



1. List the provisions of the land use code that allows the proposal.

See below.

2. Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.

See below.

3. Please explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010.

See below.

4. If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic or cultural features.

See below.

5. Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have and any necessary conditions that can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.

See below.

(FOLLOWING QUESTIONS FOR SHORELINE CONDITIONAL USE PERMIT ONLY)

6. Demonstrate how the proposed use will not interfere with the normal public use of the public shorelines.

See below.

7. Please explain how the cumulative impact of several additional conditional use permits on the shoreline in the area will not preclude achieving the goals of the shoreline master program.

See below.

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PLANNING & DEVELOPMENT

Conditional Use Permit

1. Stormwater facilities and conveyance systems are identified in SMC 17C.190.400 as Basic Utilities, an institutional Category of Use. As specified in SMC 17C.110.110, a Basic Utilities expansion is required to obtain a Conditional Use Permit and is processed as a Type III. In a Type III application, a Public Hearing is held and the decision maker is the Hearing Examiner.
2. CFU 5 of the Comprehensive Plan contains the goal of “minimizing impacts to the environment, public health and safety through the timely and careful siting and use of capital facilities and utilities”. CFU 5.3 states “the City of Spokane should work continuously toward the reduction of existing combined sewer overflows wherever technically, economically and environmentally appropriate.” The proposed project accomplishes both goals.”
3. The proposed CSO tank expands capacity of the sanitary/storm sewer system & therefore meets concurrency.
4. The proposed CSO tanks will be located below ground on currently unused Parks Dept. owned property.
 - The proposed CSO 12 site is on relatively flat bench above Pettet Dr. approx.. 400’ horizontally and 200’ vertically from the Spokane River. The site was previously a railroad grade, abandoned at least 30 years ago. Groundwater is likely approx. 200’ below the surface. A temporary shoring wall will be needed on the east side of the proposed construction. Pettet Dr. will remain open during construction except during construction of the associated outfall pipe from the tank to approx.. TJ Meenach Dr. Stormwater will be retained on-site. A cultural resource survey by the Spokane Indians (9-8-14) found no evidence of cultural resources present at the site.
 - The proposed IO3 tank site is on a flat bench adjacent to the Nettleton St. adjacent to CSO 10, another buried tank constructed within the last 5 years. This site is approx.. ¼ mi from the Spokane River and approx.. 200’ above the river. Groundwater is likely approx. 200’ below the surface. Piping to/from this tank will be as shown in the attached exhibit. Stormwater will be retained on-site. A cultural resource survey by the Spokane Indians (4-15-13) found no evidence of cultural resources present at the site.

Both proposed tanks will be underground with several access hatches visible at the surface and several air intake/exhaust louvers above ground (in the range of 3’ high by 8’ long) but camouflaged by architectural features.

Proposed restoration for both sites will be native dryland grasses, matching what exists today. In addition, short access roads will be constructed from the adjacent city streets to the hatches.

Finally, each tank site will include construction of trails, either gravel or paved, to enhance paths that currently exist in each tank’s vicinity.

5. Except during construction, the impact of the proposed project on the environment will be entirely positive. That is, following construction, the area will look similar to how it does today: dryland grass plus a short access road. The positive impact will be the construction of trails. Another positive impact will be far fewer raw sewage discharge occurrences to the nearby Spokane River.

During construction, area residents will experience dust, noise and traffic inconveniences typically associated with large construction projects. These impacts are partially mitigated by requirements to water streets where pavement has been removed to control the dust, following the noise ordinance which restricts hours of construction and implementation of adequate traffic control plans.