**STAFF REPORT ON PRELIMINARY LONG PLAT TYPE III APPLICATION**

**FILE NO. Z25-631PPLT**

## I. SUMMARY OF REQUEST AND RECOMMENDATIONS:

DESCRIPTION OF PROPOSAL: The applicant (Whipple Consulting Engineers, Inc.) on behalf of the owner (Easy Home Buyer, LLC) is proposing to subdivide parcels 25264.0007 (addressed as 2510 S Thorpe Rd.) and 25253.0039 (addressed as 2710 W Thorpe Rd.) into 26 lots with intent to construct single-family dwellings on each lot. Combined size of both parcels is approximately 5.98 acres. Access from W Thorpe Rd. is proposed via dedicated right of way through parcel 25253.0039. Improvements include dedications of West 26th Avenue. and South A Street, three tracts, and associated utilities.

RECOMMENDATION: Staff recommends approval of this application subject to the conditions outlined in this report. The conditions provided herein are intended to ensure that the project is consistent with the City's Comprehensive Plan and Development Regulations.

## II. GENERAL INFORMATION:

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|---|---|---|
| A. | Owner: | Easy Home Buyer, LLC<br>1002 N Spokane St.<br>Post Falls, ID 83854 |
| C. | Applicant/Agent: | Whipple Consulting Engineers, Inc.<br>c/o Austin Fuller<br>21 S Pines Rd.<br>Spokane Valley, WA 99206<br>509-893-2617<br>permits@whipplece.com |
| D. | Location of Proposal: | 2710 W Thorpe Rd., parcel 25253.0039<br>2510 S Thorpe Rd., parcel 25264.0007 |
| E. | Existing Zoning: | Residential 1 (R1) |
| F. | Land Use Plan Designation: | Residential Low |
| G. | SEPA Status: | DNS – Adoption of Existing Documents – was issued on September 16, 2026, under the optional DNS process in section 197-11-355 WAC.<br>The SEPA appeal period ended 9/30/26 at 5 pm. |
| H. | Enabling Zoning: | SMC 17C.111 – Residential Zones;<br>SMC 17G.061 – Land Use Application Procedures; and SMC 17G.080 – Subdivisions |
| I. | Hearing Date: | October 8, 2026, 9:30 AM |
| J. | Staff Contact: | Steven Bafus, Planner II, 509-625-6312 |

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## II. FINDINGS OF FACT:

A. **Project Description:** Whipple Consulting Engineers, Inc., on behalf of Easy Home Buyer, LLC applied for a Preliminary Long Plat on December 11, 2025.

Two community meetings were held for this application. The first community meeting was held on May 7th, 2025 which presented a 47-lot residential development. A preliminary plat application was not received by the city within 120 days of the community meeting. Per SMC 17G.061.110(B)(1), 'the (community) meeting shall occur no more than one hundred twenty days prior to application and before the application is accepted by the City'. A second community meeting was held on November 5th, 2025 for the same 47-lot residential development (Exhibit 10).

B. This application is proposing to subdivide parcels 25264.0007 (2510 S Thorpe Rd.) and 25253.0039 (2710 W Thorpe Rd.) into 26 lots and three tracts with intent to construct single-family dwellings on each lot. The combined size of both parcels is approximately 5.98 acres. Parcel 25253.0039 was created as part of the Canyon Acres plat, file no. 92-05 SP (Exhibit 13a) This plat proposes dedication of right of way with connection to W Thorpe Rd. via future roundabout (Exhibit 7f) to be constructed as part of the Victory Heights PUD, file no. Z23-044PUD (Exhibit 13b). The roundabout and connection of this plat will be discussed in greater detail later in this staff report.

C. **Site Description:** The subject properties comprise of two vacant parcels totaling approximately 5.98 acres as indicated in the exhibit below:

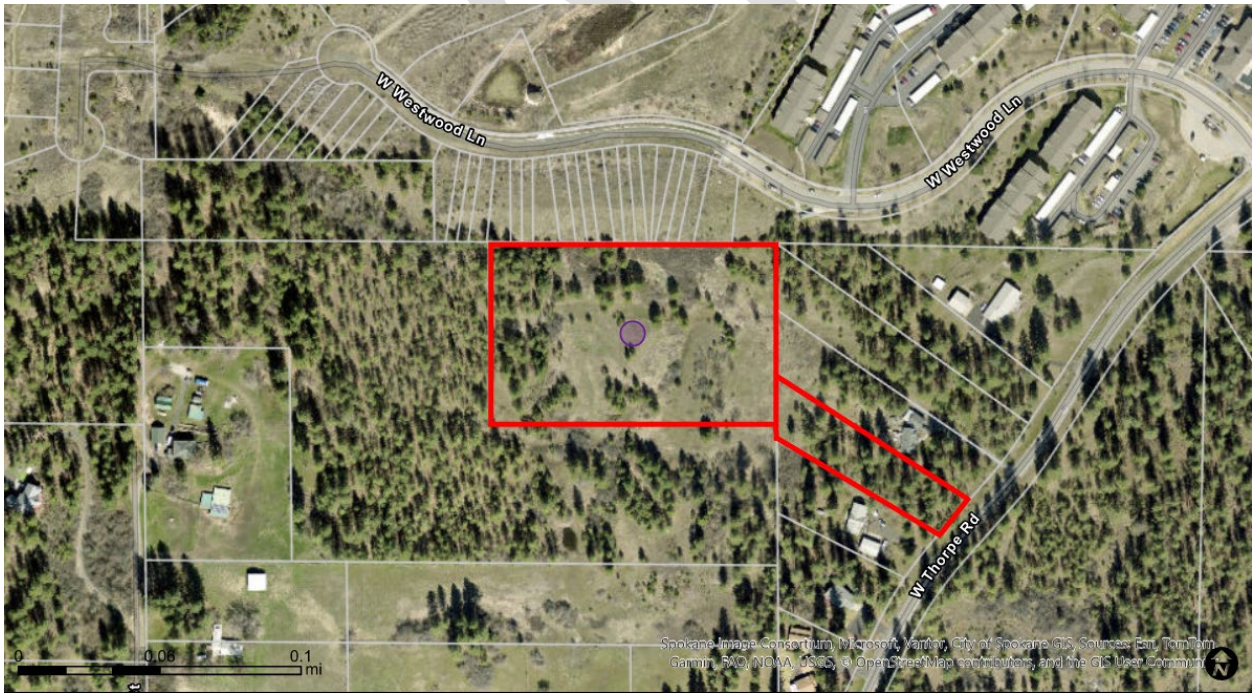


Exhibit 1 – Vicinity Map

D. The subject site is zoned Residential 1 (R1). Adjacent parcels to the north are zoned Residential Multifamily (RMF) and are part of the Canton Bluffs 3rd PUD, file no. Z17-327FPLT (Exhibit 13c).

Adjacent parcels to the east, south, and west are also zoned R1

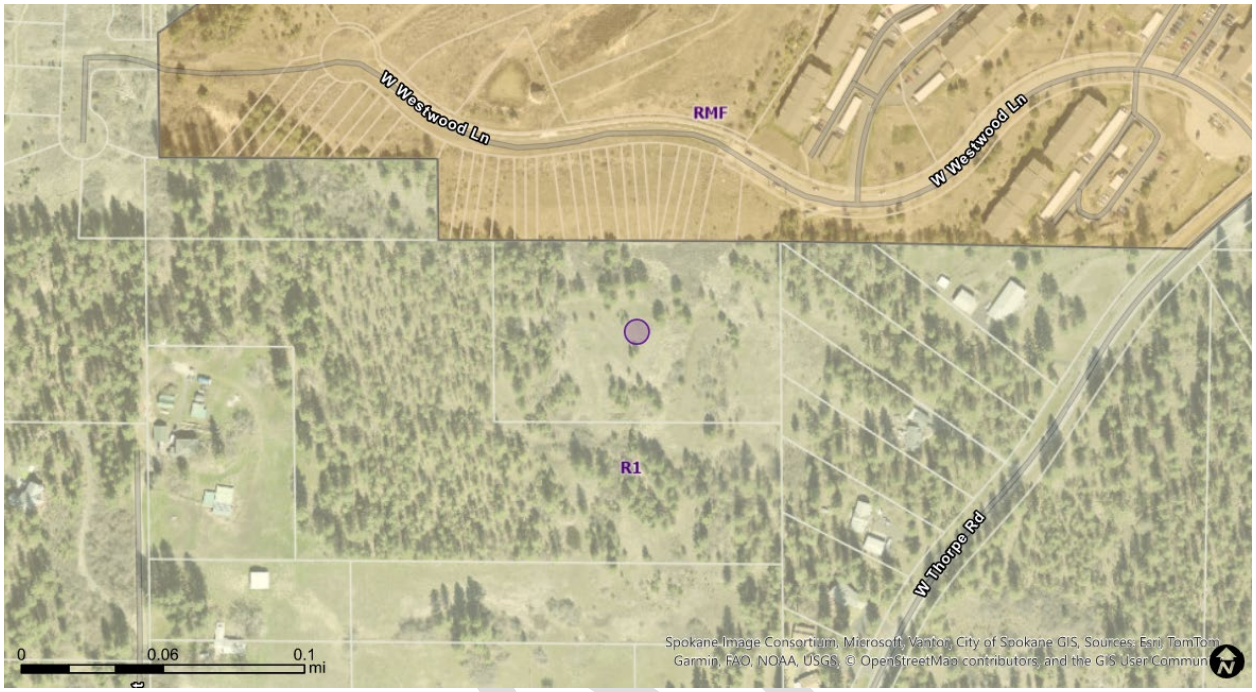


Exhibit 2 - Zoning

E. The land use map designation effective 09/06/23 is Residential Low (Z23-112COMP). Like zoning, adjacent parcels comprise of a mix of land use designations including Residential Low to the east, south, and west with Residential Moderate to the north.

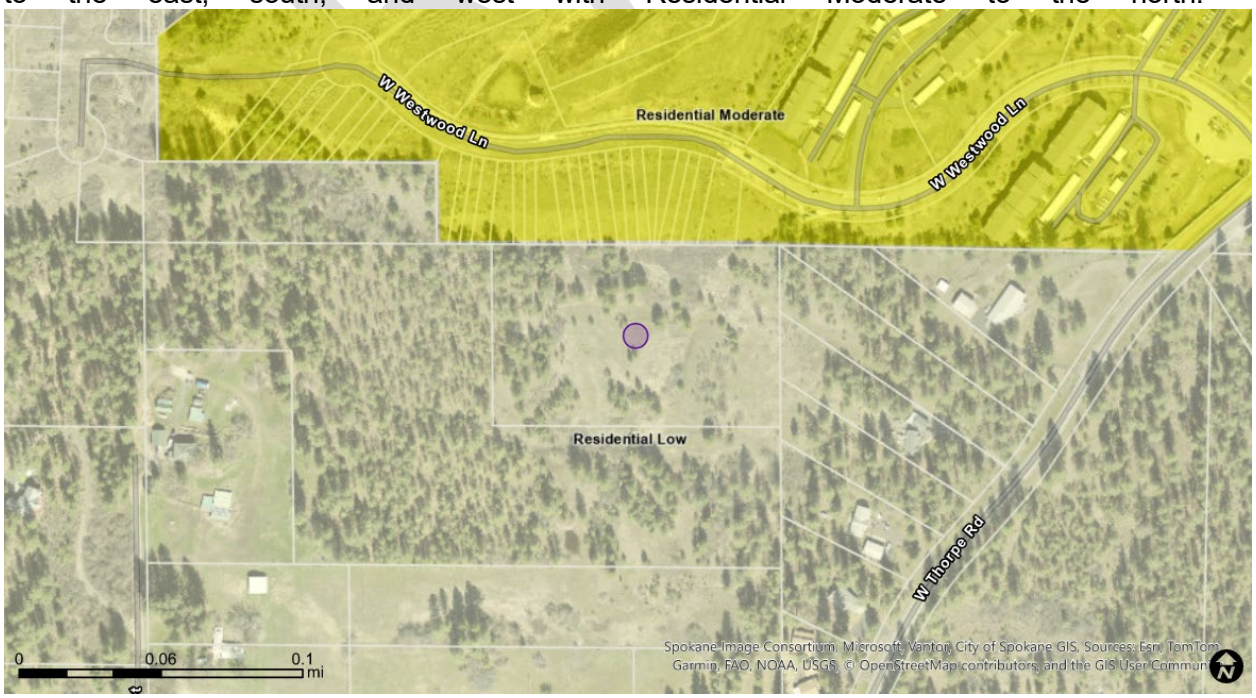

Exhibit 3 – Land Use

F. Adjacent land uses are generally vacant or comprised of larger parcels with single-family residential development. This proposed plat is within proximity to the following larger vested developments:
    a. Victory Heights PUD, file no. Z23-044PUD (Exhibit 13b) approved on May 1, 2025 for 997 lots east of the subject site.
    b. Canyon Bluffs PUD 3rd Addition, file no. Z17-327FPLT (Exhibit 13c) which created 28 lots north of the subject site.

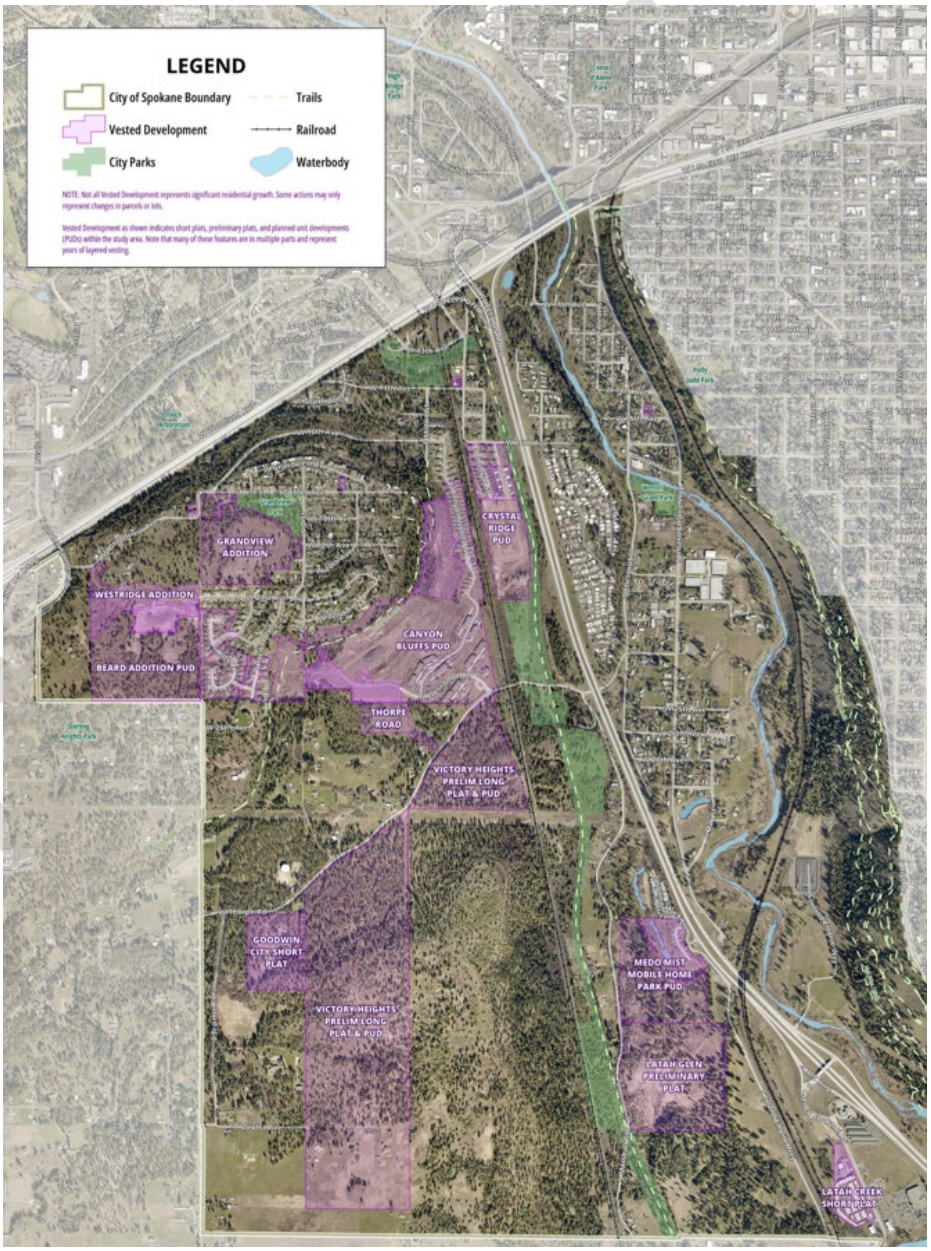


Exhibit 4 – Latah Valley Reference Map

G. Applicable Development Regulations include SMC 17C.111 Residential Zones, SMC 17G.061 Land Use Application Procedures, and SMC 17G.080 Subdivisions.

H. **Procedural Requirements:** All procedural requirements have been met.

a. Two predevelopment meetings were held on April 4, 2024 (B24M0036PDEV) and November 7,2024 (Exhibit 11).

b. Two Community Meetings were held on May 7th, 2025 and November 5th, 2025 (Exhibit 10).

c. Application was submitted on December 11, 2025.

d. A total of three Agency Request for Comments notices were sent to Departments and Agencies between December 15, 2025, and July 6, 2026. The second request for comment period was specific to City Engineering, Wastewater Management, Fire Department, Planning and WSDOT. The third request for comment period was specific to City Engineering, Fire Department, Planning and WSDOT.

e. The applicant was notified in writing that the application was deemed technically complete on July 29, 2026.

f. A Combined Noticed of Application, SEPA, and Public Hearing was posted/mailed on or before August 25, 2026.

g. The combined notice was published in the Spokesman Review on August 25, 2026.

h. The Public Comment Period on the application ended on Wednesday, September 9, 2026.

i. A final SEPA DNS – adoption of existing document – was issued on September 16, 2026 (14-day appeal period ended on September 30, 2026, at 5 pm). No appeal to the SEPA DNS was received. The DNS was issued under the optional DNS process in WAC 197-11-355.

## IV. DEPARTMENT REPORTS

Notice and requests for comment were sent to City departments and outside agencies concerned with land development as noted above. Copies of reports from those who responded to the notice and request for comments are a part of the file for reference. Department and agency comments received during the agency comment period are found in Exhibit 8.

## V. PUBLIC COMMENT

A combined Notice of Application, SEPA, and Public Hearing was posted/mailed as noted in procedural requirements (Section H), above. Staff received six public comments by closure of the public comment period. Public Comments are included in Exhibit 9j. Staff will forward any comments received by 5 pm on Wednesday, October 7th to the hearing examiner's office for inclusion in the project public record.

## VI. CONCLUSIONS

The Spokane Municipal Code has established decision criteria for Subdivisions. The application materials also include the applicant's responses to criteria. The following is staff's analysis of the proposal considering these decision criteria.

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***LONG PLAT – DECISION CRIATERIA SMC 17G.061.310 SUBSECTIONS C AND 17G.080.025***

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

Relevant Facts:

The proposal is for the creation of 26 lots and three tracts for the purpose of constructing 26 single-family dwellings on the created lots. A subdivision resulting in the creation of more than nine lots is allowed under SMC 17G.080.050 – Subdivisions. The proposed single-family dwellings are an allowed us in the R1 zone. Additionally, single-family dwellings are identified as a characteristic of the R1 zone per SMC 17C.111.030(B).

All new lots created through subdivision must comply with the standards for the base zone as described in SMC 17C.111.205. Additionally, plats are reviewed for compliance with Subdivision Design Standards found in SMC 17G.080.070.

Staff discussion:

The proposed lots under this preliminary long plat application meet all development standards for the R1 zone as defined in SMC Tables 17C.111.205-1.

**Density:** Pursuant to SMC 17C.111.210, the calculation of density for a subdivision or residential development is based on the total (gross) area of the subject property. Critical areas and right-of-way may be, but are not required to be subtracted from a calculation of density. No critical areas and/or right-of-way are proposed to be subtracted from the calculation of density for this plat. When the calculation of density results in a fraction, the density allowed or required is rounded up to the next whole number. In the R1 zone, the calculation of density shall count one lot as one dwelling unit.

The combined size of the subject parcels is approximately 5.98 acres. On sites larger than two acres, SMC Table 17C.111.205-1 prescribes a minimum density of four units per acre and a maximum density of 10 units per acre. A gross acreage of 5.98 acres requires a minimum density of 24 units (rounded up from 23.92) and a maximum density of 60 units (rounded up from 59.8). This plat proposes 26 lots, equivalent to 4.32 units/acre which meets the minimum and maximum density standards.

**Lot Dimensions:** Pursuant to SMC Table 17C.111.205-1, the minimum dimensions in the R1 zone are 15’ lot width/frontage, 80’ lot depth with a minimum lot area of 1200 square feet. Per SMC 17C.111.200(F), all residential lots shall front onto a public street and meet the minimum lot frontage requirements of Table 17C.111.205-1. All lots shown on the face of the preliminary plat indicate compliance with these standards.

**Lot Coverage:** Building and impervious surface coverage will be reviewed at time of building permit applications. SMC Table 17C.111.205-1 prescribes a maximum total building coverage not to exceed 65% of lot size. SMC Table 17C.111.205-3 provides development standards for properties qualifying for development bonus. In the R1 zone, the development bonus is 80% maximum total building coverage. SMC 17C.111.225 provides the following site criteria needed to qualify the development bonus, any one of the following conditions shall qualify a property for the bonuses:

- The property is within one half mile of a major transit stop, as defined in SMC 17A.020.130.
- The property is within one half mile of a Center & Corridor Zone.
- The property is owned by a Religious Organization as defined in SMC 17A.020.180 and the property meets the affordability requirements in subsection (D) of SMC

17C.111.225

- The property meets the affordability requirements in subsection (D) of SMC 17C.111.225.

The subject parcels are not located within a half mile of a major transit stop or Center & Corridor zone. Additionally, the subject parcels are not owned by a religious institution. Although the applicant has not indicated an intent for affordable housing units, future development may include affordable housing units eligible for the 80% lot coverage bonus.

This site is located not within a special drainage district nor within an area of drainage concern. As such the R1 zone allows 60% of the lot area to be covered with impervious surface before additional stormwater evaluation is required. Impervious surface is defined in SMC 17A.020.090 and includes ground surfaces and coverings composed of water-impenetrable materials such as asphalt, concrete, brick, stone and rooftops.

**Building and Siting Standards.** Compliance with building and siting standards such as setbacks, height, and maximum building footprint as well as design standards for new homes will be reviewed at time of building permit applications. SMC Table 17C.111.205-2 provides currently adopted building and siting standards. SMC 17C.111.300-.340 provides design standards for single-unit residential development.

Lots 10-12 of block 1 and lots 13 & 14 of block 2 front a temporary turnaround as shown on the preliminary plat. Front building and garage setbacks for these lots shall be from the edge of the temporary turnaround easement. Additionally, the property owners of these lots are responsible for restoration of required landscaping and street tree improvements impacted by removal of the temporary turn-around and construction of the required street improvements.

The proposal is permitted in accordance with SMC 17G.080.050 – Subdivisions and SMC 17C.111 – Residential Zones. The proposal implements the City of Spokane Land Use Plan Map, addresses minimum and maximum density requirements, and meets other development standards.

**Staff finds criterion 1 is met.**

2. *The proposal is consistent with the Comprehensive Plan designation and goals, objectives and policies for the property;*

Relevant Facts:

The Comprehensive Plan includes goals, objectives, and policies that are relevant to the proposal.

**Chapter 3 – Land Use:**

Policy LU 1.3 Lower Intensity Residential Areas states: *Focus a range of lower intensity residential uses in every neighborhood while ensuring that new development complements existing development and the form and function of the area in which it is located*.

Policy LU 1.12 Public Facilities and Services states: *Ensure that public facilities and services system are adequate to accommodate proposed development before permitting development to occur.*

Goal LU 8 Urban Growth Area states: *Maintain an Urban Growth Area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities*

*related to such growth, but that does not exceed the area necessary to accommodate such growth.*

Policy LU 3.6 Compact Residential Patters states: *Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.*

Policy LU 3.7 Maximum and Minimum Lot Sizes states: *Prescribe maximum, as well as minimum lot size standards to achieve the desired residential density for all areas of the City.*

Policy LU 4.4 Connections states: *Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.*

Goal LU5 Development Character states: *Promote development in a manner that is attractive, complementary, and compatible with other land uses.*

Policy LU 5.1 Built and Natural Environment states: *Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.*

Policy LU5.2 Environmental Quality Enhancement states: *Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.*

Policy LU 8.1 Role of Urban Growth Areas states: *Limit urban sprawl by encouraging development in urban areas where adequate public facilities exist or where such facilities can be more efficiently provided.*

**Chapter 4 – Transportation:**

TR 7 Neighborhood Access states: *Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.*

TR 20 Bicycle/Pedestrian Coordination states: *Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.*

**Chapter 6 – Housing:**

Policy H 1.4 Use of Existing Infrastructure states: *Direct new residential development into areas where community and human public services and facilities are available.*

Goal H 1 Housing Choice and Diversity Goal states: *Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.*

Policy H 1.18 Distribution of Housing Options states: *Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.*

Goal H 2 Housing Quality states: *Improve the overall quality of the City of Spokane's housing.*

Policy H2.4 Linking Housing with Other Uses states: *Ensure that plans provide increased*

*physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.*

**Chapter 8 – Urban Design and Historic Preservation:**

Policy DP 1.2 New Development in Established Neighborhoods states: *Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.*

Policy DP 2.15 Urban Trees and Landscape Areas states: *Maintain, improve, and increase the number of street trees and planted areas in the urban environment*

Policy DP 2.6 Building and Site Design states: *Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features – Including topography, hydrology, and microclimate - and considers intensity of use.*

**In Chapter 9 – Natural Environment:**

Goal NE 1 Water Quality states: *Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.*

Policy NE 1.9 Sewer Requirement states: *Ensure that every developed property in the city and the adjacent urban growth area is served by sewer to minimize aquifer contamination.*

Policy NE 12.1 Street Trees states: *Plant trees along all streets.*

Policy NE 13.1 Walkway and Bicycle Path System states: *Identify, prioritize, and connect places in the city with a walkway or bicycle path system.*

Policy NE 13.2 Walkway and Bicycle Path Design states: *Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.*

**In Chapter 11 – Neighborhoods:**

Policy N 2.1 Neighborhood Quality of Life states: *Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.*

Policy N 4.7 Pedestrian Design states: *Design neighborhoods for pedestrians.*

Policy N 4.9 Pedestrian Safety states: *Design neighborhoods for pedestrian safety.*

Staff Discussion:

The Spokane Comprehensive Plan adopted June 2017 (and subsequent amendment to Chapter 3, Land Use, pursuant to Ordinance C36414) designates the subject property as "Residential Low" which allows residential uses in the R1 zone. The proposal to create 26 lots for residential development via the City's Subdivision Code (17G.080) on a site of approximately 5.98 acres is consistent with multiple goals and policies from several chapters of the Comprehensive Plan. The above selections from the City's Comprehensive Plan does not represent an exhaustive list of goals and policies but is intended to illustrate the proposals consistency with the City's adopted comprehensive plan.

**Staff finds criterion 2 is met.**

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

Relevant Facts:

All facility and service providers are responsible for maintaining and monitoring their available and planned capacity. The application was circulated three times between December 15, 2025, and July 6, 2026, as identified above. During agency review, agencies with jurisdiction have the opportunity and responsibility to address any concerns related to concurrency including an evaluation of transportation, public water, fire protection, police projection, parks and recreation, public library, solid waste disposal & recycling, schools, and public wastewater (sewer and stormwater).

Staff Discussion**:**

Comments and recommended conditions of approval from City departments and agencies with jurisdiction are included in the file Exhibit 8 as well as in the Recommendations (Section VII) of this staff report. No agency with jurisdiction identified that concurrency could not be met. For SEPA, please see the SEPA DNS in Exhibit 8l, issued on September 16, 2026. Please also see staff report discussion bellow regarding Section 17G.080.025 Decision Criteria (Type III permit applications) which also addresses several elements of concurrency identified in 17D.010.010.

**Staff finds criterion 3 is met.**

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:

City departments and agencies with jurisdiction reviewed the technical documents and other application materials for physical characteristics of the property and no comments were received indicating that the site is unsuitable for development.

Staff Discussion:

During the combined Notice of Application/Hearing/SEPA, staff received comments from the State of Washington Department of Fish and Wildlife (WDFW) and the State of Washington Department of Ecology.

WDFW indicated they agree with the applicant's identification of priority habitat species (PHS) as indicated in the SEPA checklist. However, WDFW notes the absence of providing no net loss and related mitigation measures. As such WDFW suggests the applicant consult with them on developing a habitat management and mitigations plans while developing the properties.

WDFW also suggests keeping as many large established trees, with lower branches and small undergrowth removed throughout the entire plat, if possible. WDFW notes these measures will help maintain soil stability on steep slopes and mitigate extreme heat zones and fire potential, while keeping natural habitat for wildlife.

Lastly, WDFW suggest keeping conservation-oriented development in mind. This can include but not limited to minimizing light pollution with downward facing streetlights, protection of birds on powerlines and reflective exterior buildings, minimizing impervious surface where

possible, especially in open spaces, run off and raingarden filtration, and strategically place roads to avoid crossing important wildlife corridors and consider widening underpasses or culverts to allow for both water and wildlife access if necessary.

The State of Washington Department of Ecology has identified wetland characteristics evident from aerial imagery. As such, the State of Washington Department of Ecology is requiring a survey by a qualified professional to verify presence or absence of wetlands. The person conducting the survey should have experience in identifying and delineating vernal pools as they are numerous in the surrounding area and there appears to be topography conducive to their presence.

The State of Washington Department of Ecology is requesting the wetland delineation data sheets from the survey of the property regardless of presence or absence of wetlands. If wetlands are discovered in the proposal area the applicant will need to demonstrate mitigation sequencing which includes avoidance and minimization.

Some public comments received expressed concern regarding the proposed plat's location within the Special Habitat Conservation Zone (SHCZ), as identified in Map 19 Priority Areas for Conservation of the City of Spokane Parks and Natural Lands Master Plan (Exhibit 7g). City of Spokane Parks staff provided the following information regarding the SHCZ (Exhibit 14a): *'The Special Habitat Conservation Zones map created by Parks in coordination with WDFW during the 2022 Park & Natural Lands Master Plan was created specifically to inform where Parks* (Department) *might acquire natural land for the purpose of keeping it natural. It is not intended to be used as a regulatory framework for private or public development, nor does its adoption by the Park Board & Council serve any purpose outside of informing where the city should prioritize natural land acquisition.'* While the proposed plat does appear to be within the SHCZ, this designation does not determine the land use or allowed uses for the subject parcels.

The subject parcels are located within both the interface and intermix Wildland Urban Interface (WUI) areas according to available Washington State Department of Natural Resources (DNR) mapping. The WUI are identified areas where structures and other human development intermingle with wildland vegetation or where housing is in the vicinity of large areas of wildland vegetation. According to the city's Deputy Building Official (Exhibit 14b), the city has adopted the International Wildland-Urban Interface Code (IWUIC), however the city has not adopted the associated mapping to enforce the IWUIC. The city is waiting for the DNR to publish the Wildfire Risk and Hazard mapping as directed by state legislation. This mapping will determine where to apply WUI zones. Per the SEPA checklists (Exhibits 7h-j), the applicant identifies the project's location within the WUI and acknowledges the requirement to follow the IWUIC once said mapping has been implemented.

The applicant provided a Geohazard Report (Exhibit 7b) dated February 5, 2026. This report presents baseline geotechnical recommendations for the proposed plat. Per the report, a geotechnical engineering report is recommended to be performed with subsurface exploration to determine the extent and depth of bedrock observed at the surface. The report goes on to indicate that the site appears to be suitable for proposed residential development and roadways based on a review of the surface observations and geologic research.

While the site is identified as in a Critical Aquifer Recharge Area with high susceptibility for groundwater contamination, the City's stormwater codes address requirements for construction within these areas. The City's engineering team has provided comment on the proposal including those on stormwater. The applicant has provided a Concept Storm

Drainage Report dated May 13, 2026 (Exhibit 7e) which has been reviewed by City engineering staff. Compliance with the City's stormwater codes will be reviewed outside of this land use application process at the time of permits for construction.

The applicant has provided a Cultural Resources Survey (Exhibit 7c) dated February 19, 2025. The survey indicates the proposed plat will result in no historic properties affected and that the subject site is not eligible for inclusion in the National register of Historic Properties (NRHP). Additionally, the Spokane Tribe's Historic Preservation Office is requiring an Inadvertent Discovery Plan (IDP) be implemented (Exhibit 8 i(iii)).

Comments and recommended conditions of approval from City departments and agencies with jurisdiction are included in the file as Exhibit 8 as well as in the Recommendations (Section VII) of this staff report.

**Staff finds criterion 4 is met.**

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 properties or the surrounding area, considering the design and intensity of the proposed use.*

Relevant Facts:

A SEPA Notice of Application was issued on August 25, 2026 which identified the anticipated issuance of a DNS. A final SEPA DNS was issued on September 16, 2026 (14-day appeal period ended on September 30, 2026 at 5 pm). No appeal to the SEPA DNS has been received. The DNS was issued under the optional DNS process in WAC 197-11-355.

During the Agency Request for Comments, the Washington State Department of Transportation (WSDOT) submitted comments as provided in Exhibit 8. Comments focused on impacts to US-195 and were given in two parts, depending on a potential restriction on traffic eastbound on Thorpe Road, which is contemplated in the stipulated agreement related to the Victory Heights plat (file no. Z23-044PPUD).

The comments reference a "trip generation bank" and discuss impacts to the US-195/I-90 Eastbound on-ramp. They also describe potential impacts on the I-90 Eastbound Garden Springs off-ramp in the event of traffic restrictions on Thorpe Road.

No further comments were received by WSDOT after issuance of the SEPA Notice of Application.

As mentioned in Section 4 above, both the State of Washington Department of Fish and Wildlife (WDFW) and the State of Washington Department of Ecology provided comments during the SEPA Notice of Application. Their comments are included in the file as Exhibits 9h & i and are included as recommended conditions to the Hearing Examiner in the Recommendations section (Section VII) of this staff report.

Staff Discussion:

The SEPA Responsible Official reviewed the WSDOT comments and determined not to include them as mitigations for three reasons. First, the stated impact in condition (a) is associated with the US-195/I-90 Eastbound on-ramp, which is a state facility serving national and international transportation needs. There is not a clear nexus between the proposed plat and any degradation of operations at the cited interchange.

Second, condition (b) is connected to a possible restriction on eastbound traffic on Thorpe Road. The imposition of this restriction is speculative and subject to further study and action by Spokane City Council as provided in the stipulated order related to the Victory Heights plat (file no. Z23-044PPUD). As of the date of this staff report, the City, in consultation with WSDOT, have not established a timeline for placement of the travel restriction, nor have the other aspects of the stipulated agreement related to coordination and further study between the City and the project applicant been finalized. It continues to be the City's intent to avoid a traffic restriction.

Third, the Integrated Capital Management department does not maintain an official "trip generation bank". The bank appears to represent excess capacity resulting from improvements made by earlier development. However, there is no interlocal agreement, planning study, or other joint effort that establishes a mechanism for tracking capacity in this manner. The City continues to believe that an interlocal agreement to address transportation needs and development mitigations in this area is in the interest of all parties, due to the interdependence of the City and State transportation system and the complex legal environment associated with exactions.

Comments provided by the State of Washington Department of Fish and Wildlife (WDFW) and the State of Washington Department of Ecology (Ecology) are included as recommended conditions to the Hearing Examiner in the Recommendations section (Section VII) of this staff report. SMC 17E.020 regulates development activities within critical areas specific to fish and wildlife habitats and requires habitat management plans where warranted. Additionally, SMC 17E.070 provides local regulations specific to wetland protections, including requirements for identification and designation of wetlands through coordination with Department of Ecology. Due to the existence of local and regional environmental regulations that require compliance, the City did not include the WDFW and Ecology comments as SEPA mitigations, but rather as recommended conditions of the plat itself. The applicant will be required to comply with the various agencies' permitting requirements, which include those identified by WDFW and Ecology. This decision by the City as Lead Agency is further supported by Chapter 3 of the Washington SEPA handbook (September 2025 edition), which states that mitigations can occur by conditions under local regulations.

Recommended conditions of approval from City departments and agencies with jurisdiction are included in the file as Exhibit 8 as well as in the Recommendations (Section VII) of this staff report.

**Staff finds criterion 5 is met.**

***Section 17G.080.025 Decision Criteria (Type III permit applications)***

In addition to the criteria listed above, plats are subject to Decision Criteria under SMC 17G.080.025. The proposed subdivision shall make appropriate (in terms of capacity and concurrency) provisions for:

a. public health, safety and welfare:

The City of Spokane Fire and Police Departments in addition to other emergency service-related departments and agencies were given the opportunity to review this proposal and provide comments. No comments were received from agencies with jurisdiction indicating that public health safety and welfare could not be met.

The City of Spokane Fire Department has provided the following conditions of approval:

- Streets with a minimum clear width more than 26' but less than 32' shall be provided

with “No Parking” signs on one side of the street. Spacing shall be in accordance with City Engineering standards (a 29’ street width is indicated on face of preliminary plat).
- Access roads and water supplies (fire hydrants) are required to be installed and approved prior to delivery of combustible construction materials to the site.
- The maximum number of one- and two-family dwelling units allowed on a single access road is 30 units. This development seems to meet that with only 26 lots proposed. This 30 unit limit can be exceeded if all units are provided with fire sprinklers.
- Fire Department approved all-weather access must be provided to within 200 feet of any point around the outside of a building (IFC 503.1.1 and SMC 17F.080.010) along an acceptable path of travel from an approved fire apparatus setup location. For fully sprinklered buildings, this is extended to 240 feet (IFC 503.1.1, Exception1).
- For International Residential Code buildings, fire hydrants are required within 600 feet of all points around the building from an acceptable fire apparatus setup location along an acceptable path of travel (IFC 507.5.1, Exception 1).

Conditions of approval from the City’s Associate Fire Prevention Engineer are included in Exhibit 8 and in the recommendations of this staff report (Section VII).

**Staff finds this criterion is met.**

b. open spaces;

Long plats are not required to provide public open space. Each residential unit is required to provide a minimum 250 SF of open space, consistent with SMC Table 17C.111.205-2. Design standards for open spaces are defined in SMC 17C.111.310. Minimum open space requirements, as applicable, will be evaluated at time of building permit application for each residential unit.

The subject site is proximal to the following parks and facilities:
- Grandview Park, approximately 3.7 miles from the subject site.
- Trolly Trailhead and Trolly Trail Conversation Area, approximately 2.0 miles from the subject site
- Westwood Trail, approximately 0.3 miles from the subject site.

No comments were received from the City’s Park Department.

**Staff finds this criterion is met.**

c. drainage ways;

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. Water and sewer improvements necessary to serve the plat cannot be bonded for.

Construction plans for public street, 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 prior to construction.

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

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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.

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 Development Services for review and acceptance prior to issuance of a building permit.

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

The property owner adjacent to drainage swales in the public right-of-way shall maintain the drainage swales with a permanent live cover of lawn turf, with optional shrubbery and/or trees, which do not obstruct the flow and percolation of storm drainage water in the drainage swale as indicated on the approved plans. The property owner or his/her representative, shall inform each succeeding purchaser of all drainage easements/facilities on the property and his/her responsibility for maintaining drainage facilities.

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.

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

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.

All public improvements (street, sanitary sewer, storm sewer, and water) shall be constructed to City standards prior to the occupancy of any structures served by said improvements.

**Staff finds this criterion is met.**

d. streets, roads, alleys, and other public ways;

As mentioned above, this plat proposes connection to W Thorpe Rd. via future roundabout to be constructed as part of Victory Heights phases 1 & 2. The anticipated completion date of the roundabout has yet to be determined.

City of Spokane Integrated Capitol Management staff engaged with Kittelson & Associated for review of the Trip Generation and Distribution Letters (Exhibits 7m-o) provided by the applicant. The Kittelson & Associated memo dated May 28, 2026 (Exhibit 8) presents two scenarios for the distribution and assignment of trips, including:

- Future residents will continue to be able to use Thorpe Road to travel to/from the site to US 195 in both directions as they do today; or,

- Future residents need to alter their use of Thorpe Road eastbound if a 3-legged roundabout is constructed at the easternmost access point for Victory Heights that includes “a physical barrier on eastbound traffic” with provisions for emergency access and evacuation.

The memo states the trip generation presented is reasonable and slightly different but generally consistent with the distribution associated with the homes noted in the Victory Heights Traffic Impact Analysis prepared by Transpo in December 2024. The memo concludes no off-site impacts would result from the development of the proposed 26 homes.

Centerline monuments must be installed at every intersection and at the beginning and end of every horizontal curve per City Design Standards and must be shown on the face of the final plat. Monuments must be installed in accordance with Section H of the Standard Plans.

A centerline monument will be required at the CL intersection of Thorpe and 26th Ave.

If Centerline monuments cannot be installed due to sewer manholes, the intersection curbs must be scribed, and a diagram of the offset scribed x’s must be submitted to the City of Spokane Construction Field Office.

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. Water and sewer improvements necessary to serve the plat cannot be bonded for.

Construction plans for public street, 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 prior to construction.

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

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.

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

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

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

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.

The street connection of 26th Avenue to Thorpe Road will be determined based on whether the roundabout is in place or not at the time of street construction for this plat.

This project will dedicate 57’ width right of way identified as West 26$^{th}$ Avenue and South A Street as show on the face of the preliminary plat.

A temporary turn-around easement over a portion of Lots 13 and 14 of Block “2” and Lots 10, 11, and 12 of Block “1” is hereby granted to the City of Spokane until such a time as the public

street right-of-way is extended. The temporary turn-around easement is for the use of the public and may be used by the public in the same manner as public right-of-way and the same restrictions and liabilities apply to said easement as if it's a public right-of-way.

The future extension of 26th Ave will require that the plattor(s) of the development requiring said extension must remove the temporary cul-de-sac and replace it with City standard curb/gutter, sidewalk, planting strips/swales, and utility extensions at said plattor(s) expense.

The property owner(s) of Lots 13 and 14 of Block "2" and Lots 10, 11, and 12 of Block "1" will be responsible for all costs associated with reconstruction of private improvements impacted by removal of the temporary turn-around and construction of the required street improvements.

Slope easements for cut and fill, as deemed necessary by Development Services in accordance with the City's Design Standards, are hereby granted to the City of Spokane for the construction and maintenance of public streets adjoining this plat.

All public improvements (street, sanitary sewer, storm sewer, and water) shall be constructed to City standards prior to the occupancy of any structures served by said improvements.

The City of Spokane has adopted Transportation Impact Fees to address impacts of development on local street and supplement the City's ability to eliminate existing transportation deficiencies. Transportation Impact Fees will be assessed at time of building permit for new single-family homes. See 17D.075.040 Transportation Impact Fees, Assessment of Impact Fees.

Please find agency comments and conditions in Exhibit 8 and in the recommendations section of this staff report (Section VII).

**Staff finds this criterion is met.**

e. transit stops;

Spokane Transit Authority (STA) does not operate facilities or routes within proximity to the subject site. STA did provide the following comment for the Victory Heights PUD:
*'Spokane Transit currently does not provide fixed route transit service to the project site. While there are no current plans for fixed route service to the project area, Thorpe Road may be a candidate for bus service in the future. As plans progress, please identify prospective locations for future bus stops near Thorpe Road that can be added later in a way without dramatically altering stormwater swales or other features in the right of way. Please coordinate sidewalk plans to ensure an ADA boarding and alighting pad is adjacent'.* Staff commentary adds, '*the applicant* (Whipple Consulting Engineers, Inc.) *has shown a good faith effort in committing to accommodating the future service by providing possible STA stop locations along Thorpe Road in their resubmittal on 8/25/2023.to the roadway'.*

Given the STA comments above, there may be future facilities and routes for residents to utilize.

STA did not provide comments for this application. STA works independently with private property owners to address improvements to STA facilities that may impact private development sites. Any coordination with the city that may be necessary and/or required permits associated with transit improvements are addressed outside of platting actions.

**Staff finds this criterion is met.**

f. potable water supplies;

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. Water and sewer improvements necessary to serve the plat cannot be bonded for.

An existing 8-inch ductile iron line in Thorpe Road is the nearest available water main which could provide service to the proposed plat. Existing water pressure is approximately 78 psi at the hydrant approximately 300' to the north.

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

The water system shall be designed and constructed in accordance with City 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 reducing valves be installed at developer expense.

Two copies of an overall water plan and hydraulic analysis must be submitted to Developer Services for review and acceptance. The hydraulic analysis must include supporting calculations for domestic and fire flows.

In addition to the hydraulic analysis, construction plans shall be submitted to Developer Services 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.

Construction plans for public street, 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 prior to construction.

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

Only City water systems shall serve the plat; the use of individual onsite sanitary waste disposal systems and private wells is prohibited.

All public improvements (street, sanitary sewer, storm sewer, and water) shall be constructed to City standards prior to the occupancy of any structures served by said improvements.

Prior to the issuance of any building permits, the lots shall be connected to a functioning public or private water system complying with the requirements of the Development Services Center and having adequate pressure for domestic and fire uses, as determined by the Water and Hydroelectric Services Department and the Fire Department.

Please find agency comments and conditions in Exhibit 8 and in the recommendations section of this staff report (Section VII).

**Staff finds this criterion is met.**

g. sanitary wastes;

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. Water and sewer improvements necessary to serve the plat cannot be bonded for.

The nearest existing public sanitary sewer which could provide service to this proposed plat is a 24-inch concrete line in Thorpe Rd, adjacent to this plat.

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

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

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.

Construction plans for public street, 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 prior to construction.

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

Only City sanitary sewer systems shall serve the plat; the use of individual onsite sanitary waste disposal systems and private wells is prohibited.

All public improvements (street, sanitary sewer, storm sewer, and water) shall be constructed to City standards prior to the occupancy of any structures served by said improvements.

Please find agency comments and conditions in Exhibit 8 and in the recommendations section of this staff report (Section VII).

**Staff finds this criterion is met.**

h. parks, recreation, and playgrounds;

As noted above, plats are not required to provide public open space. A minimum 250 SF of open space is required for each residential unit and will be evaluated at time of building permit submittal. Proximity to public parks is evaluated above in section B – Open Spaces.

No comments from Parks were received on this proposal.

**Staff finds this criterion is met.**

i. schools and school grounds;

There are no provisions for public schools or school grounds as a part of this proposal. The site is served by Spokane Public Schools District #81. District 81 operates the following assigned schools:

- Hutton Elementary School, approximately 5.8 miles from the subject site.
- Peperzak Middle School, approximately 7.7 miles from the subject site.
- Lewis & Clark High School, approximately 3.8 miles from the subject site.

No comments were received from the local school district.

**Staff finds this criterion is met.**

j. sidewalks, pathways, and other features that assure safe walking conditions.

Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles, transit, and emergency services.

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

Lots fronting the temporary turnaround easement will not require sidewalks. However, the future extension of 26th Ave. will require that the plattor(s) of the development requiring said extension must remove the temporary cul-de-sac and replace it with City standard sidewalks and planting strips at said plattor(s) expense.

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

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.

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

Public rights-of-way shall contain all street elements including paving, curbing, gutters and pedestrian buffer strips or swales in accordance with the city's design standards.

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.

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.

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

SMC 17C.111.340 provides pedestrian connectivity standards for buildings in residential zones. At least one walking connection is required between each building and the sidewalk. Additionally, at least one walking connection is required between each unit and its designated garbage and recycling area. Driveways and parking access aisles may be used to meet both requirements. Compliance with these standards will be evaluated at time of building permit application.

Please find agency comments and conditions in Exhibit 8 and in the recommendations section of this staff report (Section VII).

**Staff finds this criterion is met.**

## VII. RECOMMENDATIONS

TO APPROVE the Type III Preliminary Long Plat subject to the conditions outlined herein which are intended to ensure that the project is consistent with the City's Comprehensive Plan and Development Regulations.

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1. Thorpe Road Preliminary Long Plat will be developed in substantial conformance with applicable Code and development standards at time of permit application or those codes in palace at time of permit.
2. Development should adhere to plans, drawings, illustrations and/or specifications on file with the Development Services Center and with comments received regarding the project from City Departments and outside agencies with jurisdiction.
3. Thorpe Road Preliminary Long Plat will be developed in compliance with any additional performance and development standards documented in comment or required by City of Spokane, Spokane County, Washington State, and any Federal agency.
4. This approval does not waive the applicant's obligation to comply with all of the requirements of City Departments and outside agencies with jurisdiction over land development.

City of Spokane Planning Department – Conditions of Approval for Final Plat:

5. No phasing final plat phasing is proposed. A preliminary plat that has received preliminary approval may be subsequently modified to be developed in phases, subject to approval of the director consistent with 17G.080.050(F) – Phasing.
6. The property owners of lots 10, 11, and 12 of block 1 and lots 12, 13, and 14 of block 2 are responsible for restoration of required landscaping and street trees improvements impacted by removal of the temporary turn-around and construction of the required street improvements.
7. Please submit a Street Tree Plan prepared and stamped by a landscape architect licensed in the State of Washington, at time of private development (PDEV) application.
8. The SEPA review for this proposal considered 26 single-family units. If greater than 26 units are ultimately proposed, the SEPA checklist will need to be amended and/or re-reviewed, based on the substantiality of the proposal. Substantiality shall be determined by Planning Staff and apply standards for determining such available at the time of any requested increase in housing units.

City of Spokane Engineering Department – Conditions of Approval for Final Plat:

9. Please indicate in the plat dedication who each tract is dedicated to and for what purpose. If any utilities, stormwater, or other facilities are to be privately maintained, a Homeowner's Association or other responsible entity will need to be established for the maintenance of these facilities. If applicable, please reference the AFN for the document establishing this entity on the face of the final plat.
10. Centerline monuments must be installed at every intersection and at the beginning and end of every horizontal curve per City Design Standards and must be shown on the face of the final plat. Monuments must be installed in accordance with Section H of the Standard Plans.
    a. A centerline monument will be required at the CL intersection of Thorpe and 26th Ave.
    b. If CL mons cannot be installed due to sewer manholes, the intersection curbs must be scribed, and a diagram of the offset scribed x's must be submitted to the City of Spokane Construction Field Office.
11. 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. Water and sewer improvements necessary to serve the plat cannot be bonded for.
12. The nearest existing public sanitary sewer which could provide service to this proposed

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plat is a 24-inch concrete line in Thorpe Rd. adjacent to this plat.

a. The developer will be responsible for all costs associated with design and construction of sanitary sewer improvements necessary to serve the proposed plat.
b. The sanitary sewer system shall be designed and constructed in accordance with City standards.
c. 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.

13. An existing 8-inch ductile iron line in Thorpe Road is the nearest available water main which could provide service to the proposed plat. Existing water pressure is approximately 78 psi at the hydrant approximately 300' to the north.
    a. The developer will be responsible for all costs associated with design and construction of water improvements necessary to serve the proposed plat.
    b. The water system shall be designed and constructed in accordance with City 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 reducing valves be installed at developer expense.
    c. Two copies of an overall water plan and hydraulic analysis must be submitted to Developer Services for review and acceptance. The hydraulic analysis must include supporting calculations for domestic and fire flows.
    d. In addition to the hydraulic analysis, construction plans shall be submitted to Developer Services 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.
14. Construction plans for public street, 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 prior to construction.
    a. Plan review fees for sanitary sewer, water, street, and stormwater improvements will be determined at the time of plan submittal and must be paid prior to the start of infrastructure plan review.
15. 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. 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 Development Services for review and acceptance prior to issuance of a building permit.
    b. Prior to construction, a grading and drainage plan shall be submitted to

Development Services for review and acceptance.

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

16. 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.
    a. Signing and striping plans, where appropriate, shall be included as part of the design submittal.
    b. Street design for the plat shall include supporting geotechnical information on the adequacy of the soils underneath to support vehicular design loads.
    c. Any grades exceeding 8% must be shown on the preliminary plat.
    d. Garages shall be a minimum of 20 feet from the back of sidewalk to fully accommodate a parked vehicle without obstructing the sidewalk.
    e. 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.
    f. The street connection of 26th Avenue to Thorpe Road will be determined based on whether the roundabout is in place or not at the time of street construction for this plat.

<u>City of Spokane Fire Department – Conditions of Approval for Final Plat:</u>

17. Streets with a minimum clear width more than 26' but less than 32' shall be provided with "No Parking" signs on one side of the street. Spacing shall be in accordance with City Engineering standards.
18. Access roads and water supplies (fire hydrants) are required to be installed and approved prior to delivery of combustible construction materials to the site.
19. The maximum number of one and two-family dwelling units allowed on a single access road is 30 units. This development seems to meet that with only 26 lots proposed. This 30-unit limit can be exceeded if all units are provided with fire sprinklers.
20. Fire Department approved all-weather access must be provided to within 200 feet of any point around the outside of a building (IFC 503.1.1 and SMC 17F.080.010) along an acceptable path of travel from an approved fire apparatus setup location. For fully sprinklered buildings, this is extended to 240 feet (IFC 503.1.1, Exception 1).
21. For International Residential Code buildings, fire hydrants are required within 600 feet of all points around the building from an acceptable fire apparatus setup location along an acceptable path of travel (IFC 507.5.1, Exception 1).

<u>City of Spokane Wastewater management – Condition of Approval for Final Plat:</u>

22. The proposed sewer manhole location within new Thorpe Road roundabout may or may not be acceptable, depending on what is proposed for the final design of the roundabout. WWM will need to review sewer plans for this development in conjunction with the proposed roundabout plans to ensure maintenance access to this manhole.

<u>Avista Utilities – Condition of Approval for Final Plat:</u>

23. Parcel 25264.0007 has an existing pole and distribution line crossing over the southeastern portion of the property (per aerial and GIS maps), which would cross over and/or affect proposed lots 25 and/or 26. The applicant shall coordinate with Avista to address by contacting the customer service number at 1-800-227-9187.

Spokane Tribe of Indians – Condition of Approval for Final Plat:

24. This project will require an inadvertent discovery plan (IDP) implemented into the scope of work.

State of Washington Department of Ecology – Conditions of Approval for Final Plat:

25. Within the proposed subdivision there appear to be wetland characteristics evident from aerial imagery. A wetland survey by a qualified professional shall be performed to verify presence or absence. This person should have experience in identifying and delineating vernal pools as they are numerous in the surrounding area and there appears to be topography conducive to their presence.
26. Wetland delineation data sheets of the survey of the property shall be provided to Ecology regardless of presence or absence.
27. If wetlands are discovered in this proposal area the applicant shall demonstrate mitigation sequencing which includes avoidance and minimization.

State of Washington Department of Fish and Wildlife (WDFW) – Condition of Approval for Final Plat:

28. A habitat management and mitigation plan shall be established that results in no net loss. The applicant shall consult with WDFW regarding review and technical assistance in the creation of the plan.

Statements to be included in the Dedicatory Language on the face of the final development plan/detailed site map:

29. If any archaeological resources, including sites, objects, structures, artifacts, and/or implements, are discovered on the project site, all construction and/or site disturbing activities shall cease until appropriate authorities, agencies, and/or entities have been notified in accordance with Chapters 27.44 and 27.53 RCW.
30. Street trees and landscaping are required – compliance will be verified prior to approval of Certificate of Occupancy for each new home.
31. Front building and garage setbacks for lots 10, 11, and 12 of block 1 and lots 13 and 14 of block 2 shall be from Temporary Turnaround Easement.
32. The property owners of lots 10, 11, and 12 of block 1 and lots 12, 13, and 14 of block 2 are responsible for restoration of required landscaping and street trees improvements impacted by removal of the temporary turn-around and construction of the required street improvements.
33. All stormwater and surface drainage generated onsite shall be disposed of onsite in accordance with SMC 17D.060 “Storm water facilities”, the Spokane 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.
34. A temporary turn-around easement over a portion of Lots 13 and 14 of Block “2” and Lots 10, 11, and 12 of Block “1” is hereby granted to the City of Spokane until such a

time as the public street right-of-way is extended. The temporary turn-around easement is for the use of the public and may be used by the public in the same manner as public right-of-way and the same restrictions and liabilities apply to said easement as if it's a public right-of-way.

35. The future extension of 26th Ave will require that the plattor(s) of the development requiring said extension must remove the temporary cul-de-sac and replace it with City standard curb/gutter, sidewalk, planting strips/swales, and utility extensions at said plattor(s) expense.
36. The property owner(s) of Lots 13 and 14 of Block "2" and Lots 10, 11, and 12 of Block "1" will be responsible for all costs associated with reconstruction of private improvements impacted by removal of the temporary turn-around and construction of the required street improvements.
37. Ten foot utility and drainage easements, as shown hereon the described plat, are hereby dedicated to the City and its permittees for the construction, reconstruction, maintenance, protection, inspections and operation of their respective facilities together with the right to prohibit structures that may interfere with the construction, reconstruction, reliability and safe operation of the same.
38. Development of the subject property, including grading and filling, are required to follow an erosion and sediment control plan that has been submitted to and accepted by the Development Services Center prior to the issuance of any building and/or grading permits.
39. No building permit shall be issued for any lot in this plat until evidence satisfactory to the City Engineer has been provided showing that the recommendations of SMC 17.060 "Storm water facilities", the Spokane Regional Stormwater Manual, Special Drainage Districts, and City Design Standards have been complied with. A surface drainage plan shall be prepared for each lot and shall be submitted to the Development Services Center for review and acceptance prior to the issuance of a building permit.
40. Prior to construction, a grading and drainage plan shall be submitted to Development Services for review and acceptance. The property owner adjacent to drainage swales in the public right-of-way shall maintain the drainage swales with a permanent live cover of lawn turf, with optional shrubbery and/or trees, which do not obstruct the flow and percolation of storm drainage water in the drainage swale as indicated on the approved plans. The property owner or his/her representative, shall inform each succeeding purchaser of all drainage easements/facilities on the property and his/her responsibility for maintaining drainage facilities.
41. Only City water and sanitary sewer systems shall serve the plat; the use of individual onsite sanitary waste disposal systems and private wells is prohibited.
42. Prior to the issuance of any building permits, the lots shall be connected to a functioning public or private water system complying with the requirements of the Development Services Center and having adequate pressure for domestic and fire uses, as determined by the Water and Hydroelectric Services Department and the Fire Department.
43. All parking areas and driveways must be hard surfaced.
44. Garages shall be a minimum of twenty feet from the back of sidewalk to fully accommodate a parked vehicle without obstructing the sidewalk.
45. Slope easements for cut and fill, as deemed necessary by Development Services in accordance with the City's Design Standards, are hereby granted to the City of Spokane for the construction and maintenance of public streets adjoining this plat.

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46. No building permit shall be issued for any lot in the plat until evidence satisfactory to the City Engineer has been provided showing that sanitary sewer and water improvements, constructed to City standards, have been provided to the lot in question.
47. All public improvements (street, sanitary sewer, storm sewer, and water) shall be constructed to City standards prior to the occupancy of any structures served by said improvements.
48. Utility easements shown hereon the described plat are hereby dedicated to the City and serving utility providers for the construction, reconstruction, maintenance and operation of utilities and cable television, together with the right to inspect said utilities and to trim and/or remove brush and trees which may interfere with the construction, maintenance and operation of same.
49. A 10 foot easement for utilities, including cable television, is hereby granted along all street frontages to the City and serving utility providers.
50. Avista shall have the right to prohibit changes in grade to above and below installed facilities.
51. No building, structure, fence or landscaping is allowed within the easement area that may interfere with Avista's rights or with the safe operation of the Facilities or that are not in compliance with all safety and building codes, regulations and laws.
52. If the developer or their subcontractor ditches beyond the limits of the platted easement strips shown hereon, the easement area shall then be identified by the actual physical location of the installed utilities.

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**Exhibits:**

1. Vicinity Map
2. Zoning Map
3. Land Use Map
4. Latah Valley Reference Map
5. Application Documents:
    a. General Application (revised 12/16/25)
    b. General Application (initial submittal 11/19/25)
    c. Preliminary Long Plat Application (revised 3/3/26)
    d. Preliminary Long Plat Application (initial submittal 11/20/25)
    e. Application Narrative (initial submittal 11/20/25)
    f. Notification Map Application (revised submittal 12/16/25)
    g. Notification Map Application (initial submittal 11/18/25)
6. Site Plan Documents:
    a. Preliminary Plat Map (revised 6/18/26)
    b. Preliminary Plat Map (revised 3/2/26)
    c. Preliminary Plat Map (initial submittal 12/15/2025)
7. Technical Documents:
    a. Water and Sewer Preliminary Use Calculation
    b. Geohazard Report
    c. Cultural Resources Survey
    d. SRSM Rational Method 25-year design storm
    e. Concept Storm Drainage Report
    f. Thorpe Road roundabout design
    g. Map 19: Priority Areas for Conservation
    h. SEPA Checklist (revised 7/6/26)
    i. SEPA Checklist (revised 3/3/26)
    j. SEPA Checklist (initial submittal 11/19/25)
    k. SEPA Notice of Application
    l. SEPA Determination (issued 9/16/26)
    m. Trip Generation and Distribution Letter (revised 6/30/26)
    n. Trip Generation and Distribution Letter (revised 3/6/26)
    o. Trip Generation and Distribution Letter (initial submittal 11/19/25)

8. Request for Agency Comments (RFC) – three RFCs:
   3rd RFC:
    a. Technically Complete Letter (7/29/26)
    b. City of Spokane:
        i. Engineering email indicating no further comments – Erik Johnson (7/15/26)
        ii. Fire Department email with conditions of approval – Justin Cravalho (7/22/26)
        iii. Integrated Capitol Management email indicating no further comments – Kevin Picanso (7/27/26)
    c. Washington State Department of Transportation email indicating no further comments (7/16/26)
    d. Request for Comments – 3rd Request (7/6/26)
    e. Applicant's Response to request for additional information letter (6/30/26)

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2nd RFC:

f. Request for additional information letter (6/15/26)
    i. City of Spokane Planning – Steven Bafus, incorporated into letter
    ii. City of Spokane Engineering Memo – Erik Johnson (6/1/26)
    iii. City of Spokane Fire Department email – Justin Cravalho (6/1/26)
    iv. Washington State Department of Transportation email and TDGL redlines (5/27/26)
    v. City of Spokane Integrated Capitol Management email – Kevin Picanso (6/15/26)
    vi. City of Spokane Wastewater Management email – Brandon Staglund (6/1/26)
g. Request for Comments – 2nd Request (5/13/26)
h. Applicant's Response to request for additional information letter (3/3/26)

RFC – Initial Review:

i. Request for additional information letter (initial review 2/13/26):
    i. City of Spokane Planning – Steven Bafus, incorporated into letter
    ii. City of Spokane Engineering Memo – Erik Johnson (1/6/26)
    iii. Spokane Tribe of Indians letter (12/16/25)
    iv. Spokane Regional Clear Air Agency letter (12/17/25)
    v. Avista Utilities email (1/5/26)
    vi. City of Spokane Wastewater Management email – Brandon Staglund (1/6/26)
    vii. City of Spokane Fire Department email – Justin Cravalho (1/7/26)
    viii. City of Spokane Integrated Capitol Management email – Kevin Picanso (2/13/26)
    ix. Kettleson & Associates memorandum (2/11/26)
    x. Washington State Department of Transportation email (2/13/26)
    xi. City of Spokane Street Department email – Harley Dobson (1/5/26)
j. Request for Comments – Initial Review (12/15/25)

9. Combined Notice of Application, SEPA and Hearing:
    a. Public Notice/Sign/Posting/Mailing Instructions
    b. Public Notice Letter with Map
    c. Newspaper Notice Content
    d. Notification District Parcel List
    e. Photos of posted signage
    f. Spokesman Review Publication
    g. Affidavits for Publication, Public Notice, Individual Notice, and Publisher's Affidavit
    h. Washington Department of Ecology SEPA Comment (9/8/26)
    i. Washington Department of Fish and Wildlife SEPA Comment (9/9/26)
    j. Public Comments
        i. Brian Muegge (8/25/26, 9/2/26, 9/8/26)
        ii. Randal Hutchens (9/1/26)
        iii. Kerry Brooks (9/9/26)
        iv. Molly Marshall (9/6/26)
        v. Kirsten Angell on behalf of Spokane Urban Nature (SUN) (9/9/26)
        vi. Tim Goodner (8/25/26)
        vii. Ron Pedersen (4/23/26, prior to Notice of Application/Hearing/SEPA)
        viii. Cynthia Emerson (10/25/25, prior to Notice of Application/Hearing/SEPA)

10. Community Meeting Documents:
    a. Community Meeting Instructions
    b. Notice of Community Meeting Letter
    c. Notification Map
    d. Notification Parcels and Addresses
    e. Community Meeting Sign in Sheet
    f. Community Meeting Summary
    g. Community Meeting Affidavits
    h. Photos of Posted Signage

11. Pre-Development Final Comments
    a. B24M0036PDEV
    b. B24M0135PDEV

12. Environmental Maps and Reports:
    a. City of Spokane GIS environmental layers
    b. National Wetland Inventory Map
    c. Priority Habitat Species Columbia Plateau Regional Biodiversity Areas and Corridors
    d. WDFW Priority Habitats and Species Reports

13. Referenced Plats:
    a. Canyon Acres (file no. 92-05 SP)
    b. Victory Heights PUD (file no. Z23-044PUD)
    c. Canyon Bluffs PUD 3rd Addition (file no. Z17-327FPLT)

14. Supplemental email correspondence:
    a. City of Spokane Parks Department – Nick Hamad, regarding Special Habitat Conservation Zone (SHCZ).
    b. City of Spokane Development Services Center – John Goldsmith, regarding WUI.

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