Whipple Consulting Engineers, Inc.

December 1, 2022

WCE No. 2020-2695

City of Spokane
808 W. Spokane Falls Boulevard
Spokane WA, 99201

Attn: Ali Brast, Associate Planner

Re: Response to Determination of Incompleteness
Qualchan View Estates– A Residential Subdivision

Dear Ms. Brast:

This letter is to confirm receipt and respond to the determination of incompleteness for Qualchan View Estates Preliminary Long Plat, City of Spokane file number Z21-344PPLT. For clarity, City of Spokane comments are listed below and in italic type, and our responses are left aligned and in roman type (upright).

Engineering:

1. *Per SMC 17G.080.040(B)(2), the contents of the preliminary plat map shall include the location of easements (both public and private). There appear to be easements in the title report not reflected on the preliminary plat map."*

WCE Response: An additional easement map has been added to sheet PP2 which identifies the location of all onsite easements.

2. *Existing topographic lines are not labeled. We are unable to determine if they are representing the maximum two-foot interval as required by SMC 17G.080.040(B)(2)(o). Please clarify.*

WCE Response: Topographic lines and labels of 2-foot intervals have been added to sheet PP1. Please note that additional sheets identify slopes at 10-foot intervals due to the increased difficulty in reading that arises from the steep slopes and numerous topographic lines.

3. *Our maps indicate slopes exceeding 15%, slopes exceeding 30%, DNR streams, and erodible soils in the project area. Please complete and submit a geohazard evaluation/mitigation plan for review.*

WCE Response: A geohazard evaluation is included with this letter. Please note that the DNR stream was removed with a water type modification form, which is attached.

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Civil, Structural, Traffic, Survey, Landscape Architecture and Entitlements

4. Please provide the correct parcel numbers for the properties adjacent to the proposed plat.

WCE Response: Parcel numbers have been corrected for properties adjacent to the proposed plat.

5. Proposed access easements for stormwater facility maintenance shall be shown on the preliminary plat.

WCE Response: The proposed stormwater facility is directly adjacent to Inland Empire Highway (SR 195) and may be accessed directly from that road. Additionally, the intent is to provide an additional access from within the plat.

6. The Tract at the north boundary of the plat should be given a letter designation to be consistent with the other proposed tracts within the plat.

WCE Response: Tract 'C' is now correctly labeled.

7. The following items are required on the preliminary plat per SMC 17G.080.040(B)(2):

a. Legal description;

WCE Response: Legal descriptions have been added to sheet PP1.

b. The numbers proposed to be assigned to each lot and block;

WCE Response: Lot and block numbers have been added to sheet PP1.

c. Conditions of adjacent property, platted or unplatted, and if platted, giving the name of the subdivision;

WCE Response: Adjacent property conditions have been added to sheet PP3.

d. The names and address of the record owners and taxpayers of each parcel adjoining the subdivision;

WCE Response: Adjacent property owners have been added to sheet PP3.

e. Indicate any street grades in excess of eight percent;

WCE Response: All streets are subject to grade elevations in excess of 8%. Please see the notes on sheet PP1.

f. Critical areas as defined in SMC 17E;

WCE Response: Erodible soils are identified on sheet PP2.

8. The following items are required per SMC 17G.080.070:

a. Where alleys are not provided, easements for public utilities shall be provided adjacent to any right-of-way.

WCE Response: Easements adjacent to right-of-way are identified on the preliminary plat and so noted for final platting.

9. Per SMC 17H.010.030 " Street Design":

a. A grid pattern featuring more street intersections and shorter block lengths should be implemented whenever possible.

WCE Response: We have reviewed both the City's Design Standards for Streets, Chapter 3, revised November 1, 2020, as well as SMC 17H.010.030 and find that due to the steep slopes, continuation of existing stub streets and the requirement for two access points, an onsite grid pattern is not feasible, and the design is in keeping with previous plats and sidehill design options.

b. Block lengths should not exceed 650 feet.

WCE Response: The existing steep slopes prevent block patterns and road connectivity in many instances. WCE has reduced block length where feasible; however, some blocks still exceed 660 feet, as allowed by both the SMC and Chapter 3 of the Design standards, due to steep slopes, we would be asking for relief from this standard.

10. Public right-of-way widths shall be in accordance with the city's comprehensive plan, the city's engineering design standards, or as directed by the director of engineering services. Minimum right-of-way widths are shown in Table 17H.010-2, Local Access Right-of-way and Street Widths. The right-of-way width varies based on the required street elements including number of lanes, on-street parking, bike lanes, medians, turn lanes, roadside swales, pedestrian buffer strips and street trees. Any deviations from the minimum set forth requires approval of a Design Variance.

a. Patrick Ct is shown with a proposed forty foot wide right of way. Please clarify.

b. Narrower right-of-way widths may be allowed at the discretion of the director of engineering services. Variance requests will be evaluated based on topography, traffic circulation, emergency vehicle access, zoning, existing development and on-street parking requirements.

WCE Response: Patrick Court follows hillside development standards for streets which allows for a 40' right-of-way per Table 17H.010-2. Per 17H.010.110 Hillside Development, lots will access one side of the street. The depth of block 10, lots 1-8 extends to Patrick Court, but steep slopes prevent access to Patrick Court from those lots fronting Talon Drive.

11. New, permanent dead-end or cul-de-sac streets require the approval of the director of engineering services. Dead-end and cul-de-sac streets are only allowed when street connectivity is unachievable, such as property that is isolated by topography or the configuration of existing lots and streets.

WCE Response: Due to topographical restrictions, Patrick Court and Summerwood Court are dead-end streets. The existing lot and street configurations to the north prevent Talon Court from connecting to existing or future streets; therefore, Talon Court is proposed to terminate in a permanent cul-de-sac. We ask the director of engineering services to consider these existing conditions.

a. Turn-arounds designed to meet the city's standards are required at all street dead-ends to allow emergency and service vehicles to turn around.

i. Please show the radius of the right of way for all proposed cul-de-sacs and dimension proposed hammer-head turn-arounds.

WCE Response: Sheets PP4 and PP5 identify right-of-way radii for the proposed cul-de-sacs and dimensions of hammerhead turnarounds.

c. Dead-end or cul-de-sac streets shall be not less than one hundred forty feet nor more than six hundred feet long along the centerline as measured from the curb line of the cross street at the street entrance to the point of curvature into the cul-de-sac bulb. Proposed exceptions to this rule will be considered by the director of engineering services based on pertinent traffic planning factors.

WCE Response: All dead-end or cul-de-sac streets are proposed to be between 140 and 600 feet, as appropriate, a stub road or right of way connection can be added for future connectivity by adjacent parcels.

d. A hard surfaced public pathway shall be provided at the end of every dead-end or cul-de-sac street connecting the sidewalk to an existing or future street or public pathway.

WCE Response: A hard-surfaced public pathway will be provided at the end of every dead-end or cul-de-sac street connecting the sidewalk to an existing or future street or public pathway that can meet the City standards for slopes of such facilities. As this is a hillside development with existing slopes up to and in some cases exceeding 30-percent, it may be that adding such a path is not feasible and relief from this requirement, as allowed may need to be provided.

12. Approved roadway names will be required prior to submitting civil engineering drawings.

a. Summerwood St is accepted as a continuation of the existing Summerwood St.

b. The dead-end of Summerwood St shall be identified as a Court. Summerwood Ct is acceptable.

WCE Response: Items a and b have been addressed on the preliminary plat.

c. Talon Dr is a continuation of the existing W Talon Dr, but runs in a north/south course. We have reached out to SREC to discuss alternate solutions such as possible changing the name of the roadway north of Patrick Ct in order to maintain the continuity of the directional indicator "W" for Talon Dr.

WCE Response: Comment noted, and finalization of road names will be addressed during the final plat process.

13. Please provide clarification for the intents of all Tracts (e.g. open space, stormwater treatment, stormwater disposal, etc.) as well as the party responsible for maintaining said tracts.

WCE Response: All tracts and intents of tracts have been identified on the preliminary plat Sheets PP4 and PP5.

a. Tract D will be required to be called out as access-only to the home addressed as 5802 S Meadow Lane Rd and will not developable as a lot.

WCE Response: Tract E (previously Trat D) is identified as an access tract on sheet PP4.

General Comments on the Plat:
SEPA Comments:

1. The Washington State Department of Transportation (WSDOT) has reviewed the revised traffic information submitted by WCE Engineers. In reviewing this information, WSDOT recommends that the following mitigations be contained in a SEPA mitigated determination of non-significance. These mitigations are needed to address the increase in traffic volumes associated with this project.

- *Vehicular traffic from this project is expected to deteriorate the level-of-service and negatively impact safety at the intersection of US 195/Meadowlane and US 195/Hatch Road. Qualchan View 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 US195/Meadowlane and 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 consist of developing a new at grade intersection for Meadowlane on the west side of US 195 further to the south, installing a US 195 j-turn north of the intersection, and eliminating the westbound to southbound left turn at the intersection (please see concept below). The improvement will also 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.

WCE Response: This comment will be addressed during the public hearing. WCE understands that this comment may be a condition of approval for the project, we have issues ultimately with the unnamed project, as that is a standard that cannot be completely agreed to and accepted, we would prefer that a specific project or level of participation in a specific project be provided by the approving agencies. This will be our position at hearing, we will, however, bring projects forward for the Hearing Examiner to consider for certainty of the process.

- *Vehicular traffic from this project is expected to add 42 AM trips and 14 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. Qualchan View 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"). Qualchan View 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 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.*

WCE Response: This comment will be addressed during the public hearing. WCE understands that this comment may be a condition of approval for the project, we have issues ultimately with the unnamed project, as that is a standard that cannot be completely agreed to and accepted, we would prefer that a specific project or level of participation in a specific project be provided by the approving agencies. This will be our position at hearing, we will, however, bring projects forward for the Hearing Examiner to consider for certainty of the process.

Planning:

1. *Street trees are required with all new construction. A street tree plan will be required to be submitted with the Engineering public improvement documents to ensure sufficient plantings are achieved. Especially in subdivisions with narrower lots, utility/driveway/tree conflicts should be considered from the beginning with*

some utilities being placed under the driveways to allow room for the required trees. Each lot that is unable to accommodate a street tree will be required to pay a fee-in-lieu of planting. That fee is $650 per tree. The approved plan will get adopted as the planting plan for the subdivision and each single-family building permit will be required to adhere to the plan.

WCE Response: A street tree plan will be submitted with engineering plans submitted for approval at time of final design.

Engineering:
Water Requirements:

1. *The Eagle Ridge area is served by a single 24-inch water transmission main which during peak irrigation use is approaching peak flow velocity. The water reservoir capacity within the Eagle Ridge area is also approaching capacity for the maximum number of lots.*
2. *The proposed plat lies within the Low Water Pressure Zone, the Eagle Ridge 1 Pressure Zone and the Cedar Hills Pressure Zone. The nearest available public water main, within the Low Pressure Zone, which could provide service to this proposed plat is an 8-inch ductile iron main located in S. Meadowlane Road (approximately 107 psi at the nearest hydrant). There is also a 24-inch ductile iron transmission main within the SR 195 right-of-way.*

a. *Other potential connections, if approved by the Water Department, are:*

i. An 8-inch ductile iron distribution main located in S. Summerwood Street (existing water pressure of approximately 56 psi at the hydrant located south of 5905 S. Summerwood Street), and an 8-inch ductile iron distribution main located in W. Talon Drive (approximate pressure of nearest hydrant is 94 psi); both mains are located within the Eagle Ridge 1 Water Pressure Zone. At this time, this pressure zone is at capacity and will require improvements listed under water requirements below.
ii. A 12-inch ductile iron main located in Bolan Avenue (approximate pressure of nearest hydrant is 93 psi) which is in the Cedar Hills Water Pressure Zone. At this time, this pressure zone is at capacity and will require improvements listed under water requirements below.

b. *The developer will be responsible for all costs associated with design and construction of water improvements necessary to serve the proposed plat.*

WCE Response: WCE acknowledges the comments regarding water availability and recognizes that the above items may be conditions for final plat, we reserve the right to continue to work with the City Water Department on appropriate, cost-effective and balanced solutions. It is not the fault of this development that the existing Eagle Ridge Development uses more water per capita than is allowed in the City Code. It is our opinion that while we understand we have to

connect to the City system for potable water as we are in the City's Retail Water Service Boundary, it is not this project, the last project on this side of Cedar Road to be left having to compensate for overuse of water by other users. We would hope that the City Administration and Staff would recognize that placing a burden upon a single development, and infill development at that between two existing zones is hard pressed to make sweeping system wide improvements without public participation, especially to fix a water overuse issue that is not the cause of the proposed development.

c. The water system shall be designed and constructed in accordance with City standards and State 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.

WCE Response: The water system will be designed and constructed in accordance with local and state standards.

d. An electronic version (pdf) of an overall water plan and hydraulic analysis must be submitted to the Development Services Center for review and concurrence. The hydraulic analysis must include supporting calculations for domestic and fire flows per City of Spokane Design Standards and State standards.

WCE Response: A water plan and hydraulic analysis will be submitted to the Development Services Center for review and concurrence prior to submittal of final design documents after meeting with the City to better understand all of the specific issue at hand regarding water and how the new waterline in Marshall Road will help alleviate many of the issues and concerns that staff may have.

e. In addition to the hydraulic analysis, construction plans shall be submitted to the Development Services Center for review and acceptance. The water system, including individual service connections to each lot, shall be constructed and accepted for service prior to the City Engineer signing the final plat.

WCE Response: Construction plans will be submitted to the Development Services Center for review and acceptance after the public hearing.

f. To develop the proposed preliminary plat, the developer will be required to design and construct regional (area larger than preliminary plat) off-site water infrastructure. The developer will be responsible for infrastructure and costs necessary to serve the proposed development and the City will be responsible for any oversize costs, which can be addressed in a Developer Agreement that must be approved by the City

Council. Per the hydraulic analysis, off-site water infrastructure shall be constructed as follows:

- *Provide and construct a Water booster station located at the Qualchan reservoir site. This booster station shall pump the flow required to serve the proposed development to the Eagle Ridge 1 reservoir elevation. This water booster station shall be in service upon completion of the Marshall Road water transmission main.*
- *Provide and construct a new reservoir at the Eagle Ridge 1 reservoir elevation, large enough to eliminate the need for a twin reservoir at the Qualchan site, exact location to be determined at final design. The new water reservoir shall be in service upon completion of the Marshall Road water transmission main. Provide and install a water transmission main from the proposed water booster station at the Qualchan reservoir site to the proposed new water reservoir to be located at the Eagle Ridge 1 reservoir elevation. The transmission main shall be constructed in the Cedar Road alignment and shall be sized per the hydraulic analysis. This water transmission main shall be in service upon completion of the Marshall Road water transmission main.*
- *Based on a full hydraulic analysis provided by the developer, alternative facilities that meet or exceed the capacity provided by the above conditioned facilities can be submitted for review and approval by the City during the Development Services Center review and acceptance process.*

WCE Response: Specific improvements regarding water booster stations or reservoirs will be determined at a later date. WCE acknowledges the comments regarding water availability and recognizes that the above items may be conditions for final plat, we reserve the right to continue to work with the City Water Department on appropriate, cost-effective and balanced solutions. It is not the fault of this development that the existing Eagle Ridge Development, uses more water per capita than is allowed in the City Code. It is our opinion that while we understand we have to connect to the City system for potable water as we are in the City's Retail Water Service Boundary, it is not this project, the last project on this side of Cedar Road to be left having to compensate for overuse of water by other users. We would hope that the City Administration and Staff would recognize that placing a burden upon a single development, and infill development at that between two existing zones is hard pressed to make sweeping system wide improvements without public participation, especially to fix a water overuse issue that is not the cause of the proposed development.

3. *Phasing Restrictions (Water):*

Due to high velocities in the existing 24-inch water transmission main serving the Eagle Ridge area, the City is requiring a phased approach for all future developments until a second water transmission main (Marshall Road Water Transmission Main) is in service. This second water transmission main is anticipated to be constructed in 2024. The projected time frame is contingent upon acquisition of property and/or easements

over private property, acquisition of piping and appurtenances, and other agency and railroad approvals/access. Until such time as the second water transmission main is operational and in service, development is limited as shown below with a maximum number of additional lots online at 191. . Qualchan View Estates can final plat 20 lots. The final remaining lots can be final platted after the Marshall Road water transmission main is in service along with the listed items in "Water Requirements 2. f" above, see phasing plan below.

WCE Response: Due to delays caused by the WSDOT in reviewing traffic studies and issuing comments and conditions, WCE does not believe that this project can bring lots on line any sooner than 2024. A simplified timeline is as follows:

- Hearing, February of 2023
- HE Approval (if it is approved) and Appeal Period March of 2023
- Plan submittals and Approvals April 2023 to July 2023 and with water conversations that last longer than anticipated, ending as late as August/September 2023.
- Start construction Fall of 2023
- Final plat May of 2024
- Start Home Construction June 2024
- First anticipated Occupancy August 2024

WCE requests that the limitation on final platting lots be changed to a limitation on obtaining Certificates of Occupancy based on the simplified schedule noted. It true that when this project started the 2024 Marshall Road Water line was far enough off to require some limitation to development, but the WSDOT review lag has allowed this project to slow down enough so that the Occupancy and water line completion are now complementary.

General Engineering Comments

1. Construction plans for water and sewer main extensions and system improvements must be designed by a Professional Engineer (licensed in Washington) and must follow City drafting and design standards. A water and sewer capacity study per City of Spokane standards shall show City system improvements that will be required depending upon the timing of the development and anticipated demands.

WCE Response: The need for a water and sewer capacity study will be addressed either during or after the public hearing.

2. The nearest existing public sanitary sewers which could provide service to this proposed plat are:

a. Locations

i. A ten-inch PVC main in S Summerwood St
ii. An eight-inch PVC main in W Talon Dr
iii. A twelve-inch PVC main in S Meadowlane Rd
iv. A ten-inch PVC main in W Bolan

b. The developer will be responsible for all costs associated with design and construction of sanitary sewer improvements necessary to serve the proposed plat.

c. The sanitary sewer system shall be designed and constructed in accordance with City standards.

d. Construction plans shall be submitted to Development Services for review and acceptance. The sanitary sewer system, including individual service connections to each lot, shall be constructed and accepted for service prior to the City Engineer signing the final plat.

WCE Response: Construction plans for sewer will be provided after a public hearing and generally in conformance with the water and sewer layouts provided on the preliminary plat.

2. All stormwater and surface drainage generated on-site shall be disposed of on-site in accordance with SMC 17D.060 "Stormwater Facilities", the Regional Stormwater Manual, Special Drainage Districts, City Design Standards, and, per the Project Engineer's recommendations, based on the drainage plan accepted for the final plat. Pre-development flow of any off-site runoff passing through the plat shall not be increased (rate or volume) or concentrated due to development of the plat, based on a 50-year design storm. An escape route for a 100-year design storm must be provided.

a. The proposed plat is located within a High Critical Aquifer Recharge Area and is considered to have high susceptibility for groundwater contamination.

b. No building permit shall be issued for any lot in the plat until evidence satisfactory to the City Engineer has been provided showing that the recommendations of SMC 17D.060 "Stormwater Facilities", the Regional Stormwater Manual, Special Drainage Districts, City Design Standards, and the Project Engineer's recommendations, based on the drainage plan accepted for the final plat, have been complied with. A surface drainage plan shall be prepared for each lot and shall be submitted to Engineering Services – Developer Services for review and acceptance prior to issuance of a building permit.

WCE Response: Stormwater and surface drainage generated onsite will be disposed of in accordance with state and local regulations and will be approved prior to construction and generally along the lines of the concept storm report submitted for this proposal.

3. All stormwater facilities necessary to serve the proposed plat shall be designed and constructed in accordance with City standards. The access to Tract A looks quite steep. Grades exceeding 8% will require a Design Deviation Request with supporting justification that must be signed by the Director of Engineering Services prior to construction.

WCE Response: The access to Tract A will be graded to a maximum of 10% in accordance with emergency services standards.

a. Prior to construction, a grading and drainage plan shall be submitted to Developer Services for review and acceptance.

WCE Response: A grading and drainage plan will be submitted to Development Services along with construction drawings.

b. An erosion / sediment control plan, detailing how dust and runoff will be handled during and after construction, shall be submitted to Developer Services for review and acceptance prior to construction.

WCE Response: A stormwater pollution and prevention plan (SWPPP) will be prepared with construction drawings, detailing how dust and runoff will be handled during and after construction.

c. If drywells are utilized, they will be tested to insure design infiltration rates are met. A minimum factor of safety of 2 (two) will be required. In accordance with State Law, existing and proposed Underground Injection Control structures need to be registered with the Washington State Department of Ecology. Proof of registration must be provided prior to plan acceptance.

WCE Response: If drywells are required as part of the design process, they will follow all local and state laws, including drywell testing and UIC registration.

d. The developer will be responsible for all costs associated with constructing storm water improvements necessary to serve the proposed plat.

WCE Response: WCE acknowledges receipt of this comment and understands that it may be a condition for final plat.

4. See item 3 under SEPA COMMENTS for WSDOT comments regarding traffic mitigation.

WCE Response: See response to item 4 under SEPA comments for WSDOT comments regarding traffic mitigation.

5. *Public streets, including paving, curb, sidewalk, signs, storm drainage structures/facilities, and swales/planting strips necessary to serve the proposed plat, shall be designed and constructed in accordance with City standards. Sidewalks shall serve each lot.*

WCE Response: WCE acknowledges receipt of this comment and understands that it may be a condition for final plat.

6. *Signing and striping plans, where appropriate, shall be included as part of the design submittal.*

WCE Response: Signing and striping plans will be included as part of the design submittal.

a. *Street design for the plat shall include supporting geotechnical information on the adequacy of the soils underneath to support vehicular design loads.*

WCE Response: Street design for the plat will include supporting geotechnical information on the adequacy of the soils underneath to support vehicular design loads.

b. *Any grades exceeding 8% must be shown on the preliminary plat.*

WCE Response: All grades exceeding 8% are identified on the preliminary plat.

c. *Garages shall be a minimum of 20 feet from the back of sidewalk to fully accommodate a parked vehicle without obstructing the sidewalk.*

WCE Response: Garages will be set back 20 feet from back of sidewalk to fully accommodate a parked vehicle without obstructing the sidewalk.

d. *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's Construction Management Office in accordance with City standards prior to the occupancy of any structures within the plat.*

WCE Response: All required street identification and traffic control signs will be installed in accordance with local codes and standards.

e. *The developer will be responsible for all costs associated with constructing street improvements necessary to serve the proposed plat.*

WCE Response: WCE acknowledges receipt of this comment and understands that it may be a condition for final plat.

f. Construction plans for public street, sewer, water and storm water systems must be designed by a Professional Engineer, licensed in the State of Washington, and submitted to Developer Services for review and acceptance prior to construction.

WCE Response: Construction plans will be submitted to Development Services for review and acceptance prior to construction. A Washington State-licensed professional engineer will design the construction plans.

g. Per Section 17H.010.110 Hillside Development, in steep, hillside areas, a reduced street cross-section may be allowed if the cross-slope is at least fifteen percent and lots will be developed on only one side of the street. In such cases, waiver of one sidewalk and pedestrian buffer strip may be granted at the discretion of the director of engineering services; provided that no lots access the omitted side. Additionally, on-street parking may be omitted on one side to allow for a narrower street width

WCE Response: Patrick Court follows hillside development standards for streets which allows for a 40' right-of-way per Table 17H.010-2. Per 17H.010.110 Hillside Development, lots will access one side of the street. The depth of block 10, lots 1-8 extends to Patrick Court, but steep slopes prevent access to Patrick Court from those lots fronting Talon Drive.

7. Generally, all new local access streets shall provide on-street parking on both sides of the street. Parking may be omitted from one side of a residential street in the following situations.

a. Hillside developments as described in SMC 17H.010.110 where lots are developed on only one side of the street.

b. Neighborhoods where garage access is provided from alleys and driveway access to the street is restricted.

c. The side of a street adjacent to side yards, rear yards or common areas such as stormwater facilities. Parking may not be omitted adjacent to parks or other recreational facilities.

WCE Response: Patrick Court follows hillside development standards for streets which allows for a 40' right-of-way per Table 17H.010-2. Per 17H.010.110 Hillside Development, lots will access one side of the street. The depth of block 10, lots 1-8 extends to Patrick Court, but steep slopes prevent access to Patrick Court from those lots fronting Talon Drive.

9. Per Section 17H.010.180 Sidewalks:

a. Sidewalks shall be located on both sides of the street for all public and private streets.

WCE Response: Sidewalks will be located on both sides of the street for all public and private streets excepting Patrick Court, as identified previously and under item c.)

b. Sidewalk shall be constructed around the bulb of cul-de-sacs so that every lot is served by a sidewalk.

WCE Response: All cul-de-sacs will have sidewalk constructed around the bulb so that every lot is served by a sidewalk.

c. In steep, hillside areas, where development occurs only on one side of the street, sidewalk may be omitted from one side in accordance with SMC 17H.010.110. However, it must be demonstrated that the segment to be omitted is not a critical link in the sidewalk system.

WCE Response: Patrick Court is proposed to be a dead-end street due to topography. A segment on the other side of Patrick Court would provide no access to adjacent lots and would not improve the sidewalk system of the plat.

d. All sidewalks shall be designed and constructed in accordance with the city's design standards, standard plans and specifications.

WCE Response: All sidewalks will be designed and constructed in accordance with local and City's design standards, standard plans and specifications.

10. Per Section 17H.010.190 Pedestrian Buffer Strips:

a. Pedestrian buffer strips are required on both sides of all streets between the sidewalk and the curb. The width and type of pedestrian buffer strip for each street shall comply with the requirements of the comprehensive plan and the city's design standards.

WCE Response: Pedestrian buffer strips will be installed and will comply with the city's design standards and comprehensive plan.

b. Planted strips are required on residential local access streets. A minimum three-foot wide concrete pedestrian buffer strip may be allowed in place of the planted strip for certain land uses such as churches and schools that require passenger loading and unloading. These will be evaluated on a case-by-case basis and allowed at the discretion of the director of engineering services.

WCE Response: A planter strip will be installed along all residential local access streets except for one side of Patrick Court where no sidewalk will be installed.

c. In situations where a separation between the sidewalk and the street is constrained by topography, narrow right-of-way or existing development, a variance from this standard may be granted by the director of engineering services.

WCE Response: Comment noted, until final design is complete, we may ask for relief from this requirement, while at this time we don't expect this relief, final design will answer the question.

d. In cases where sidewalk has been omitted on one side of the street, the pedestrian buffer strip may also be omitted on that side.

WCE Response: This comment is noted.

e. Pedestrian buffer strips may be omitted around the bulb of cul-de-sacs.

WCE Response: This comment is noted.

11. Plan review fees for sanitary sewer, water, street, and storm water improvements will be determined at the time of plan submittal and must be paid prior to the start of review.

WCE Response: Plan review fees will be paid prior to the start of review.

12. Lot plans, following the criteria outlined in the Spokane Regional Stormwater Manual Appendix 3C, must be submitted for review prior to the City Engineer signing the final plat.

WCE Response: Lot plans will be submitted for review prior to the City Engineer signing the final plat.

13. All Tracts within the boundaries of this proposed plat will be maintained by a Homeowners' Association established for this development. Said stormwater facilities will be operated and maintained in accordance with an operation and maintenance manual written by a licensed engineer in the State of Washington.

WCE Response: All tracts within the boundaries of the proposed plat will be maintained by a Homeowners' Association established for this development.

14. A $250.00 deposit will be required for each monument to be installed as part of the final plat.

WCE Response: A $250 deposit will be submitted for each monument to be installed as part of the final plat.

15. Civil engineered plans and profiles shall use NAVD88 datum (City of Spokane datum minus 13.13 feet).

WCE Response: Civil engineered plans and profiles will use the NAVD88 datum.

16. 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 approval of the final plat.

WCE Response: A financial guarantee will be provided for all street, drainage, and erosion / sediment control improvements not constructed prior to approval of the final plat.

17. Preapproved road names shall be identified on plat documents at the time of Final Plat submittal.

a. Per Section 17D.050A.060 Roadway Naming Standards:

i. Duplicate roadway names will not be allowed. Any roadway name shall not duplicate any county roadway names unless the new roadway is in alignment with the existing county roadway.

ii. Roadways with the same root name but different suffix (that are not in reasonable alignment with the existing roadway) will be considered as a duplicate roadway name, e.g., Chesterfield Drive or Chesterfield Lane and thus disallowed.

WCE Response: Pre-approved road names will be identified on plat documents at the time of Final Plat submittal.

If you have any questions or comments regarding this letter please feel free to contact me at (509) 893-2617.

Sincerely,

Todd R. Whipple, P.E.
Whipple Consulting Engineers, Inc.

Encl: Water type modification form
Geohazard evaluation

CC: Sponsor
File