



DEVELOPMENT SERVICES CENTER
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SPOKANE, WASHINGTON 99201-3329
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SEPA DETERMINATION **Optional DNS**

The City of Spokane received a SEPA application for the following project:

Date of Issuance: 8/30/2024

File No. Z20-192PPLT

Proponent: Whipple Consulting Engineers, Inc

Location of proposal: 6321 S Cheney Spokane Rd, Parcel: 24015.0042

Description of proposal: The Marshall Creek Preliminary Plat proposes to develop approximately 121.5 acre +/- site into 425 residential lots with public streets and utilities.

Lead agency and Contact: City of Spokane, Development Services Center,
Ali Brast, abrast@spokanecity.org 509-625-6300

SEPA Environmental Review: The City of Spokane has reviewed the proposed project and determined that it does not have a probable significant adverse impact on the environment and is issuing a Mitigated Determination of Non-significance (MDNS). An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist, City of Spokane Municipal Code Title 17, a site assessment, and comments from affected agencies. This information is available to the public on request.

The optional DNS process in WAC 197-11-355 was used. A copy of the completed SEPA Checklist and any other information concerning this proposal may be obtained by contacting Ali Brast at abrast@spokanecity.org. There is no further comment period on this SEPA proposal.

Mitigations:

WSDOT:

1. Vehicular traffic from this project is expected to add 72 AM trips and 33 PM trips to the NB US 195 to EB I-90 ramp. WSDOT has commented that no additional peak hour trips may be added to the ramp due to safety concerns. An improvement to the US 195 corridor that will reduce the impact of this traffic on NB US 195 to EB I-90 ramp ("Mitigation Project") is necessary. Studies of the US 195 corridor have identified the northbound only connection of US 195 to Inland Empire Way at the Cheney-Spokane Interchange on-ramp as the appropriate mitigation project. This Mitigation Project was recently confirmed in a December 2021 US 195/I-90 Study led by the Spokane Regional Transportation Council in collaboration with WSDOT, the City of Spokane, and other partnering agencies. Marshall Creek may not final plat any lots until a financial commitment is in place (secured by a letter of credit or bond), which has been approved by the City, providing for the design and construction for the Mitigation Project, which shall be under contract for construction within one year from recording of the final plat. At

the request of Marshall Creek, WSDOT and the City will participate in a project initiation meeting to establish the process, schedule, and financial commitment for performance of this condition. The applicant's contributions to funding the design and construction of the mitigation project will qualify for a credit against transportation impact fees per SMC 17D.075.070. Completion of the Mitigation Project will not be a condition of building permits or issuance of certificates of occupancy.

2. Vehicular traffic from this project is expected to deteriorate the level-of-service and negatively impact safety at the intersection US 195/Hatch Road. WSDOT and the City have commented that elimination of the westbound to southbound left turn movement at US 195/Hatch Road through intersection channelization (herein "Hatch Mitigation") will mitigate the project's impacts to safety. Marshall Creek may not final plat any lots until a financial commitment is in place (secured by a letter of credit or bond), which has been approved by the City, providing for the design and construction of the Hatch Mitigation. At the request of Marshall Creek, WSDOT and the City will participate in a project initiation meeting to establish the process, schedule, and financial commitment for completion of the Hatch Mitigation within six years from recording of the final plat. The applicant's contributions to funding the design and construction of the improvement project will qualify for a credit against transportation impact fees per SMC 17D.075.070. Completion of the Hatch Mitigation will not be a condition to building permits or issuance of certificates of occupancy.

City of Spokane Engineering:

1. The City and developer will cooperate in preparing a development agreement simultaneously with design review of the water and sewer system, which will include terms identifying system improvements, such that a proportionate share of the cost of these improvements may be offset by waiver of or credit towards water and sewer General Facility Charges.
2. The modifications to the existing Cedar Road, which is proposed to be terminated in a cul-de-sac just north of the plat boundary, shall continue to provide access and frontage on public right-of-way to existing adjacent property owners.

City of Spokane Traffic:

1. A shared-use pathway, instead of a sidewalk, is required along one side of the new collector, "Sturgeon Way", from Cedar Road to Cheney-Spokane Road. The design and construction costs of this pathway are eligible for impact fee credits.
2. The single-lane roundabout at Cheney-Spokane Road / "Sturgeon Way" shall be constructed prior to final plat of the 3rd phase of the development, as shown on the submitted phasing plan with the plat materials. The roundabout shall be designed to accommodate the larger vehicles and horse trailers that commonly use Cheney-Spokane Road. The roundabout design shall include an extension of a shared-use pathway on the west side of Cheney-Spokane from the roundabout to Marshall Road, to facilitate non-motorized connectivity to the Fish Lake Trail (via Marshall Road). The design and construction of the roundabout and connecting pathway are eligible for impact fee credits.
3. Construction of the Cedar Road cul-de-sac is required after the completion of Sturgeon Way and the Cheney-Spokane Road roundabout. This work will be

required prior to the signing of final plat for the 4th phase of the development, as shown on the phasing plan submitted with the plat application materials. The design and construction of the cul-de-sac is eligible for impact fee credit.

Responsible official: Spencer Gardner
Position/Title: Planning Director
Project Planner: Ali Brast; abrast@spokanecity.org **Phone:** (509) 625-6300
Address: City of Spokane
Development Services Center, Attention: Ali Brast
808 West Spokane Falls Boulevard
Spokane, WA 99201-3343

Signature: Ali Brast for Spencer Gardner **Date Issued:** 8/30/24

You may appeal this determination in writing to the Hearing Examiner, City of Spokane, 808 West Spokane Falls Boulevard, Spokane WA 99201-3343. The appeal deadline is fourteen (14) calendar days after the signing of the MDNS. This appeal must be submitted on forms provided by the Responsible Official, make specific factual objections, and be accompanied by the appeal fee of \$250. Information on SEPA appeal procedures can be provided at the Development Services Center.