



SEPA DETERMINATION
Mitigated Determination of Non-Significance
Optional DNS per WAC 197-11-355

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

Date of Issuance: 2/21/2025

File No. Z23-044PPUD

Proponent: Whipple Consulting Engineers, Inc

Location of proposal: 2747 W Thorpe Rd. (Parcel Numbers - 25253.0005, 25253.0006, 25253.0008, 25253.0009, 25351.0001, 25351.0004, 25351.0005, 25351.0026, 25351.0601, 25351.0602, 25351.0603, 25354.0029, 25354.0030, 25354.0031, 25354.0032, 25354.0033, 25354.0034 and 25354.0101)

Description of proposal: The applicant is proposing to subdivide 18 parcels, totaling approximately 177.27 acres into 997 lots within a PUD overlay. The project will consist of detached single-family residences and attached townhomes. Proposed lots within the plat will be accessed by public roads and alleys and served by public water and sewer.

Lead agency and Contact: City of Spokane, Development Services Center, Donna deBit, Senior Planner - ddebit@spokanecity.org – 509-625-6637

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

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

Mitigations:

Washington State Department of Transportation:

1. Prior to final plat of the Phase 1 lots, a financial commitment must be in place (secured by a letter of credit or bond), which has been approved by the City, providing for the design and construction of a southbound acceleration lane connecting to and on US195 with a stop sign on Thorpe, and which shall be under contract for construction within one year from recording of the Phase 1 final plat. In the event of a delay of construction due to problems with permit issuance for construction of the acceleration lane, the City may consider

approval of an alternative construction timeline. Mitigation will qualify for a credit against transportation impact fees per SMC 17D.075.070.

City of Spokane Engineering:

1. Victory Heights as an infill development will add an anticipated significant sewer load on the Thorpe sewer system, Latah Creek Siphon and Clarke Lift Station. Please review the Latah Creek Siphon Capacity Assessment memo (Jacobs 2022) and Clarke Lift Station Capacity Assessment Memo (Jacobs 2023). This development will utilize a portion of the remaining Latah siphon capacity and a significant portion of the Clarke Lift Station capacity. The Latah siphon and Clarke Lift Station projects are within the 6 Year Capital Program in 2027. These are complicated projects that will face funding and scheduling challenges. City reserves the right to review sewer flow usage at 50% development occupancy to confirm remaining available sewer capacity. If the noted sewer facilities are nearing capacity at the time of 50% occupancy, and the siphon and lift station remain in the 6-year CIP, the applicant and City will evaluate facility needs at that time to determine the proportionate share of financial burden on the remainder of the project and to expedite the construction completion date.

City of Spokane Traffic:

1. Based on the phases identified below, the City and Applicant shall establish a financial commitment for proportionate share mitigation related to the Thorpe tunnels and Thorpe Rd/US 195 intersection. As part of this review, the applicant may submit or the City may require an updated traffic study. Specific mitigations that shall be addressed include but are not limited to:
 - (i) Thorpe J-turns;
 - (ii) Signalization of the tunnels;
 - (iii) Widening of the tunnels; and
 - (iv) Over/under crossing of US 195 at Thorpe Rd.Mitigation will qualify for a credit against transportation impact fees per SMC 17D.075.070. Subsequent mitigation determination, related specifically to the Thorpe tunnels and Thorpe Rd/US 195 intersection may be made through further SEPA-based agreement, Development Agreement pursuant to chapter 36.70B RCW, or any other lawful mechanism. In the event the parties are unable to agree upon proportionate share mitigation, the Hearing Examiner shall retain jurisdiction under the plat to review said issue.
 - (a) the financial commitment will either be agreed to prior to final plat for Phase 5 or
 - (b) If there is no agreed commitment, hearing examiner review will proceed and development may proceed in the interim up to issuance of final plat for Phase 6.

If agreement is not reached prior to final plat for Phase 3, and safety conditions at the tunnels warrant immediate remedy based upon a traffic study initiated by either the City or the applicant, then the City reserves the right to impose

signalization or other traffic control related to tunnel operations at Phase 4, which shall qualify for a credit against transportation impact fees.

- 2. In lieu of sidewalk and bike lanes for the frontage improvements a 10' shared-use pathway shall be provided along Thorpe Road from the western boundary of the Victory Heights PUD to Westwood Lane, providing a continuous connection to the sidewalk in the tunnels. A crosswalk with center pedestrian island is required to cross Thorpe Road just west of Westwood Lane. The pathway shall continue along the frontage of the Avista property to connect the two sides of the PUD, and multiple connection points shall be made from the shared-use pathway to the development to encourage use. The design and construction costs associated with the crosswalk and section of pathway between the crosswalk and Westwood Lane will qualify for a credit against transportation impact fees per SMC 17D.075.070.
- 3. The shared-use pathway in Tract "C" shall be connected to Elissa St-31st Ave.

Spokane County – Public Works:

- 1. A project for a roundabout at Thorpe and Grove Rd. intersection is in the Spokane County 6-year plan and is currently estimated at \$2,025,000. The TIA shows existing traffic volumes of 745 PM peak hour trips at that intersection and this project distributing 72 additional trips through the intersection. A proportionate share has been calculated using these numbers at \$2,478.58 per PM peak hour trip with a total of \$178,000 rounded to the nearest 1,000. Payment of this proportionate share shall be submitted prior to final platting the first phase of this project.

Spokane Tribe of Indians:

- 1. A Cultural Resource Survey will be required on all ground disturbing activity. Once the survey is completed, the Tribe may require more mitigation base on the outcome of the cultural survey.

Responsible official: Spencer Gardner
Position/Title: Planning Director
Project Planner: Donna deBit; ddebit@spokanecity.org **Phone:** (509) 625-6637
Address: City of Spokane
 Development Services Center, Attention: Donna deBit
 808 West Spokane Falls Boulevard
 Spokane, WA 99201-3343

Signature:  **Date Issued:** Feb 21, 2025

You may appeal this determination in writing to the Hearing Examiner, City of Spokane, 808 West Spokane Falls Boulevard, Spokane WA 99201-3343. The appeal deadline is fourteen (14) calendar days after the signing of the MDNS. This appeal must be submitted on the form available with the Development Services Center, accompanied with specific

factual objections, and the appeal fee. Information on SEPA appeal procedures can be provided by the Project Planner listed above, or at the Development Services Center.