. THE FEES WILL BE COLLECTED AT THE TIME A BUILDING PERMIT IS ISSUED FOR EACH NEW BUILDING CONSTRUCTED WITHIN THE AREA AND FROM ANY NEWLY PLATTED LOT.

FUTURE STREET R/W MAY BE INCREASED DUE TO MANAGEMENT OF STORM WATER RUNOFF IN ACCORDANCE WITH CITY STANDARDS. STREET R/W AND DESIGN WILL COMPLY WITH CITY STANDARDS AS CONTAINED IN THE CITY ARTERIAL STREET PLAN.

THE DEVELOPER WILL HAVE TO MITIGATE FUTURE TRAFFIC IMPACT UPON THE EXISTING TRANSPORTATION SYSTEM AT THE TIME THE PROPOSED DEVELOPMENT SCHEMATIC IS IMPLEMENTED. THIS WILL REQUIRE A "PHASED " SEPA ENVIRONMENTAL REVIEW.

5. PUBLIC SERVICES:

FIRE PROTECTION WILL BE PROVIDED BY THE CITY FIRE DEPARTMENT AFTER ANNEXATION. A MITIGATION AGREEMENT WILL BE NEGOTIATED BETWEEN THE CITY AND FIRE DISTRICT 10 TO PROVIDE A TRANSITION OF SERVICE AND TO MITIGATE FINANCIAL IMPACTS.

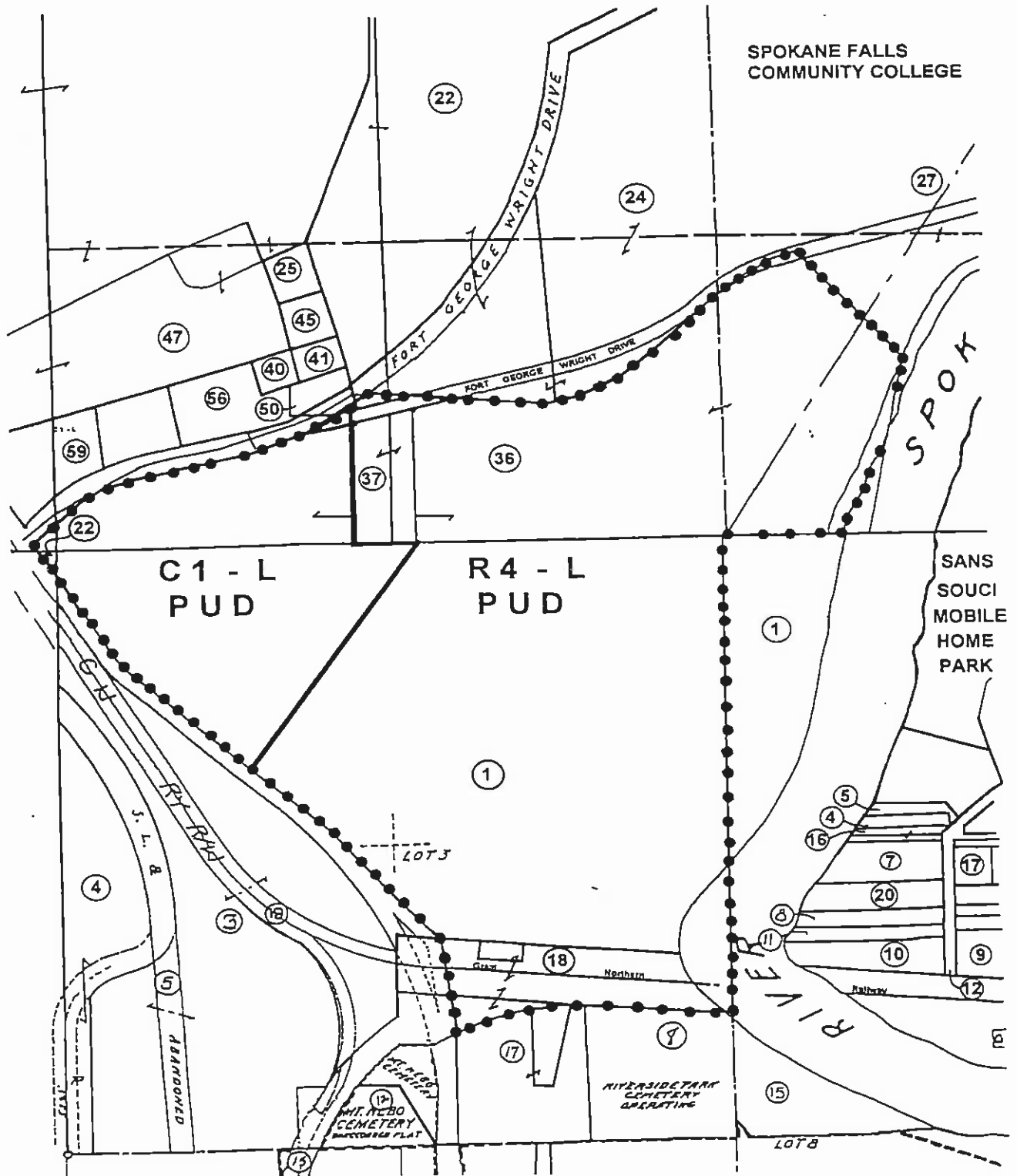
6. ADDITIONAL SEPA REVIEW:

PHASED SEPA ENVIRONMENTAL REVIEW WILL BE CONDUCTED IN THE FUTURE AS THE PROPOSED DEVELOPMENT SCHEMATIC IS IMPLEMENTED THROUGH SPECIFIC DEVELOPMENT PROJECTS.

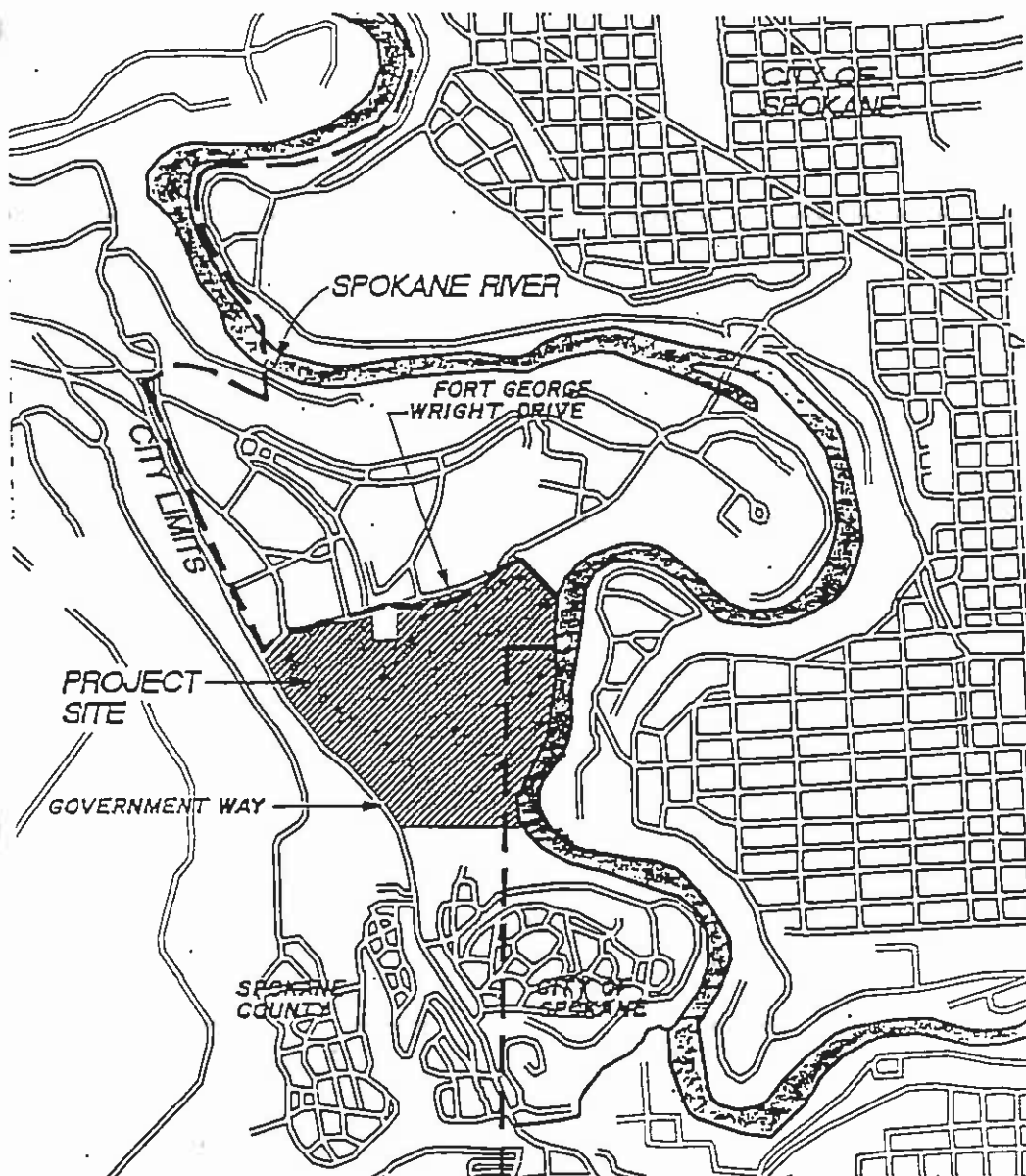
SEPTEMBER 27, 1995

A:GWMDNS1

GOVERNMENT WAY ANNEXATION AREA
ADOPTED CITY ZONING
DECEMBER 18, 1995



C31749

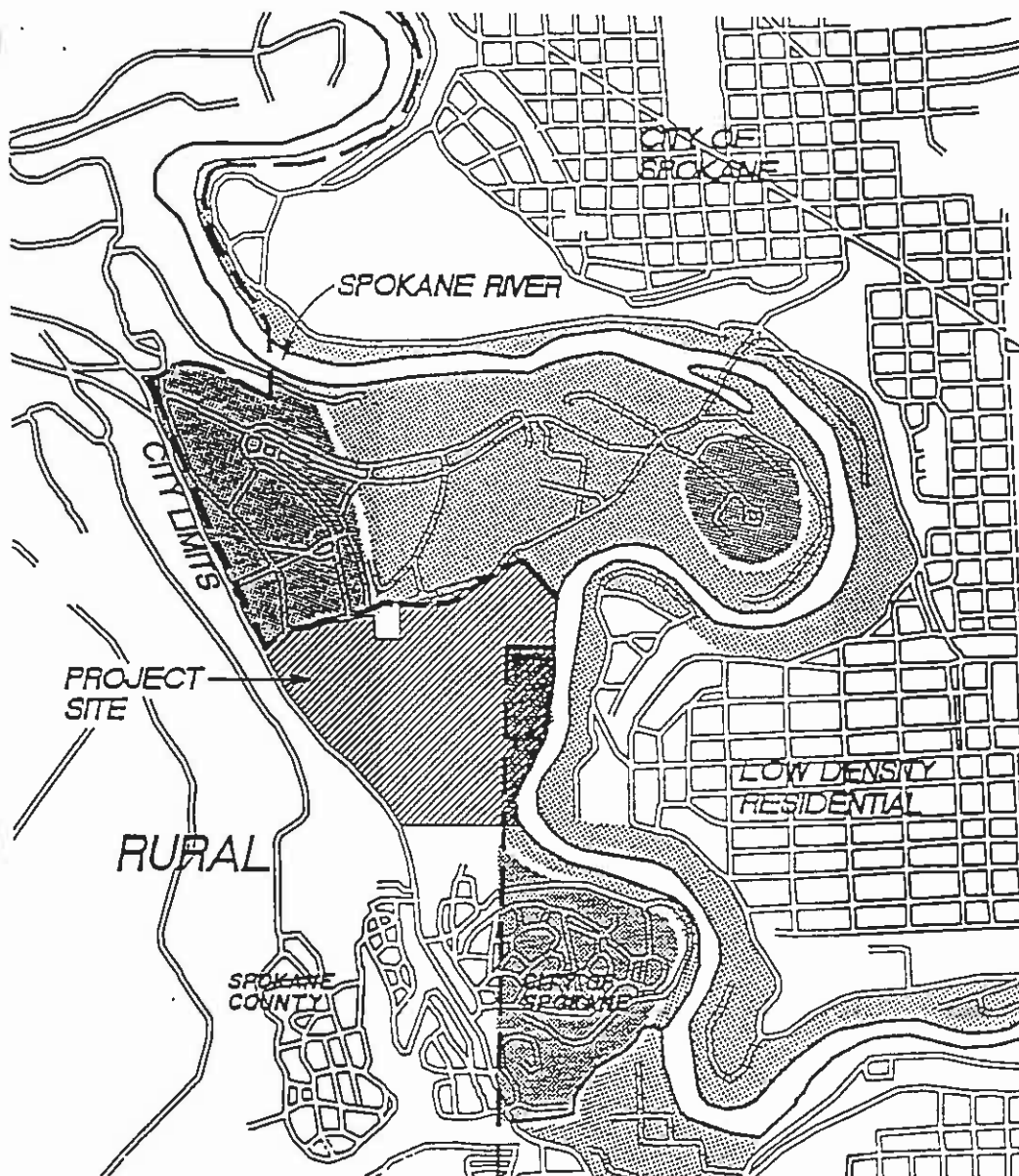


FORT GEORGE WRIGHT MASTER PLAN

1
NORTH.

ZGF
TAYLOR ENGINEERING

Figure 1



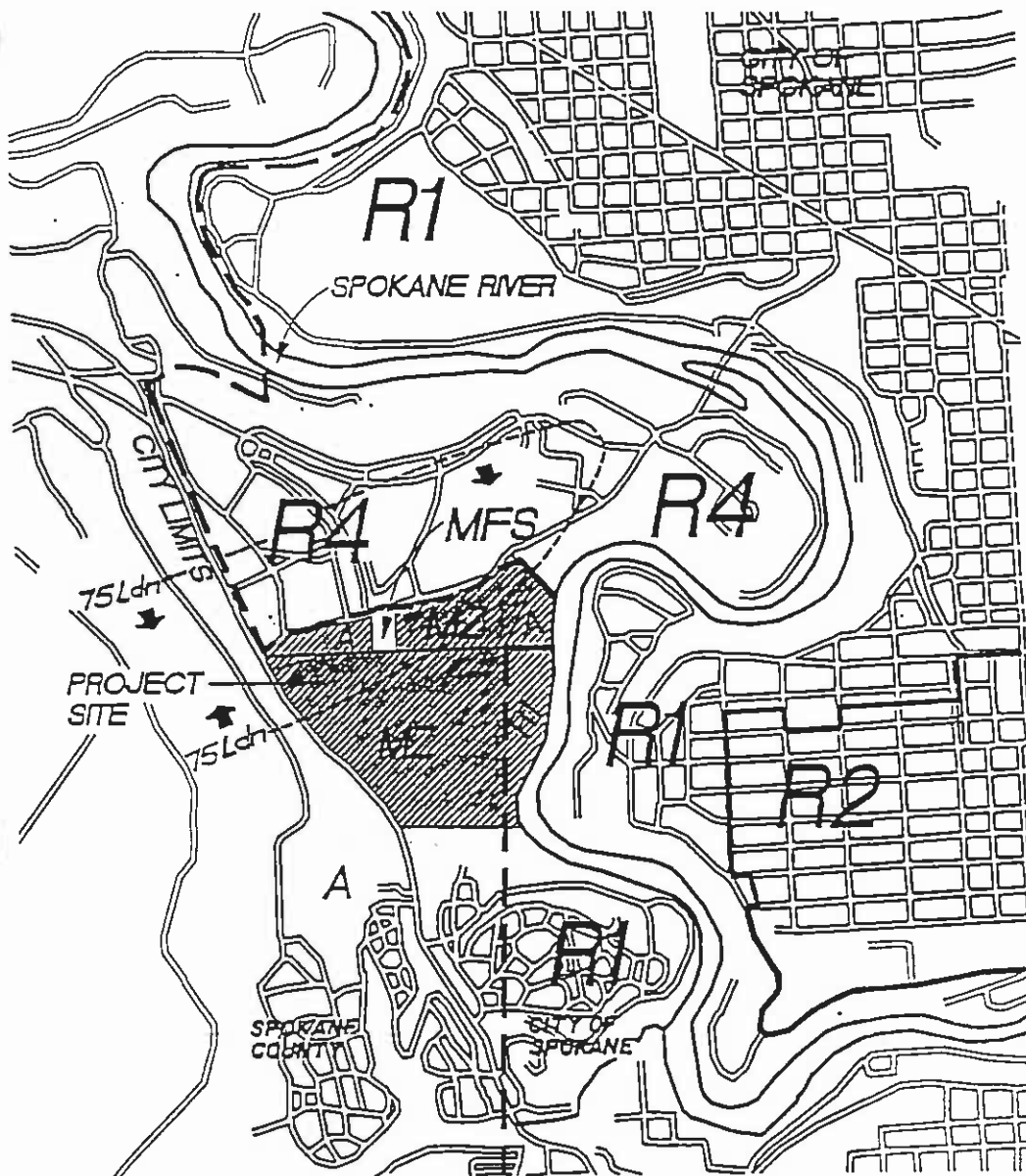
LAND USE

FORT GEORGE WRIGHT MASTER PLAN

I
NORTH.

ZGF
TAYLOR ENGINEERING

Figure 2



ZONING

COUNTY OF SPOKANE

MFS

MZ Mining

A Agricultural

CITY OF SPOKANE

R1 Single Family Residential

R2 Two Family Residential

R4 Multi Family Residential

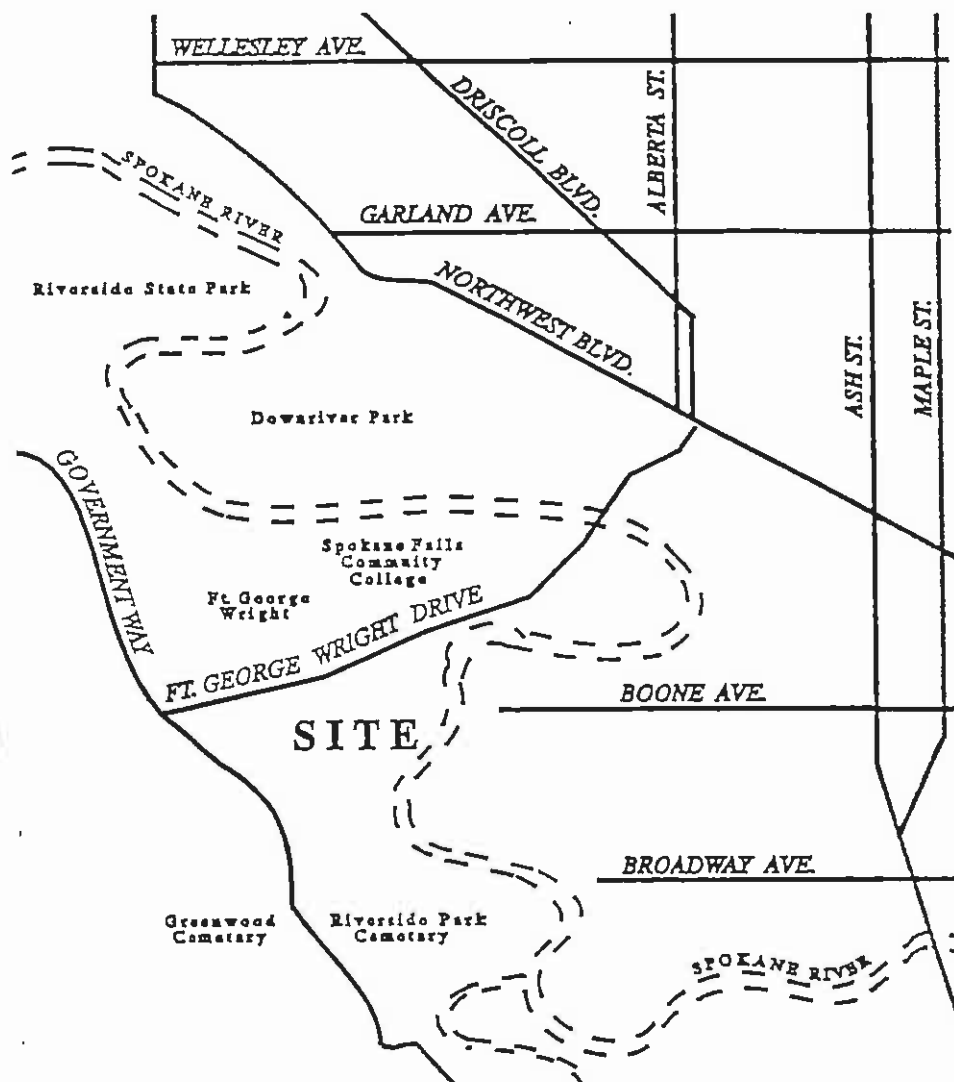
FORT GEORGE WRIGHT MASTER PLAN



NORTH.

ZGF
TAYLOR ENGINEERING

Figure 3



EXISTING VEHICULAR CIRCULATION

FORT GEORGE WRIGHT MASTER PLAN



NORTH.

ZGF
TAYLOR ENGINEERING

Figure 4

CITY OF SPOKANE

FORT GEORGE WRIGHT DRIVE

GOVERNMENT WAY

SPOKANE RIVER

CITY OF SPOKANE

PROPOSED SITE ANNEXATION

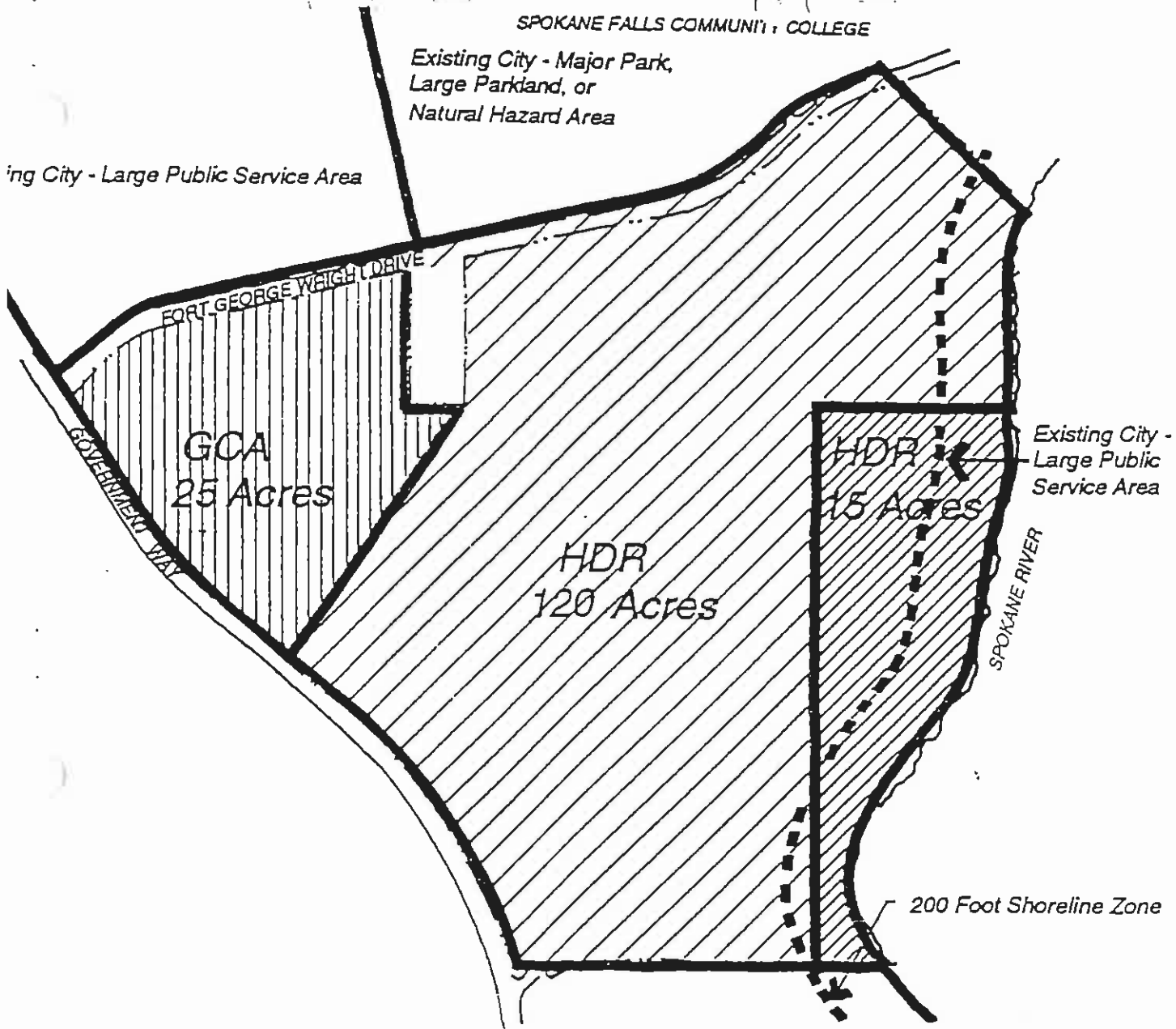
- \\ Areas of site proposed to be annexed into City of Spokane
- * Other sites proposed to be part of annexation into City of Spokane

FORT GEORGE WRIGHT MASTER PLAN

NORTH 0 250 500

ZGF
TAYLOR ENGINEERING

Figure 5



PROPOSED COMPREHENSIVE PLAN MAP CHANGES

||||||| Change from Existing County Rural to City General Commercial Area

////// Change from Existing County Rural to City High Density Residential

//////// Change from Existing City Major Park, Large Parkland, or Natural Hazard Area to High Density Residential

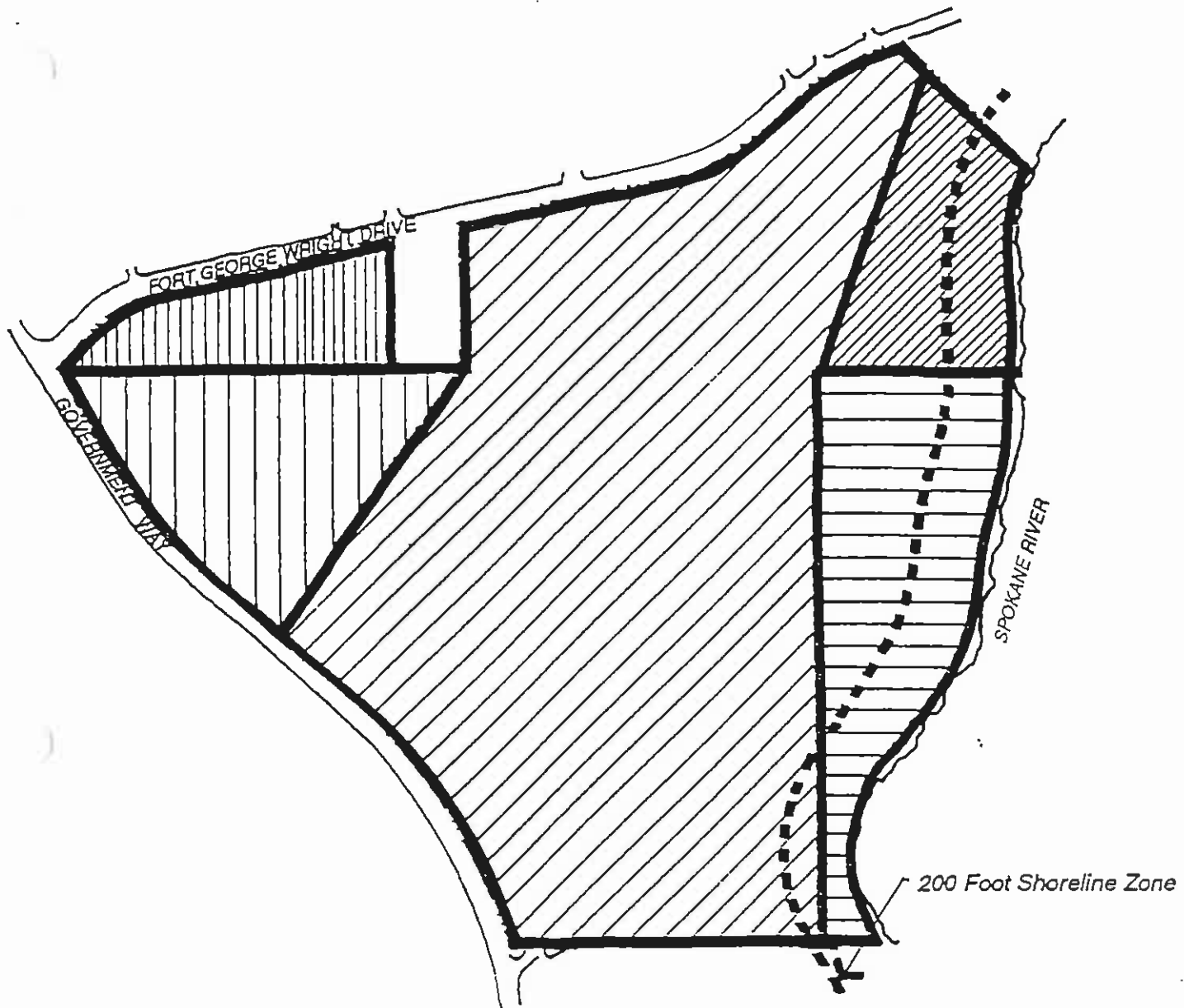
Note: Acreages are approximate

FORT GEORGE WRIGHT MASTER PLAN

NORTH 0 250 500

ZGF
TAYLOR ENGINEERING

Figure 6



PROPOSED SITE ZONE CHANGES

- ||||| Change From County A to City C1 PUD*
- ||||| Change From County MZ to City C1 PUD*
- ///// Change From County A to City R4 PUD*
- /// Change From County MZ to City R4 PUD*
- ==== Change from Existing City R1 to R4 PUD*

* Proposed Planned Unit Development Master Plan with additional requirements for building height, bulk, architectural compatibility, open space, pedestrian circulation, landscaping, Centennial trail Access, shoreline protection, etc. - regulated through adopted design guidelines and standards.

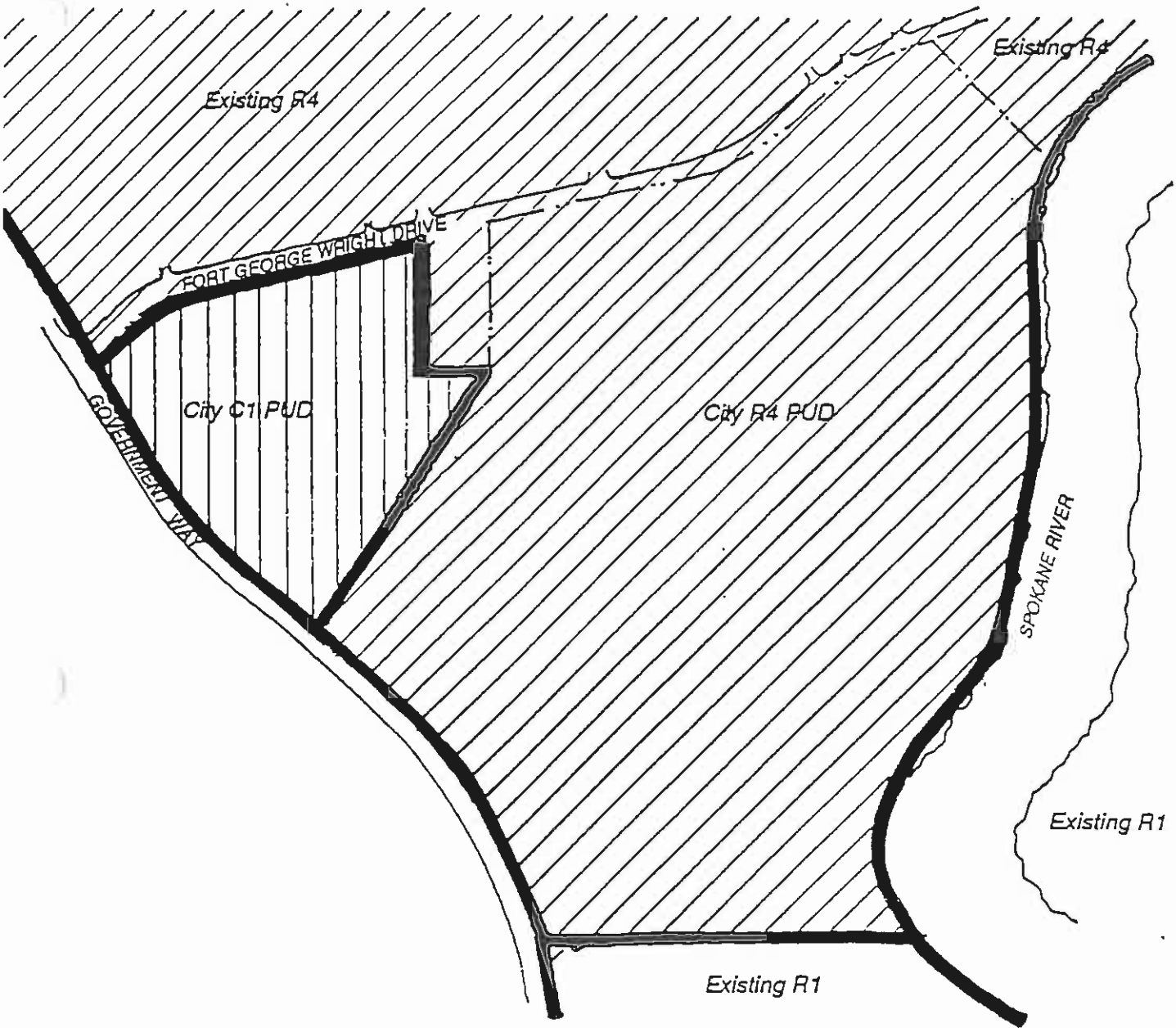
FORT GEORGE WRIGHT MASTER PLAN

NORTH 0 250 500

ZGF
TAYLOR ENGINEERING

Figure 7

SPOKANE FALLS COMMUNITY COLLEGE



PROPOSED ZONING AT ANNEXATION

/// City R4 PUD

||| City C1 PUD

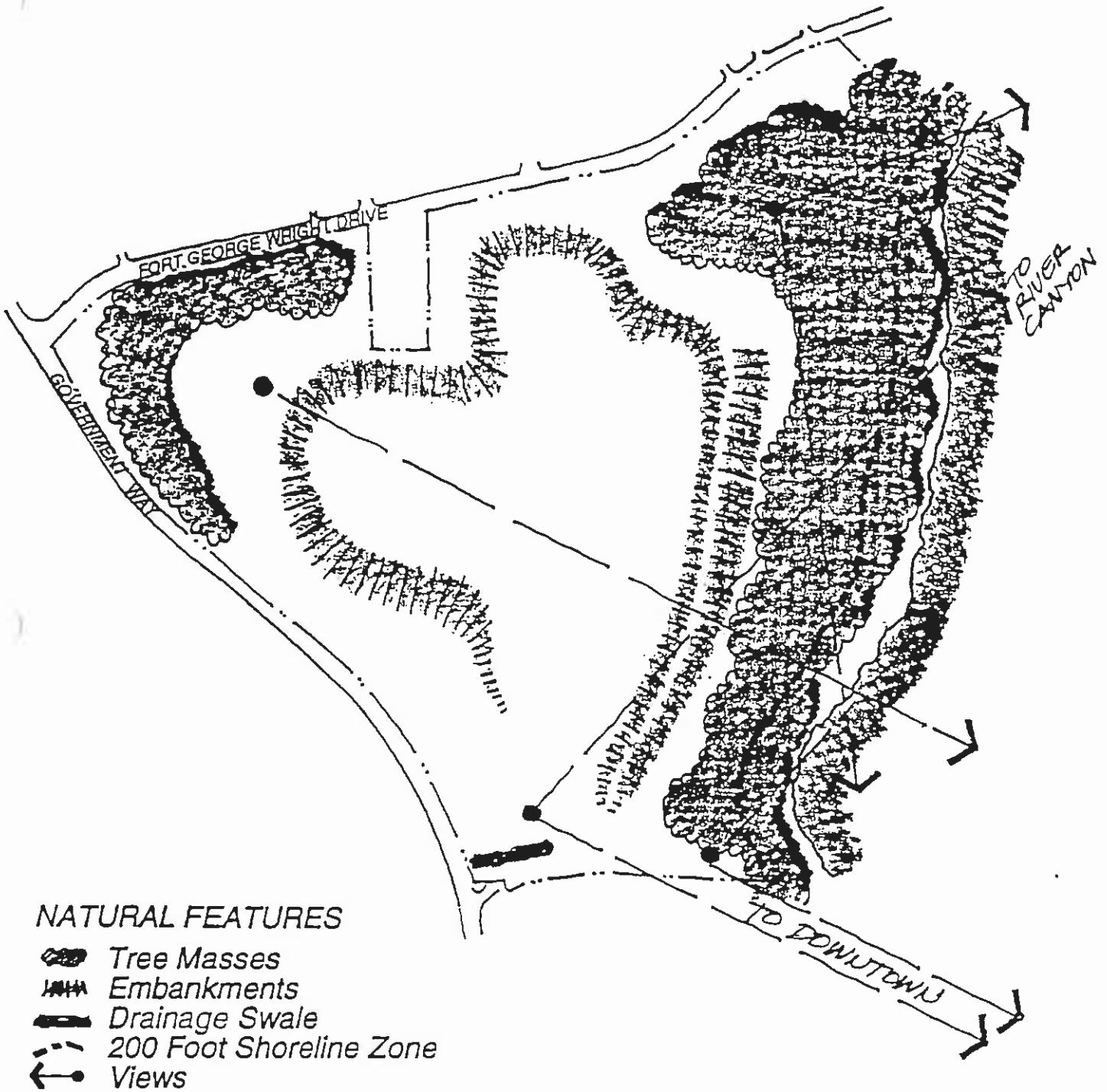
FORT GEORGE WRIGHT MASTER PLAN

1 0 250 500
NORTH

ZGF
TAYLOR ENGINEERING

Figure 8

SPOKANE FALLS COMMUNITY COLLEGE



NATURAL FEATURES

- Tree Masses
- Embankments
- Drainage Swale
- 200 Foot Shoreline Zone
- Views

FORT GEORGE WRIGHT
MASTER PLAN

NORTH 0 250 500

ZGF
TAYLOR ENGINEERING

Figure 9

SPOKANE FALLS COMMUNITY COLLEGE



OPEN SPACE CONCEPT:
MULTIPLE LINEAR GREENWAYS

FORT GEORGE WRIGHT MASTER PLAN

1 1 1 1
NORTH 0 250 500

ZGF
TAYLOR ENGINEERING

Figure 10

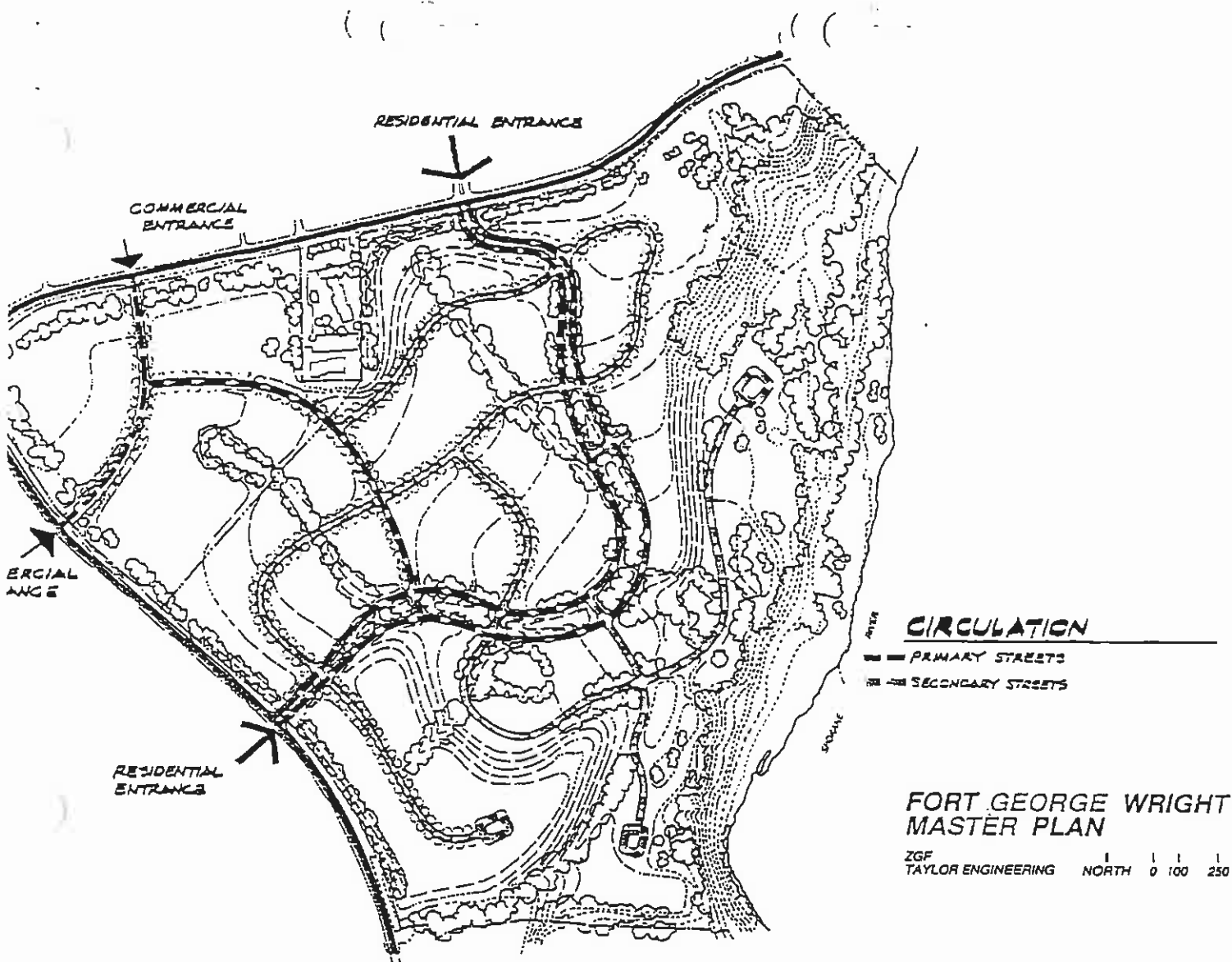


Figure 11

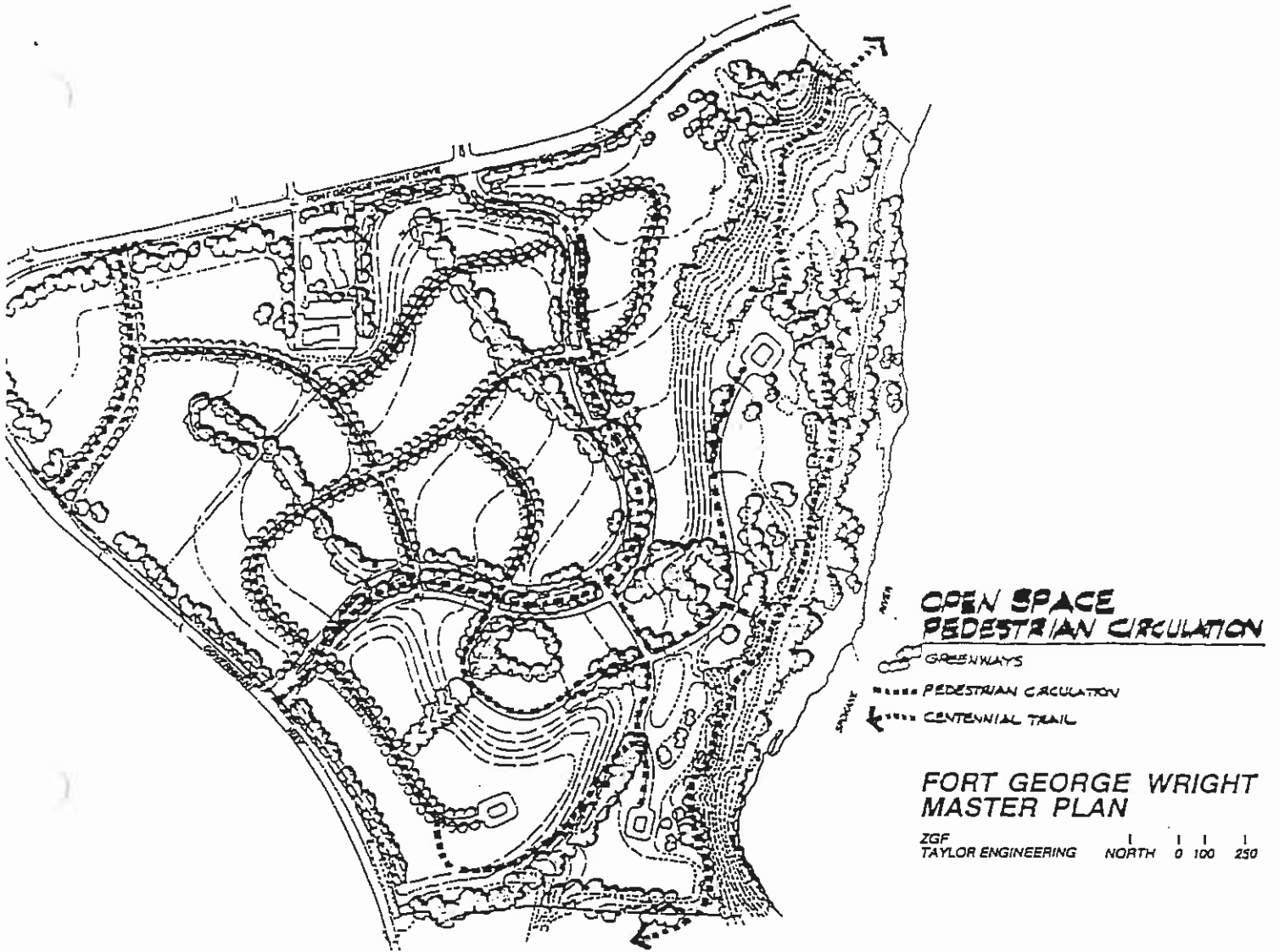


Figure 12

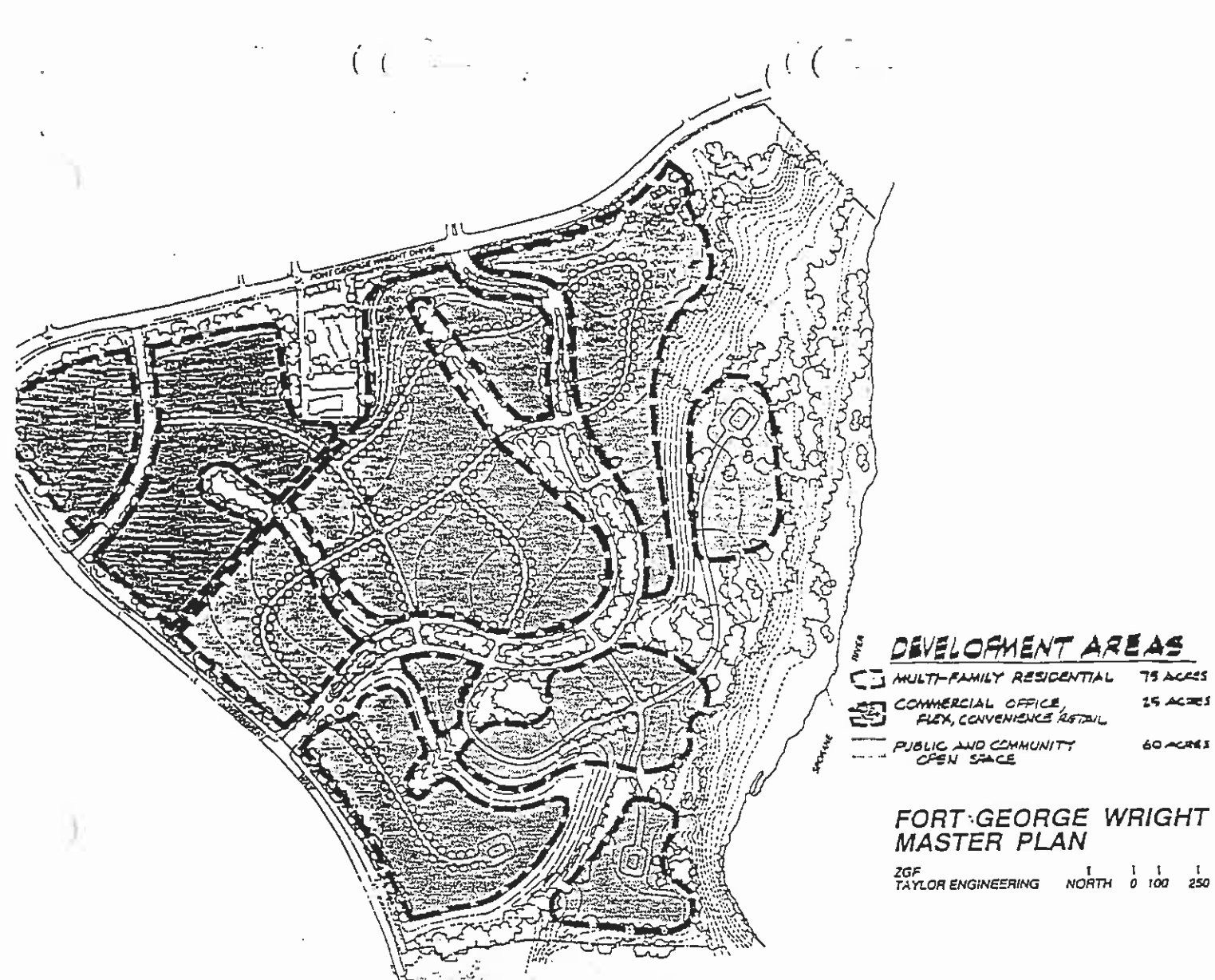


Figure 13

10-14-96

ORDINANCE NO. C - 31748

AN ORDINANCE annexing 135 acres of contiguous unincorporated territory to the City of Spokane, providing for indebtedness and conditioning development on adequate City utilities, services and Plan Commission conditions;

WHEREAS, public hearing of October 11, 1995, was held before the City Plan Commission; and a public meeting held December 18, 1995 by the City Council; and,

WHEREAS, the Spokane County Boundary Review Board approved the proposed annexation on August 12, 1996; and,

WHEREAS, among the major considerations weighing in favor of annexation, are: The annexation is consistent with the City's adopted Growth Management Plan (July, 1984) and the Annexation Policy and Program contained in the plan, the annexation area is slated for development over the next ten years and will be developed as City utilities are extended; the annexation area utilizes man-made boundaries; the area is adjacent to and part of the Fort George Wright area located to the north inside the City Limits; the area lies within the City's Water and Sewer Service area boundary; the City of Spokane is the only governmental agency in the area capable of providing all the needed services for future growth and development of the area; the overall fiscal impacts to the City are positive; the annexation will improve the economic base of the City and provide additional housing and business; the annexation is a logical extension to the existing City Limits and will not cause a significant adverse impact on the existing environment; the annexation is generally consistent with the County's adopted GMA policies; and

WHEREAS, a SEPA Mitigated Determination of Non-Significance was signed on October 13, 1995 by the City's Responsible Official identifying the annexation as not being a major action that will have a significant adverse impact on the environment, but will facilitate the provision of adequate City utility facilities thereby minimizing the risk of environmental degradation that would result from development of this area without full City utilities; now,

THEREFORE, THE CITY OF SPOKANE DOES ORDAIN:

SECTION 1.

THAT area consisting of 135 acres more or less situated in Spokane County, Washington and legally described as follows:

A portion of SECTIONS 11 AND 14, TOWNSHIP 25 NORTH, RANGE 42 E.W.M.

Beginning at the intersection of the south line of the SPOKANE, PORTLAND, AND SEATTLE RAILWAY COMPANY'S south right of way line and the east line of GOVERNMENT WAY in the NW 1/4 OF SECTION 14, T25N,

C31748
H/G - 1

R42 EWM; thence north along said east line of GOVERNMENT WAY right of way to the intersection of the existing CITY LIMITS in the vicinity of FORT GEORGE WRIGHT DRIVE, thence easterly, southeasterly, southwesterly, westerly, and southerly along said CITY LIMITS to the intersection of the south line of the GREAT NORTHERN RAILROAD right of way on or near the center section line of SECTION 14, T25N, R42 EWM; thence westerly along the southerly rights of way of the GREAT NORTHERN RAILROAD and the SPOKANE, PORTLAND, AND SEATTLE RAILWAY COMPANY to the point of beginning.

SECTION 2.

THAT the above described territory shall become part of the City of Spokane 30 days after the passage of this ordinance and shall be for all purposes subject to all ordinances, resolutions, and laws whatsoever of the City of Spokane as are or may hereafter be in force, including the Plan Commission conditions; and shall be assessed and taxed in accordance with law as the same rate and on the same basis as other property within the City of Spokane is assessed and taxed to pay for all or any portion of outstanding indebtedness of the City of Spokane as approved by voters, contracted or incurred prior to or existing at the effective date of this ordinance; and this ordinance shall not relieve or release any property hereby annexed from any taxes or assessments levied against it or from any liability for payment of outstanding bonds(s) or warrant(s) issued prior to the effective date here of.

PASSED THE CITY COUNCIL November 18, 1996


MAYOR

ATTEST: Loni ARjister
CITY CLERK

APPROVED AS TO FORM:

Pat Dahl
ASSISTANT CITY ATTORNEY

The map depicts the Spokane Falls area, with the Spokane River flowing along the right side. Key features include:

- Streets and Roads:** Fort George Wright Drive runs diagonally across the upper portion of the map. A road labeled 'S. L. & R. ROAD' runs along the left side, with a 'HANDSOME' label nearby. A 'RAILROAD' line is shown running horizontally across the middle.
- Landmarks and Parks:** 'SPOKANE FALLS COMMUNITY COLLEGE' is located in the upper right. 'SANS SOUCI MOBILE HOME PARK' is situated on the right side. 'RIVERSIDE PARK CEMETERY' is labeled as 'OPERATING' at the bottom center, while 'MT. NEBO CEMETERY' is marked as 'HANDSOME FLAT' at the bottom left.
- Numbered Lots and Areas:** Numerous numbered circles are scattered throughout the map, representing individual lots or specific points of interest. These numbers include 1, 4, 5, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 22, 24, 25, 27, 36, 37, 40, 41, 45, 47, 50, 56, and 59.
- Other Labels:** 'LOT 3' is indicated in the center, and 'LOT 8' is at the bottom right. A 'RAILROAD' line is also labeled near the bottom right.

C3174E
H/G

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 2
To STEVE HAYNES	From FRANK (DE)	
Co. City Planning	Co.	
Dept.	Phone # 3283371	
Fax # 625-6013	Fax #	

First Reading held:
10-14-96

AN ORDINANCE ZONING the area known as GOVERNMENT Way Annexation, being 135 acres more or less of unincorporated territory contiguous to the City of Spokane located at Government Way and Fort George Wright Drive; said land being annexed to the City of Spokane, Washington; by amending the City of Spokane's Official Zoning Map.

WHEREAS, public hearing of October 11, 1995 on the annexation Land Use Plan and proposed Zoning was held before the City Plan Commission, and a public meeting before the City Council on December 18, 1995; and,

WHEREAS, a Comprehensive Plan for High Density Residential and General Commercial has been developed for the 135 acres annexation area described below; and the area inside the City to the north is zoned "R-4" Multi Family Residence; and,

WHEREAS, a SEPA Mitigated Determination of Non-Significance was signed October 13, 1995 by the City's Responsible Official identifying the Land Use Plan and Zoning as not being a major action that will have a significant adverse impact on the environment; now,

THEREFORE, THE CITY OF SPOKANE DOES ORDAIN:

SECTION 1.

That the Official Zoning Map of the City of Spokane be amended to include the area consisting of 135 acres more or less situated in Spokane County, Washington and legally described as follows:

A PORTION OF SECTIONS 11 AND 14, TOWNSHIP 25 NORTH, RANGE 42 E.W.M. Beginning at the intersection of the south line of the SPOKANE, PORTLAND, AND SEATTLE RAILWAY COMPANY'S south right of way line and the east line of GOVERNMENT WAY in the NW 1/4 OF SECTION 14, T25N, R42 EWM; thence north along said east line of GOVERNMENT WAY right of way to the intersection of the existing CITY LIMITS in the vicinity of FORT GEORGE WRIGHT DRIVE, thence easterly, southeasterly, southwesterly, westerly, and southerly along said CITY LIMITS to the intersection of the south line of the GREAT NORTHERN RAILROAD right of way on or near the center section line of SECTION 14, T25N, R42 EWM; thence westerly along the southerly rights of way of the GREAT NORTHERN RAILROAD and the SPOKANE, PORTLAND, AND SEATTLE RAILWAY COMPANY to the point of beginning.

SECTION 2.

That a portion of the above described territory shall be zoned "C1-L PUD" Commercial Category 1 Limited P.U.D. Zone described as follows:

C31749
H/B -

A tract of land in the southwest quarter of Section 11, Township 25 North, Range 42 East, . W.M., in Spokane County, Washington, described as follows:

Beginning at the southwest corner of said Section 11; thence north $32^{\circ}33'15''$ west a distance of 158.1 feet to the center line of Fort George Wright Drive; thence east along said centerline 1354.22'; thence turning 90° to the right a distance of 30 feet to the south r/w line and the west property line of the Fort Wright Apartments; to point of beginning; thence south $0^{\circ}54'32''$ west 505 feet; thence north $89^{\circ}50'49''$ east 223 feet; thence south 45° west to the intersection with the east line of Government Way; thence north to the intersection of the south line of Fort George Wright Drive; thence east along said line to p.o.b.

The remaining portion of the annexation will be zoned "R4-L PUD" Multifamily Limited P.U.D. ZONE on the City of Spokane's Official Zoning. (see attached zoning map)

SECTION 3.

This ordinance shall take effect and be in force, if at all simultaneously with Ordinance No. C31748

PASSED THE CITY COUNCIL November 18, 1996

MAYOR 

ATTESTED 

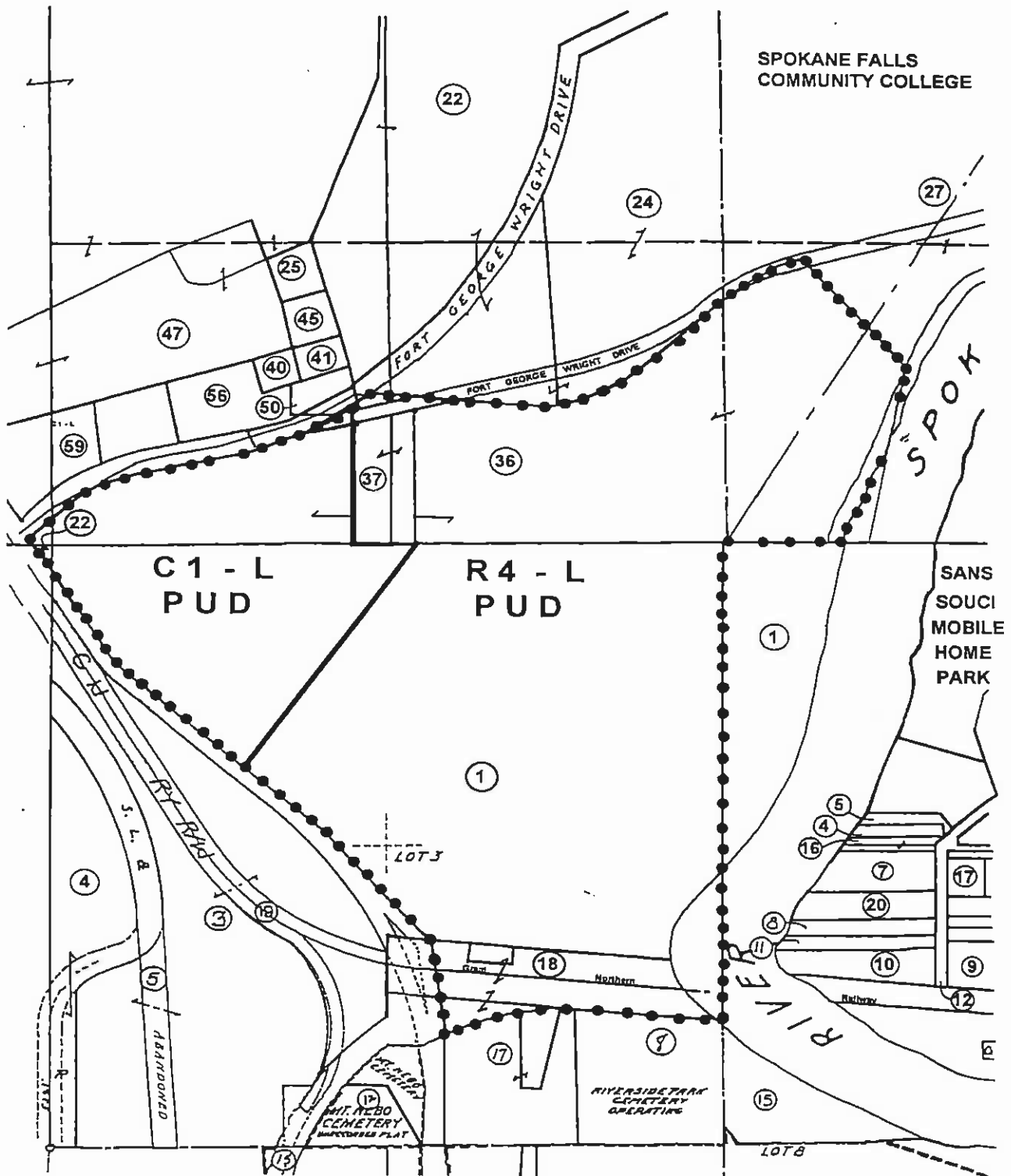
CITY CLERK

APPROVED AS TO FORM:


ASSISTANT CITY ATTORNEY

C31749
H/3-2

GOVERNMENT WAY ANNEXATION AREA
ADOPTED CITY ZONING
DECEMBER 18, 1995



C31749
H/L. 3'

November 13, 1995

MAYOR GERAGHTY
& CITY COUNCIL MEMBERS



RE: CPC RECOMMENDATION FOR THE GOVERNMENT WAY ANNEXATION
LOCATED SOUTH OF FORT GEORGE WRIGHT DRIVE AND EAST OF
GOVERNMENT WAY

This letter transmits the City Plan Commission's recommendation for the above subject
135 acre annexation "Notice of Intent to Annex" as submitted by Central Pre-Mix in
accordance with RCW 35.13.

Plan Commission Public Hearing:

The Plan Commission held a public hearing October 11, 1995 and no one from the area spoke in opposition to the annexation. Proponents expressed their reasons for seeking the annexation as: 1) the area is already developed with urban type land uses (60 unit apartment complex and gravel pit-rock crushing-cement plant establishment), 2) the area is bordered on the north and east by the existing City Limits making the area a logical expansion of the urban City, 3) the County has approved Mining and UR-22 Apartment Zoning for the area which are zones typically found in County "urban areas", 4) the City can provide all public services, including sewer and water, to serve the annexation area, and 5) the petitioner controlling 98% of the area proposes to reclaim an existing huge gravel pit area by filling the pit and constructing a residential - commercial planned unit development complex on the fill.

Issues the Commission addressed included:

FIRE DISTRICT 10: Fire District 10's estimated loss of annual revenue (approximately \$3600/year) from the annexation area is minimal. However, the Commission recommends the Council consider a mitigation agreement at the time the final annexation petition is submitted to Council, if the Council decides to accept the annexation.

GROWTH MANAGEMENT ACT: The GMA objectives and policies were presented by staff and the Commission found them to be adequate for this small annexation area.

DEPARTMENT OF PLANNING SERVICES

CHARLES L. DOTSON, DIRECTOR

Municipal Building / 808 W. Spokane Falls Blvd. / Spokane, Washington 99201-3333

Telephone (509) 625-6060 / Fax (509) 625-6013

LAND USE PLAN. The City's Land Use Plan should be designated as "High Density Residential" for the easterly 110 acres and "General Commercial" for 25 acres located at the southeast corner of Fort George Wright Drive and Government Way. These designations are a change from the County's Land Use Plan "Rural" designation. RCW 35.13 authorizes the City to change the County's Land Use Plan through the annexation process.

ZONING: The High Density Residential area should be zoned R-4L PUD (Multi-Family Residence Limited Planned Unit Development), and, the General Commercial area should be zoned C-1L-PUD (Commercial Category 1 Limited Planned Unit Development). This zoning pattern will provide for additional open space and building setback from Government Way. Also, the planned unit development zoning regulations are tailored for the development of large acreage parcels and will provide for landscaped streets, pedestrian pathways, protection of steep slopes and the maintaining of the Spokane River shoreline in its natural state thereby protecting the existing floodplain.

SEPA MITIGATED DETERMINATION OF NON-SIGNIFICANCE: The Responsible Official's Mitigated Determination of Non-Significance was reviewed by the Commission and found to be adequate for this small annexation.

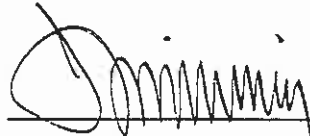
FISCAL IMPACT: The Commission reviewed the cost-revenue analysis, prepared by the City Budget Director's staff, and determined the annexation will have a positive financial impact to the City because of its small size, close proximity to police and fire services, and the availability of City utilities.

CITY DEPARTMENT AND OUTSIDE AGENCY COMMENTS: All City Departments generally support the annexation subject to the property owner paying for utility supply and extension costs, traffic mitigation costs, and phased SEPA review. Transportation Services recommends Government Way right-of-way be left under the County's jurisdiction for continuity and maintenance reasons.

The County opposes the annexation because the area will become "urban" and will then be in conflict with its present "Rural" Land Use Plan designation. Also, the area is presently outside the "Urban Impact Area" boundary and, therefore, should not be annexed. (RCW authorizes the City to move the County's UIA boundary through the annexation process)

Fire District #10 was not too concerned about the annexation due to its small size, the small amount of revenue to be lost, and because a portion of the area is not within its district. Both the City and County Transportation Departments requested the Government Way right-of-way remain outside the annexation for continuity of maintenance services. The County Library District did not oppose the annexation because of the area's low assessed value.

RECOMMENDATION: The Plan Commission recommends the City Council accept the annexation subject to the Commission's specified conditions, approval of the County Boundary Review Board, and submittal of a 75% annexation petition.

A handwritten signature in black ink, appearing to read 'Stan Stirling', is written over a horizontal line.

STAN STIRLING, Acting President
Spokane City Plan Commission

c. Stan Schultz
Mark Murphy
Fire District #10

Attachments: Annexation Findings, Conclusion, Conditions
Annexation Notice of Intent & Map
SEPA Mitigated Determination of Non-Significance

a:gwccpc

GOVERNMENT WAY ANNEXATION - FINDINGS, CONCLUSION AND CONDITIONS:

FINDINGS:

- 1. The proposed annexation is consistent with the City's adopted Growth Management Policy (adopted 1984) and Program for the City of Spokane. (The findings contained in appendix three of the Growth Management Program Report for annexations are to be included with these findings.)**
- 2. The proposed annexation area: a) is contiguous to the City Limits and will be redeveloped in the City as City utilities are extended; b) lies within the water and sewer service area of the City of Spokane established by RCW 70.116 and WAC 248.56.730; c) utilizes natural and man-made boundaries of Fort George Wright Drive, Government Way, the Spokane River, property lines, and the existing City Limits; and d) will not have a significant adverse impact on the environment as City Comprehensive Planning and Zoning will allow the redevelopment of an existing gravel pit-rock crushing land use establishment.**
- 3. The annexation is a logical extension of the existing City Limits (as authorized by RCW 35.13), and is a continuous extension of existing urban development to the north and east inside the City Limits. (A portion of the gravel pit ownership is already located within the City Limits.) The area can be adequately served with City utilities and the City is capable of providing other services required to maintain the public health, safety and welfare. The 60 unit apartment complex is presently served by City water and sewer services. City Zoning, Subdivision Regulations, Building Codes and other ordinances are adequate to protect the property owners.**
- 4. The present Spokane County Land Use Plan (adopted December 1980) indicates the subject area as "Rural". Existing County Zoning (UR-22 and Mining) within the annexation area are more in line with the proposed City Zoning and Land Use Plan designations. The proposed future development schematic calls for a Land Use Plan change to "General Commercial" and "High Density Residential" which can be accommodated simultaneously with the annexation. RCW 35.13 authorizes the City to change the County Land Use Plan and Zoning whenever an annexation proposal is submitted to the City by property owners.**
- 5. The probable effect of annexation to the City of Spokane will be some increase in the cost of providing services to the site. Refuse, sewer, water and local access street costs will generally be borne by the property owner. City fire and police services will increase costs to the City. There will be a small financial impact to Fire District 10, the County Library District and the County. However, when the area is annexed, there will be a cost savings to the Fire District and County as they will no longer be responsible for providing services to the area. A portion of the area is not within any Fire District and is unprotected, except for the apartment complex which has a fire protection contract with the City of Spokane. A mitigation**

agreement may be negotiated with FD#10 to offset its revenue loss.

6. Annexation of the proposed area to the City has no effect on School District 6. boundaries. Annexation may provide some increased revenue through increased assessed value.

7. Property ownerships and assessed valuations for the 135 acre annexation area under consideration have been identified from the Spokane County 1995 Assessor's tax rolls. The area has a total 1995 assessed value of \$2,650,610. The petitioners (Central Pre-Mix) have secured a "Notice of Intent to Annex" in excess of 10% assessed value. The area is currently used for apartments (60 units), gravel mining, and open space with natural vegetation and tree cover.

8. A SEPA Mitigated Declaration of Non-significance was signed by the City's Responsible Official on September 27, 1995 for this annexation proposal. The mitigating measures are adequate for this contiguous annexation area considering its existing and proposed land use development.

9. The Growth Management Goals and Policies have been addressed and the annexation is consistent with these goals and policies.

10. The annexation is generally consistent with RCW 36.93 and should be annexed to the City to bring Land Use Plan designations in conformity with Zoning Classifications. (The County Land Use Plan "Rural" designation is not consistent with existing County Zoning of GA-General Agriculture; MZ-Mining Zone; and UR-22 Urban Residential 22)

CONCLUSION:

Based on the above findings, the Government Way Annexation to the City of Spokane is in the public interest and welfare, and the area should be annexed to the City of Spokane subject to the following conditions:

CONDITIONS:

1. All sewer, drainage, water facilities, and streets shall be constructed to City standards. Appropriate future street right-of-way and utility easements shall be provided by property owners subject to the approval of the City Engineer. All system improvements made necessary by development of property within the annexation area will be assigned to the property during the future development process and collected prior to the issuance of any building permits.

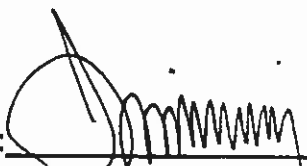
2. The Spokane River existing natural drainage way shall be preserved and maintained. The existing drainage channel and flood plain shall be preserved as natural open space. Any future land development or improvement within, or adjacent to, the 200 foot shoreline boundary shall only be developed as indicated in the SEPA Checklist and proposed development plan(s).

3. The annexation area shall be designated "High Density Residential" and "General Commercial Area" on the City's Land Use Plan Map. The zoning shall be a combination of "C-IL PUD", General Commercial Category 1 Limited-Planned Unit Development, and, "R4-L PUD", Multi-Family Residence Limited-Planned Unit Development. (See attached Land Use Plan and Zoning Maps)

4. A mitigation agreement shall be negotiated between the City and Fire District 10 to reimburse the District for loss of revenue from the annexation area.

5. Upon the effective date of the annexation ordinance, the property within this annexation shall become part of the City of Spokane, subject to all of its laws and ordinances then and thereafter in force. Said property shall be assessed and taxed at the same rate and on the same basis as the property in the City of Spokane is assessed and taxed to pay for the outstanding indebtedness of the City of Spokane approved by the voters, contracted, or incurred prior to, or existing at the effective date of the Annexation Ordinance.

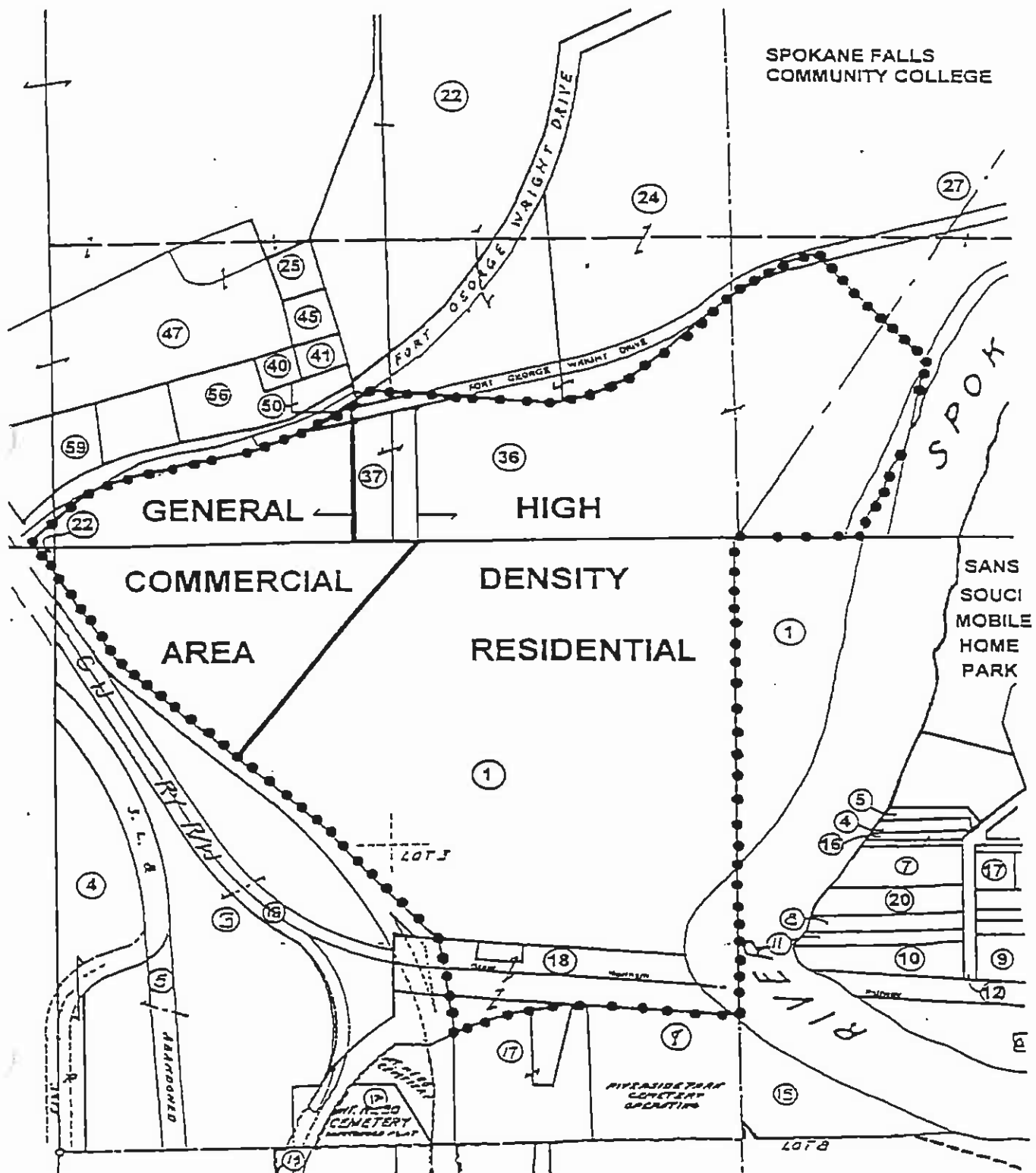
6. All outstanding indebtedness incurred by the petitioner, or the owners of land in the area, such as individual obligations for fire facilities, etc. shall remain the obligations of such individuals and property owners, and shall not be borne by the City of Spokane, except as may specifically be agreed to in writing by the City.

SIGNED: 
STAN STIRLING, Acting President
Spokane City Plan Commission

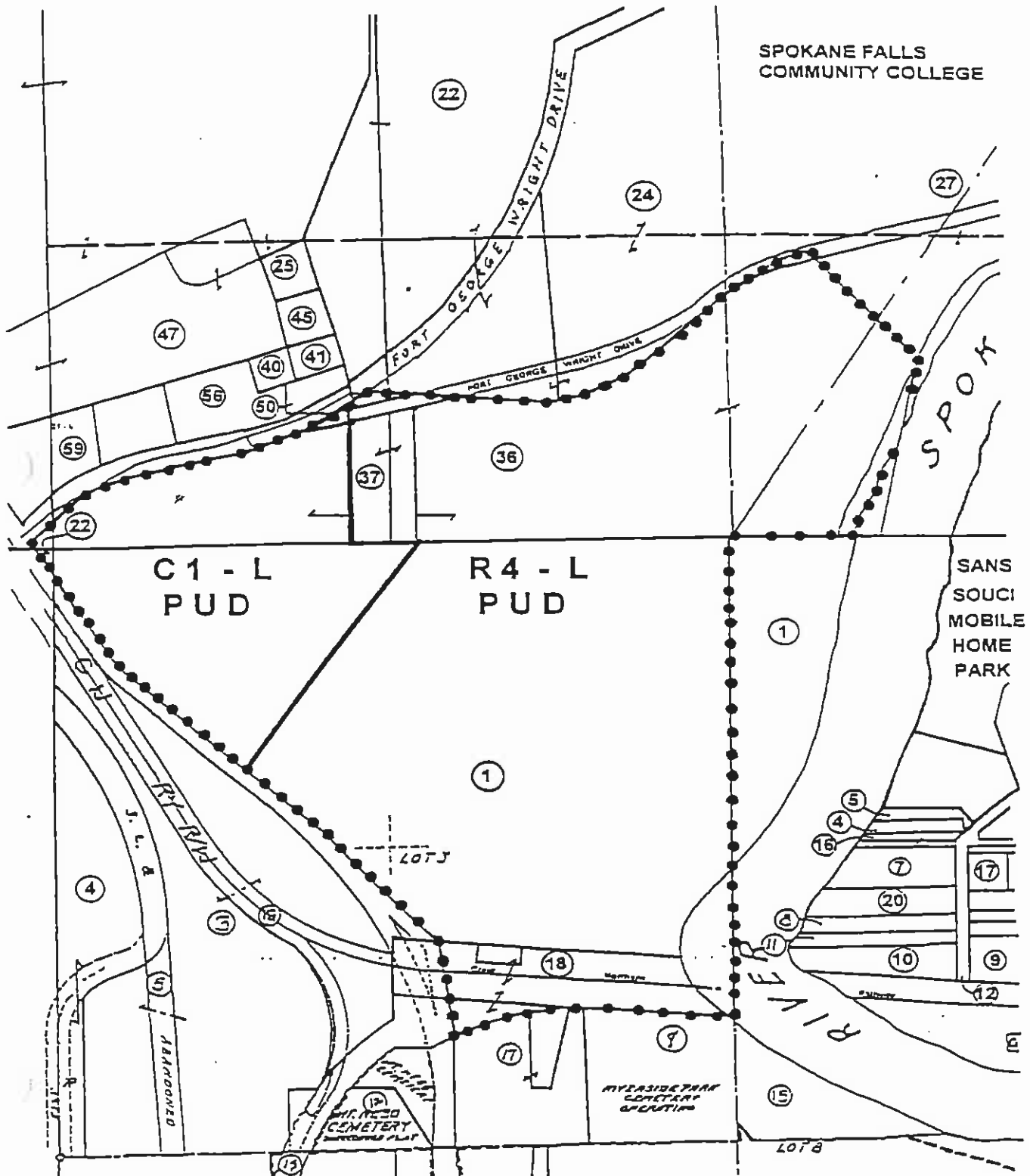
DATE: 11/17/95

Attachments: Land Use Plan Map
Zoning Map
City 1984 Growth Management Policies for Annexation (Appendix 3)

3 A.



4 A. GOVERNMENT WAY ANNEXATION AREA PROPOSED CITY ZONING





November 21, 1996

CPR 96-2
PLN 95-6
ORD C31748
ORD C31749
RES 96-123

Mr. Jim Kolva, President
Spokane City Plan Commission
2nd Floor - Municipal Building
Spokane, WA 99201

RE: GOVERNMENT WAY ANNEXATION (CENTRAL PRE-MIX) - 135 ACRES LOCATED AT
GOVERNMENT WAY & FORT GEORGE WRIGHT DRIVE (WEST SPOKANE
NEIGHBORHOOD)

This is to formally notify you that at its Legislative Session held Monday, November 18, 1996, the Spokane City Council took the following actions with regard to the above-referenced annexation:

1. Passed Final Reading Ordinance No. C31748 annexing 135 acres of contiguous unincorporated territory to the City of Spokane, providing for indebtedness and conditioning development on adequate City utilities, services and Plan Commission conditions.
2. Passed Final Reading Ordinance No. C31749 zoning the area known as Government Way Annexation, being 135 acres more or less of unincorporated territory contiguous to the City of Spokane located at Government Way and Fort George Wright Drive; said land being annexed to the City of Spokane, Washington; by amending the City of Spokane's Official Zoning Map.
3. Adopted Resolution No. 96-123 adopting a comprehensive land use plan for 135 acres of unincorporated territory contiguous to the City of Spokane located at Government Way and Fort George Wright Drive; said land being annexed to the City of Spokane, Washington; by amending the City of Spokane's Official Land Use Plan Map in accordance with the City Plan Commission conditions of October 11, 1995.

Yours very truly,

A handwritten signature in cursive script, reading "Terri L. Pfister", is written over a horizontal line.

Terri L. Pfister
Spokane City Clerk

Enclosures: Ordinance No. C31748
Ordinance No. C31749
Resolution No. 96-123

c: As per attached lists.