



DEVELOPMENT SERVICES CENTER
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3329
509.625.6300
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Notice of Application **Optional DNS**

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

Date of Issuance: 8/7/2024

File No. Z20-192PPLT

Proponent: Whipple Consulting Engineers, Inc.

Location of proposal: 6321 S Cheney Spokane Rd

Description of proposal: The Marshall Creek Preliminary Plat proposes to develop approximately 122.09acre +/- 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

Date of Permit Application: 10/27/2020

Determined Complete: 12/21/2023

Comment Due Date: 8/26/2024

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 expects to issue a Mitigated Determination of Non-significance (MDNS). An Environment 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.

Agencies, tribes, and the public are encouraged to review and comment on the proposed project and its probable environmental impacts. **Comments must be submitted by the date noted above to Development Services Center, 808 W Spokane Falls Blvd. Spokane WA 99201 or emailed to abrast@spokanecity.org.**

Environmental Documents and/or Studies Applicable to this Application: Permit Number Z20-192PPLT has been assigned to this proposal. The SEPA comment period will end **August 26, 2024**. It is probable that a Determination of Non-Significance or Mitigated Determination of Non-significance will be issued for this proposal (WAC 197.11.355 optional DNS process). The optional DNS process in WAC 197-11-355 is being used. **This may be your only opportunity to comment on the environmental impacts of the proposed project.** 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.

Anticipated 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. Marshall Creek is required to complete an improvement to the US 195 corridor that will reduce the impact of its traffic on NB US 195 to EB I-90 ramp ("Mitigation Project"). 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. The details of the above mitigation project will be agreed upon by the developers, City and WSDOT. 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.
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. 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 construction of the "improvement" at US 195/Hatch Road. This commitment may be defined as an agreement between several developers to fund and construct the improvement within a specified time frame, not to exceed six years, as agreed upon by city staff and WSDOT. The improvement project will eliminate the US 195/Hatch intersection westbound to southbound left turn movement by providing intersection channelization. This movement will be accommodated by the Meadowlane j-turn. 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.

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.

A DNS or MDNS will be issued following the close of the comment period. Any member of the public who submits comments will be notified of the determination.

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:  **Date:** 8/7/24