

January 29, 2021

DCI Engineers  
c/o Wade Gelhausen, P.E.  
707 W 2<sup>nd</sup> Ave  
Spokane, WA 99201

Re: Pacific NW Tech Park-West Preliminary Binding Site Plan – File No. Z20-091PBSP

Dear Mr. Gelhausen:

In accordance with the provisions of the Spokane Municipal Code 17G.080.060, the Costco Complex Binding Site Plan application is hereby granted an Administrative Approval, subject to conditions, to divide three large parcels comprising approximately 88 acres into 19 commercial lots with associated streets and infrastructure. A final binding site plan shall be submitted that is substantially in conformance with the approved preliminary binding site plan and will be processed per SMC 17G.080.040(G).

This Preliminary Binding Site Plan Permit shall become effective on **February 12, 2021**, unless an appeal is filed by this date. This permit shall expire on **January 29, 2026** if a final binding site plan application has not been submitted or an extension prior to the expiration date has not been requested.

This is not a construction permit. Any permits required by the Development Services Center or Engineering Services Department or other City/County departments for any construction must be obtained from the proper agency before proceeding with work.

Enclosed are the decision and a copy of the covenant that must be signed by the property owner(s) and **filled with the Spokane County Auditor's Office** in order to fulfill the requirements of the approval given for the preliminary binding site plan permit application for the above property. A conformed copy of that agreement must be filed with this office prior to the issuance of building permits.

Please feel free to contact me at (509) 625-6638, if you have any further questions related to this matter.

Sincerely,



Alison Brast  
Assistant Planner II

CC: Eldon Brown, City of Spokane Engineer  
Heather Trautman, City of Airway Heights  
Lisa Corcoran, Spokane Airport  
Greg Figg, WSDOT  
Tara Limon, Spokane Transit

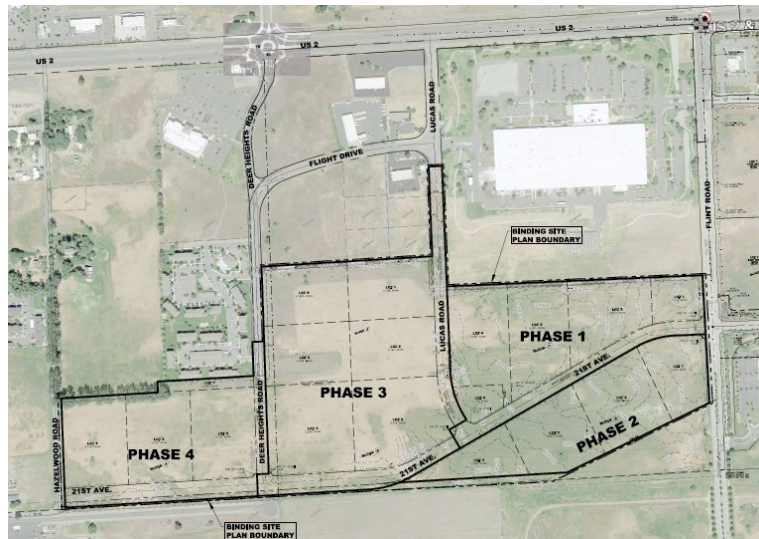
**CITY OF SPOKANE PLANNING DIRECTOR’S FINDINGS OF FACT,  
CONCLUSIONS, AND DECISION**

Wade Gelhausen of DCI Engineers, on behalf of Granite Investments, LLC and West Plains Investments, LLC has requested an Administrative Preliminary Binding Site Plan Permit to divide three large parcels of approximately 88 acres into nineteen (19) parcels for future commercial uses located west of Flint Road and south of US Hwy 2 (parcels 25301.0303, 25305.9035, 25305.9043) in Spokane, WA. (*Section 30, Township 25, Range 42 East Willamette Meridian*)

**FINDINGS OF FACT**

1. Wade Gelhausen of DCI Engineers, on behalf of Granite Investments, LLC and West Plains Investments, LLC has requested an Administrative Preliminary Binding Site Plan Permit to divide three large parcels of approximately 88 acres into nineteen (19) lots for future commercial uses located west of Flint Road and south of US Hwy 2 (parcels 25301.0303, 25305.9035, 25305.9043) in Spokane, WA.

2. The subject property is located in the LI Zone. The underlying land use is Light Industrial. Binding Site Plans are a permit process allowed in industrial zones. The uses and development pattern proposed are permitted in this zone per SMC 17C.130, 17C.180, and 17C.182.



3. The area in which the property is located is designated Industrial according to the City of Spokane’s Comprehensive Plan, adopted by the City Council, June 2017.
4. The subject property is located in the following overlay zones: Traffic Pattern Zone (ACZ-5 and ACZ-3), Transitional Surface of proposed runway (Airspace Zone), Horizontal Surface (Airspace Zone), Airport Noise Zone, Airfield Influence Area, and Military Influence Area (MIA 2 and MIA 3/4). None of the overlay zones prohibit the subdivision of land nor the proposed uses.
5. The application materials regarding the Administrative Preliminary Binding Site Plan Permit were first distributed to City Departments and other agencies with jurisdiction for comment on June 1, 2020. These comments are on record with the Planning and Development Department. Additional information was requested, and the revised materials were routed to requesting agencies and departments on September 25, 2020. Additional information was requested, and revised materials were routed to requesting agencies and departments on December 9, 2020. Additional revisions were requested, and revised materials were routed to requesting agencies and departments for their review on December 22, 2020. No additional information was requested, and the application was deemed technically complete on December 23, 2020 thus allowing Notice of Application to be generated. The bulk of the

revisions revolved around narrowing the scope of the SEPA checklist to just the two known proposed buildings for McKinstry and Puget Sound Pipe & Supply – along with their associated infrastructure. It was explicitly outlined in the SEPA checklist that any future buildings will require their own SEPA review. Conditions identified in this decision state that additional SEPA review will also be required to subsequent final plat phases, after Phase 1.

6. Notices of the Binding Site Plan Permit application were posted on the site and electronically with the Spokane Library on December 31, 2020. Notices were also mailed to surrounding property owners, taxpayers, and residents within 400 feet of the subject property. Staff received only one set of comments – from the Spokane Airport – which are incorporated as conditions at the end of this decision.

## **CONCLUSIONS AND DECISION CRITERIA –BINDING SITE PLAN**

### **SMC Chapter 17G.080.060**

The intent of Chapter 17G.080 Subdivision SMC is to implement the provisions of chapter 36.70A RCW, ensure consistency with the City's Comprehensive Plan and regulate the subdivision of land in a manner which promotes the public health, safety and general welfare in accordance with the provisions of chapter 58.17 RCW, and to provide for the expeditious review and approval of proposed subdivisions, short subdivisions and binding site plans which conform to the City's zoning and development regulations and the policies of the City's Comprehensive Plan. A binding site plan permit may be granted only if the following facts and conditions are found to exist, as per SMC 17G.060.170(C):

1. *The proposal is allowed under the provisions of the land use codes.*

Relevant Facts: The proposal has been reviewed for preliminary compliance with the standards of the unified development code. More detailed review will take place at the time of the final binding site plan and future building permit reviews for any new proposed uses.

2. *The proposal is consistent with the comprehensive plan designation and goals, objectives, and policies for the property.*

Relevant Facts: Per LU 1.15 of Chapter 3 Land Use and ED 2.1 of Chapter 7 of the City's Comprehensive Plan;

*Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.*

*Ensure opportunities for locating a variety of desirable, livable wage industries in Spokane that are environmentally compatible with adjacent land uses and support a range of employment types.*

The proposal is consistent with this language.

3. *The proposal meets the concurrency requirements of chapter 17D.010 SMC.*

Relevant Facts: All applicable city departments and agencies had the opportunity to review this proposal with no one denying concurrency subject to conditions. The Binding Site Plan is proposed to be finalized in at least four phases, with associated infrastructure built along with

each phase. As developed, this BSP will construct 21<sup>st</sup> Avenue, which has been a planned corridor to provide connectivity in the West Plains for several years. The SEPA review and trip generation and distribution analysis was limited to just the first phase and specifically the two proposed buildings. Conditions of this decision state that the applicant will be required to submit an updated SEPA checklist and Trip Gen letter prior to each final plat phase submittal. Additionally, any other buildings within Phase 1 that meet the threshold for SEPA review, will require an updated SEPA checklist with updated trip generation and distribution analysis or traffic study, as determined by the City of Spokane Traffic Engineer.

- 4. If approval of a site plan is required, the property is suitable for the proposed use and site plan considering the 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.*

Relevant Facts: The BSP is proposing to subdivide 3 large parcels into 19 commercial lots. At this time there are two known buildings proposed on Lots 2 and 3 of Block 1, as shown in Phase 1 of the phasing plan. The area is zoned Light Industrial and the regulations encourage the warehouse/manufacturing uses that are proposed. Future intended uses are also expected to be industrial in nature, though the code does also permit commercial uses up to a certain size.

The lots are all proposed to be over an acre in size, with several of them over four acres; proposed lot dimensions and square footages are all permitted in the Industrial regulations. The preliminary water, sewer and stormwater plans indicate compliance with the Spokane Municipal Code. The proposed alignment of 21<sup>st</sup> Ave has been a part of planning documents for this region for several years and will provide connectivity throughout the West Plains, south of Hwy 2.

A Cultural Resource Survey was completed for this site in July of 2020, recommending that the project continue without further archeological risk and the Department of Archeology and Historic Preservation concurred.

- 5. The proposal will not have a significant adverse impact on the environment or the surrounding properties, and if necessary, conditions 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.*

Relevant Facts: A SEPA checklist was processed with the BSP application for the new roads and infrastructure and specifically for the two proposed buildings on Lots 2 and 3 of Block 1. A Mitigated Determination of Non-significance (MDNS) was issued on January 29, 2021 along with this decision; those mitigations are also called out in the conditions of this decision. Any future uses will require separate SEPA review.

It is not anticipated that this proposal will have a significant negative impact on the environment or surrounding properties.

#### **Other Applicable Development Code Regulations:**

17G.060.170 (D)(4) Plat, Short Plat and Binding Site Plan.

The proposed subdivision makes appropriate (in terms of capacity and concurrence) provisions for:

- a. public health, safety and welfare;  
Relevant Facts: All departments have had an opportunity to comment and none have found the proposal will negatively impact public health, safety or welfare.
- b. open spaces;  
Relevant Facts: Open space is not required for industrially zoned property.
- c. drainage ways;  
Relevant Facts: All storm water and surface drainage generated on-site shall be disposed of on-site in accordance with SMC 17D.060 "Storm water Facilities" and as per the Project Engineer's recommendations, based on the drainage plan accepted for the final binding site plan.
- d. streets, roads, alleys and other public ways;  
Relevant Facts: The City Engineering Department has reviewed the preliminary street plans and generally accepted the concept. The plans will go through a formal engineering review when submitted for construction. The proposal is subject to the conditions of approval for transportation measures listed at the end of this report.
- e. transit stops;  
Relevant Facts: There are currently no bus stops adjacent to the site, but STA has routes and stops along Hwy 2. STA has requested two bus stops be installed as a part of this development – one on the west side of Flint Road, adjacent to this application site and one on the east side of Flint Road. The City Engineer does not think it appropriate to require the stop on the east side of Flint, as that property is not owned by this applicant. The western stop is recommended but not required as the location will also need to be approved by the City Street Department. The conditions of this decision recommend that the applicant work with STA and Streets to find a reasonable solution to the request for the western stop.
- f. potable water supplies;  
Relevant Facts: The applicant will construct public water mains with the phased improvements.
- g. sanitary wastes;  
Relevant Facts: The applicant will construct public sewer mains with the phased improvements.
- h. parks, recreation and playgrounds;  
Relevant Facts: There are no parks near the proposed BSP; the area is predominantly industrial in nature.
- i. schools and school grounds; and  
Relevant Facts: The closest schools are those in Airway Heights. As no residential uses are included in the proposal, the proposal will not likely increase the demand on the school system.
- j. sidewalks, pathways and other features that assure safe walking conditions.  
Relevant Facts: All new streets throughout the BSP will have separated sidewalks with street trees in planting strips contributing to a safe pedestrian experience. Any new development would be required to meet the City of Spokane's development standards for pedestrian connectivity found in 17C.120.260.

## **DECISION**

TO APPROVE the Preliminary Binding Site Plan, subject to conditions, substantially in conformance with the application on file in the Current Planning Section of the Development Services Center, subject to SMC 17G.060.230, and the following conditions of approval:

1. Per the SEPA determination, a Mitigated Determination of Non-significance has been issued for Lots 2 and 3 in Phase 1 for the proposed two buildings. On Lot 3 a 70,000 square foot, single-story warehouse building with 80 off-street parking spaces is proposed for McKinstry and on Lot 2 a 20,000 square foot, single-story warehouse building with 25 off-street parking spaces is proposed for Puget Sound Pipe and Supply. The SEPA review, per the applicant's request, did not include review of the remaining lots or phases of the proposed binding site plan, nor any grading, building or infrastructure for additional proposed development that meets the SEPA thresholds for review.
2. Per the SEPA MDNS, the potential trip generation for the identified Trip Gen scope (Lots 2 and 3) was calculated using ITE Code 150 for "Warehousing" and was determined in the DCI study to produce 183 daily and 38 PM peak hour trips to be added to US 2 by the project. According to the December 21, 2020, Transportation Analysis prepared by DCI, 20% of the trips will enter the City of Airway Heights via 21<sup>st</sup> Avenue, Hazelwood and US 2 and add congestion to that corridor. The US2 and Hayford Roads are part of the City of Airway Heights Transportation Impact Fee under Airway Heights Municipal Code 17.18, 17.19 and Appendix A. The project will be required to pay the City of Airway Heights SEPA Mitigation Fee of \$1,754.76 per peak hour trip x 8 trips = \$14,038. for the development on Lots 2 and 3 at the time of building permit application.
3. Per the SEPA MDNS, after Phase 1 of the Final BSP, additional final plat submittals will require a SEPA Checklist and an updated Trip Generation and Distribution Letter or Traffic Analysis, as determined by the City of Spokane Traffic Engineer. These documents must be submitted to the City of Spokane Planning Department, prior to submittal of Engineering Private Development Permits and will be circulated to agencies including the City of Airway Heights for review and comment.
4. All phases of the development of 21<sup>st</sup> Avenue will terminate in a temporary cul-de-sac or hammerhead to restrict access to vehicle travel to Hazelwood Road and 21<sup>st</sup> Avenue until such time as improvements occur as follows. 21<sup>st</sup> Avenue from the west edge of the preliminary BSP is an unimproved roadway with a gravel surface located in the City of Airway Heights. In addition, 21<sup>st</sup> Avenue adjacent to Phase 4 of the preliminary BSP is a 30-foot wide right-of-way and does not meet the minimum right of way width to meet local access roadway standards. The portion of 21<sup>st</sup> Avenue that is a City of Airway Heights public right-of-way is not permitted to be used as a connection to Hayford Road until such time as 21<sup>st</sup> Avenue from the west edge of Phase 4 of the BSP has sufficient right-of-way and is improved to City of Airway Heights arterial street standards. This includes 44 feet of paving and frontage improvements for a 3-lane section of curbing, stormwater control and sidewalk to City of Airway Heights standards. Any portion of the BSP that is developed along Hazelwood Road, a City of Airway Heights local access road, is required to be developed with frontage improvements including 40 feet of paving, curbing, stormwater control and sidewalk to City of Airway Heights standards. The roadway improvements of Hazelwood Road and 21<sup>st</sup> Avenue are required to connect to the existing arterial or highway street network before vehicle access will be allowed.

5. Coordinate with Spokane Transit Authority and the City of Spokane Streets Department on an appropriate location for a bus stop on the applicant's property frontage along Flint.
6. The City of Spokane Street Department requests additional right-of-way at the northwest and southwest corners at Flint Road and 21<sup>st</sup> Avenue in anticipation of a future signal. The Street Department suggests a 45-degree or chamfer instead of a radius to allow space for signal poles, ADA ramp landings and access around the poles, controllers, etc.
7. The City of Spokane requests the right to reserve the proposed additional right-of-way for 21<sup>st</sup> Avenue, as noted on the preliminary BSP, for future road widening.
8. Per comments received from Spokane Airport, a 7460-1 application will be required for the proposed development of any vertical structures, including buildings and light poles.
9. An avigation easement is required, if one has not already been recorded with the County for these parcels. This will be required prior to signing the final plat.
10. Drainage swales/areas should follow the design practices contained in the WSDOT Stormwater Guidance Manual. This helps prevent drainage from attracting wildlife that might be hazardous to aircraft operations.
11. The use of downward firing light fixtures is required to prevent glare from affecting aircraft operating in the vicinity.
12. Depending on the type of use, impact from aircraft noise may be high in this area. Please refer to the Airport's Contour Map.
13. Prior to signing the final plat, the owner or applicant shall record a title notice in the Spokane County auditor's office and the title notice shall state the following:

"This property is located in close proximity to Fairchild Air Force Base and is routinely subject to military aircraft overflight activity; occupants may experience inconvenience, annoyance, or discomfort from noise, smell or other effects of military aircraft activities."
14. There is an 18-inch ductile iron water main in Flint Road, a 12-inch ductile iron water main in Lucas Road, an eight-inch ductile iron water main in Deer Heights Road, and a 12-inch ductile iron water main in Hazelwood Road (approximately 500 feet +/- north of the plat boundary adjoining Hazelwood Road). These water mains may serve the BSP.
  - a. Any water facilities behind a master water meter are to be privately maintained & operated. Maintenance of the private water facilities will be the responsibility of a Business Association created for this BSP and the CC&R's must reflect this.
  - b. The developer is responsible for all costs associated with design and construction of water improvements necessary to serve the proposed BSP.
  - c. The water system shall be designed and constructed in accordance with City of Spokane standards. A pressure of 45-psi minimum at the property line is required for service connections supplying domestic flows. Pressures shall not drop below 20-psi at any point in the system during a fire situation. Pressures over 80-psi will require that pressure relief valves be installed at developer expense.
  - d. An electronic copy of an overall water plan and hydraulic analysis must be submitted to Development Services for review and acceptance. The hydraulic analysis must include supporting calculations for domestic and fire flows.
  - e. In addition to the hydraulic analysis, construction plans shall be submitted to Development Services for review and acceptance. The water system, including individual service connections for each lot, shall be constructed and accepted for service prior to the City Engineer signing the final BSP.
15. There are eight-inch PVC sanitary sewer mains in Flint Road, Lucas Road, and Deer Heights Road available to serve this BSP.
  - f. The developer will be responsible for all costs associated with design and construction of sanitary sewers necessary to serve the proposed BSP.

- g. The sanitary sewer improvements shall be designed and constructed in accordance with City of Spokane standards.
  - h. Construction plans shall be submitted to Development Services for review and acceptance. The sanitary sewer system, including individual connections to each lot, shall be constructed and accepted for service prior to the City Engineer signing the final BSP.
  - i. Any private sewer facilities are to be privately maintained & operated. Maintenance of the private sewer facilities is the responsibility of the Business Association created for this BSP and the CC&R's must reflect this.
16. Construction plans for streets, sewer, water, and stormwater systems must be designed by a Professional Engineer, licensed in the State of Washington, and submitted to Development Services for review and acceptance. Plan review and inspection fees are applicable and will be determined at the time of submittal. Plan review fees must be paid prior to the start of review.
17. All stormwater and surface drainage generated on this proposed BSP must be designed in accordance with SMC 17D.060 "Stormwater Facilities" as per the Project Engineer's recommendations, based on a final drainage plan accepted for the final BSP. The design should include all hard and impervious surfaces, including roof run-off, and all calculations for existing and proposed conditions must be noted on the drainage plan. A grading and drainage plan showing finished 1-foot contours and supporting calculations must be submitted to Development Services for review and acceptance. Show all existing drainage structures in use on the site as well as any new structures necessary to contain the stormwater on site. Any required landscaping cannot compromise the drainage design.
- j. The developer will be responsible for all costs associated with constructing stormwater improvements necessary to serve the proposed BSP.
  - k. No building permit shall be issued for any lot in the BSP until evidence satisfactory to the City Engineer has been provided showing that the recommendations of SMC 17D.060 "Stormwater Facilities," the Spokane Regional Stormwater Manual, City Design Standards, and the Project Engineer's recommendations, based on the drainage plan accepted for the final BSP, have been complied with.
  - l. An erosion/sediment control plan, detailing how dust and runoff will be handled during and after construction, shall be submitted to Development Services for review and acceptance prior to construction.
  - m. Any roof materials directly connected to underground injection control facilities must be Non-Pollution Generating Impervious Surfaces (NPGIS) by the definition in Section 6.4 of the Spokane Regional Stormwater Manual.
  - n. All stormwater facilities, whether or not they are located within the boundaries of this BSP, that serve multiple lots for this BSP will be maintained by a Business Owners' Association established for this development and must be so stated in the CC&R's for this BSP. Stormwater facilities that serve only one lot can be the responsibility of that individual property owner.
  - o. All stormwater facilities necessary to serve the proposed BSP shall be designed and constructed in accordance with City of Spokane standards.
  - p. All swales and ponds shall be maintained with a permanent live cover of lawn turf, with optional shrubbery and/or trees that do not obstruct the flow and percolation of runoff in the drainage swale.
  - q. An erosion and sediment control plan, detailing how dust and runoff will be handled during and after construction of each phase shall be submitted to City of Spokane Development Services for review and acceptance.



18. Public streets, including paving, curb, sidewalk, signs, storm drainage structures/facilities, and swales/planting strips necessary to serve the proposed BSP, shall be designed and constructed in accordance with City of Spokane standards. Sidewalks shall serve each lot. Frontage improvements including separated sidewalks with street trees are required on Flint Road along the frontage of this BSP. Those improvements will be required with the rest of the Phase 1 infrastructure improvements.
  - r. The developer will be responsible for all costs associated with constructing street improvements necessary to serve the BSP.
  - s. Signing and striping plans shall be included as part of the design submittal.
  - t. Street design for the BSP shall include supporting geotechnical information on the adequacy of the soils underneath to support vehicular design loads.
  - u. All street identification and traffic control signs required due to this project must be installed by the developer at the time street improvements are being constructed. They shall be installed and inspected to the satisfaction of the City of Spokane's Construction Management Office in accordance with City of Spokane standards prior to the occupancy of any structures within the BSP.
  - v. A \$250.00 deposit will be required for each monument to be installed if not complete prior to the final BSP. Monument pins with cases shall be installed in accordance with the City's Standard Plans. At minimum, monumentation shall be provided in the following locations:
    - i. At the center of each cul-de-sac,
    - ii. At the point of curvature on all horizontal curves,
    - iii. At the point of tangency on all horizontal curves,
    - iv. On the roadway center at the end of the BSP boundary.
19. The applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) which shall set forth any protective covenants, easements, maintenance agreements, joint access and parking, as appropriate, and which provide for the location, joint use, and maintenance of utilities and other shared improvements. Those CC&Rs shall set forth the mechanism for enforcement and shall also set forth that they run with the land and are binding on all future purchasers, heirs, and assigns. Those CC&Rs shall be filed as record with the County Auditor and referenced on the face of the final BSP. A copy of the CC&Rs for the BSP shall be submitted for review prior to the approval of the final BSP.
  - w. The CC&Rs shall address operation, maintenance, repair, and replacement of any private sewer, water, and stormwater facilities. Sinking fund calculations shall be included for the operation, maintenance, and replacement of these facilities.
20. A Stormwater Operation and Maintenance Manual to perpetuate the drainage systems in this BSP must be prepared and referenced in the dedication and CC&R's. A copy of the O&M Manual must be reviewed and approved by Development Services prior to the City Engineer signing the final BSP.
21. A Professional Engineer, licensed in the State of Washington, shall design all sewer, water, street, and stormwater facilities. Plan review, permit, and inspection fees are applicable.
22. Addresses should be assigned for each lot in the Final BSP. Addresses can be obtained by contacting the City of Spokane Permit Helpline at (509) 625-6999.
23. In accordance with the City's Financial Guarantee Policy, a financial guarantee will be required for all street, drainage, and erosion/sediment control improvements not constructed prior to the approval of the BSP.
24. Clear view at all driveways and street intersections must be maintained.

25. All roadways, including fire lanes, shall not be less than 20 feet in paved width to accommodate emergency vehicles.
26. Further comments regarding the design of the access, sewer, water, stormwater, sidewalk, curb/gutter, etc., will be addressed outside of this Preliminary BSP.

**Statements to be added to the final BSP Dedication:**

1. All stormwater and surface drainage generated on-site must be disposed on-site in accordance with [chapter 17D.060 SMC](#), Stormwater Facilities, and City Design Standards, and as per the Project Engineer's recommendations, based on the drainage plan accepted for the final binding site plan.
2. Properties which contain portions of shared stormwater ponds, swales, or other facilities, agree to provide reciprocal rights of use, maintain design flowpaths and share responsibilities for operation and maintenance of these facilities.
3. The City of Spokane does not accept the responsibility to inspect or maintain drainage facilities located outside of public right-of-way, neither does the City of Spokane accept any liability for any failure by the property owners to properly maintain such areas.
4. Prior to construction, a grading and drainage plan showing finished 1-foot contours and supporting calculations, must be submitted to the Development Services Center for review and acceptance. An erosion/sediment control plan, detailing how dust and runoff will be handled during and after construction, must also be submitted to the Development Services Center. Existing stormwater facilities, both on and off the site, must be protected.
5. Slope easements for cut and fill, as deemed necessary by Engineering Services or the Development Services Center in accordance with the City's Design Standards, are hereby granted to the City of Spokane for construction and maintenance of public streets adjoining this binding site plan.
6. No building permit shall be issued for any structure in this binding site plan until evidence, satisfactory to the Development Services Center, has been provided showing that the recommendations of SMC 17D.060 "Stormwater Facilities" and the Project Engineer's recommendations, based on the drainage plan accepted for this final binding site plan, have been complied with.
7. Prior to the issuance of building permits for any structure in this binding site plan, the water systems servicing this binding site plan shall be constructed, inspected, tested for compliance with the requirements of the City, and accepted by the City of Spokane. The water system shall have adequate pressure and volume for domestic and fire uses as determined by the City of Spokane Water Department. Each building site shall be adequately served by a fire hydrant and appropriate street access as determined by the City of Spokane Fire Department and City Transportation Department respectively.
8. Prior to the issuance of building permits for any structure in this binding site plan, sanitary sewer systems shall be constructed, inspected, tested for compliance with the requirements of the City, and accepted by the City of Spokane.
9. All public / private improvements (street, sewer, stormwater, water, and permanent erosion and sediment control measures) shall be constructed to City of Spokane standards by the developer prior to the issuance of a certificate of occupancy of any structure served by said improvements.
10. Only City of Spokane Water and City of Spokane Sewer shall serve this binding site plan. Individual on-site sewage systems and private wells are prohibited.

11. Development of the subject property, including grading and filling, is required to follow an erosion/sediment control plan that has been submitted to and accepted by Development Services prior to the issuance of any building and/or grading permits.
12. A ten-foot easement for utilities is hereby granted along any portion of a lot adjoining a public or private street. Utility easements are hereby granted to the City of Spokane and its permittees and assigns for the construction, repair, maintenance, and operation of utilities, together with the right to inspect said utilities and to trim and/or remove brush and trees that may interfere with all related utility work. No structures are allowed in the easement area.
13. All parking, maneuvering areas, and driveways shall be hard surfaced.
14. A Transportation Impact Fee may apply, if so, the fee will be collected prior to the issuance of a building permit for the affected lot.

#### **Time Limitations:**

The platlor is authorized for a period of five years from the Date of Approval of this Preliminary Binding Site Plan permit to prepare and submit the Final "Pacific NW Tech Park-West" Binding Site Plan to the Planning Department for their and other Department's review and approval. A one year extension may be granted if applied for in writing prior to the expiration date. All Conditions of Approval shall be incorporated into the proposed Final Binding Site Plan.

#### **Procedures for Final Plat or Binding Site Plan Submission:**

A Final Binding Site Plan shall be prepared by a registered Land Surveyor licensed by the State of Washington. Submission of a Final Binding Site Plan shall include; the filing fee, the General Application, the Final Plat Application, one electronic copy of the proposed Final Binding Site Plan, and a plat certificate (Title Report) less than thirty days old.

After review and approval, or corrections if necessary, of the Proposed Final Binding Site Plan by the City, the platlor, or their agent, shall obtain the required signatures on the face of the Final Binding Site Plan. The last signature obtained prior to filing the Mylar with the County Auditor shall be that of the Planning Director.

The platlor, or their agent, shall then, within thirty days of the signing of the Final Binding Site Plan by the Planning Director, complete these steps in the following order:

1. Platlor or Agent shall take two (2) copies (after approval of proposed Final Plat or Binding Site Plan from the Planning Department) to the Spokane County Auditor's Office for recording.
2. Auditor keeps and records one copy of the final plat.
3. The Spokane County Auditor will, as time allows conform the 2<sup>nd</sup> copy of the proposed Final Plat or Binding Site Plan.

Seven (7) paper copies and one (1) Mylar copy of the recorded Final Binding Site Plan are then turned into the Planner in the Current Planning Department who worked on the Final Plat or Binding Site Plan.

#### **NOTICE OF RIGHT TO APPEAL**

Appeals of the Planning Director's decision are governed by Spokane Municipal Code 17G.060.210. Any party of record may file an appeal of this decision. Decisions of the Planning Director regarding administrative binding site plan permits are final. They may be appealed to the City of Spokane Hearing Examiner within fourteen (14) calendar days of the date of this decision. The date of this decision is of January 29, 2021.

**The date of the last day to appeal is the 12<sup>th</sup> day of February 2021 at 4:00 P.M.**

The appeal fee (\$250.00) must be paid in full at the time the appeal is made. The form for filing an appeal is available from the Planning Services Department.

Dated this 29<sup>th</sup> day of January 2021.

Please contact Ali Brast at (509) 625-6638 if you have further questions related to procedures or if you need further assistance.

Sincerely,

*Louis Meuler*

Louis Meuler (Jan 29, 2021 16:40 PST)

Louis Meuler, Interim Planning Director  
Planning and Development Services

By: Ali Brast, Assistant Planner  
Planning and Development