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August 16, 2024

Whipple Consulting Engineers, Inc.
c/o Todd Whipple
21 S Pines Rd
Spokane Valley, WA 99224

RE: 4th Review of File # Z23-044PPUD– Victory Heights Preliminary Long Plat/PUD

Dear Mr. Whipple,

This letter is to inform you that the application materials for the above-mentioned preliminary plat were found to be technically incomplete, based on a review required under Spokane Municipal Code (SMC) 17G.060.090, Determination of a Complete Application. The following comments were received from various departments and agencies that require addressing before this application can be considered technically complete and proceed to Notice of Application:

The following items must be addressed prior to approval of the preliminary plat:

Transportation – Inga Note:

1. Per SMC 17G.070.145.B.4 and SMC 17H.010.030 a street stub is needed from Tunis Drive to the DNR property, somewhere between Tyre Road and 33rd Avenue.

2. The shared-use pathway should be closer to Thorpe where it crosses Utich Street and eliminate the right-angle turn at the western edge of the plat. It should end in a more parallel alignment to the road. The pathway can be located in the ROW.

3. The shared-use pathway in tract “c” should be connected to Elissa St-31st Avenue so nearby homes have better access to it.

4. Please add the location of the DNR gate on the sheet that shows the Avista driveway.

5. Sheet PP20 shows 6’ sidewalk along Thorpe east of Tunis Drive and along the frontage of the Avista property (approximately 370’). This needs to be the 10’ shared-use pathway width to connect the two sides of the PUD and provide consistent frontage improvements along Thorpe. The lanes on Thorpe can be narrowed to 11’ travel lanes and 10’ TWLTL to provide space within the ROW for the pathway.

6. The section of pathway added between the crosswalk and Westwood Lane appears to be partially outside of the City ROW. Show the ROW line on the drawing to ensure it’s within those boundaries. The pedestrian refuge island can be narrowed down to 6’ in width if needed to make it fit.

7. 41st Avenue is likely to be classified as a minor collector at some point through this plat, especially if anything is developed on the DNR property. The alignment of Tunis/41st should be modified to provide a true 4-legged intersection instead of two closely spaced 3-legged intersections.

4. *Please provide clarification on why is there a cul-de-sac right next to the tunnel. Its location will not work with plans to install a signal. If a cul-de-sac is needed it should be west of the future signal.*

   WCE Response: Comment noted, the intent of the cul-de-sac is to provide a public turn around for larger vehicles or other vehicles that choose to reverse their direction of travel due to many issues and there is no other public route for the public to use as roads on the north side are private. Final location will be dependent upon the final location of the signal and will be adjusted, we would prefer this to be a condition of approval.

8. (In response to applicant's #4 above) The cul-de-sac by the tunnel needs to move to the west. It will interfere with the future signal location. This cannot be a condition of approval and will need to be shown.

6. *A 2nd street stub to the Pavlic property for future connectivity will be needed somewhere in the vicinity of 37th or 38th so it's at a higher elevation.*

   WCE Response: Comment noted. WCE proposes the following condition of approval to be added:

   A second street stub to the properties on parcel numbers 25354.0024 and 25355.0001 currently owned by Romeo and Dorothy Pavlic ("Pavlic properties") for future connectivity shall be required prior to final plat of the phase adjacent to the Pavlic properties. The location of the street stub shall connect to future Right-of-Way if a preliminary plat on the Pavlic properties is approved, or at the developer's discretion if preliminary plat approval is not obtained prior to final plat of the Victory Heights phase adjacent to the Pavlic properties.

9. (In response to Applicant's #6 above) A 2nd street stub to the Pavlic property is needed for future connectivity, see SMC 17G.070.145.B.4 and SMC 17H.010.030. This cannot be a condition of approval and will need to be shown.

The following items are comments on the Transportation Impact Analysis. Transgroup is aware of these comments:

WSDOT – Greg Figg:

1. 195/Cheney-Spokane I/C (pg. 37-38) and Table 19:
   Future (2035) With-Project Weekday Peak Hour Traffic
   a. The SB approach at the SB terminal is an LOS F in the AM with project and with Lindeke extension. It is anticipated that trips will choose alternate routes because of the delay. Anticipating that trips will divert is not acceptable without further analysis as they may overwhelm other locations. WSDOT is a roundabout first agency, and as such an intersection control analysis is needed to show that a signal is the preferred solution at the Cheney Spokane Ramp Terminals. This will require additional analysis – including Synchro – to see if the suggested signal is operational at this location, as well as RAB analysis. This intersection is closely spaced with the NB terminal and operationally there will be an impact to mainline if traffic spills back. The queueing should be captured with a SimTraffic report, and all files should be shared electronically.
      i. Include language as to when this will be evaluated. Waiting for operations to degrade to a point where the interchange is failing is not adequate.
   b. The NB approach at the NB terminal is being reported as LOS A with 9.3 seconds of delay with project and with the Lindeke St. Extension project This is not accurate. When WSDOT ran this scenario HCS it reports extremely high delay and is failing; please address.
      i. Modify analysis in all scenarios of this NB Ramp/Cheney Spokane terminal. It is assumed that it is consistently reporting inaccurate results.

2. Overview of Improvements - B. Thorpe Road Crossing (pg. 38-39):
   a. It is stated that the improvements at the North J-Turn and Southbound Ramp Terminal for Spokane-Cheney are both identified to continue to have impacts relative to the future

(2035) without-project condition. How does the needed improvement without project differ from the needed improvement with project?

3. US 195/North J-Turn (pg.36)
    a. The LOS is an F in the PM (+300s delay), and the queue length is over 20 vehicles. If this queue extends beyond the storage, any spillover onto US-195 must be mitigated. The TIA only mentions that it is "anticipated the northbound left-turn lane would be extended to accommodate the extended queue." How will the needed left turn lane extension be provided?

4. Project Description- Development Phasing Summary (pg.1)
    a. Please provide a table showing the phase of development with corresponding mitigations.

5. In the 2035 build year the following rates should be used for the US-195 to EB I-90 ramp meter:
    a. AM Peak Hour – 800 total (400 per lane)
    b. PM Peak Hour – 400 total (200 per lane)

6. Analysis should take into account the lane utilization factor on I-90 with the presence of the Maple/Monroe St. exit to the east. Approximately 40% of the EB volume is in the outside lane.

7. Please include in the Lindeke Extension analysis a scenario which keeps the Thorpe Rd. South J-Turn in place.

8. The TIA needs to identify mitigations that this project will provide and the phase at which they are required. Mitigations are needed for projects to maintain acceptable LOS or to mitigate additional delay at intersections that are already functioning below acceptable LOS. Lastly the I-90 EB Ramp should not be expected to accommodate additional volume in the peak hours as the ramp meter rate will be reduced to account for increases in traffic on I-90. Identified mitigations will need to be funded in order for the proposed development to move forward.

9. Please provide a traffic volume distribution figure for the 2035 mitigated scenario with Lindeke Street in place. Also include the figure for the I-90 ramp volumes with Lindeke in place.

10. While the proposed Lindeke connection between Thrope and 16th is included in the City of Spokane impact fee ordinance and has been identified by the SRTC as a mitigation, this project is not currently funded. It should not be considered in place for the analysis of this development until funding is secured.

11. This proposed development is responsible to mitigate the additional delay this development will add to intersections that are already functioning below our acceptable LOS of "D" for signalized/roundabout intersections and LOS "E" for stop controlled intersections.

12. For our freeway merge and diverge areas WSDOT defines acceptable LOS as LOS "D" or better.

13. Table 19 – Mitigated LOS – Appears to have an error on the reported LOS for the US 195/ North J Turn with Lindeke extension. The delay increases considerably while the volumes are consistent or less than those without Lindeke. Please verify the volumes at the J-Turn as this will include a percentage of those that had previously utilized the northbound left at 16th.

14. The connection of the Cheney Spokane Interchange to Inland Empire Way is not a funded project. WSDOT and the City of Spokane have looked to the development community to fund this project. The one-way connection to Inland Empire Way will have a northbound ramp metered connection with US 195 and a companion ramp to Inland Empire that is not metered to improve its attractiveness in the peak hours. The trip distribution figures, and resultant LOS, should account for this.

15. The improvement at US 195/Hatch Road to restrict WB left turns is not a project that is currently funded. The TIA should also analyze this intersection as it exists today.

16. In Figure 13 the volumes do not match between intersection number 6 and number 15, please revise and adjust the LOS accordingly.

17. Please include as part of US 195/Meadowlane the northbound US 195 J-Turn.

The following items shall be conditions of the plat and must be satisfied prior to approval of the final plat:

1. The water reservoir within the SIA Pressure Zone is approaching capacity for the maximum number of lots/development and the ongoing emergency intertie use and demands for the City of Airway Heights. SIA Storage Tank #3 is expected to be operable by late 2024 or early 2025. Victory Heights development units designed to utilize the SIA Pressure Zone water may be served after SIA Storage Tank #3 is operable.
2. Per SMC 17H.010.130, "new alleys shall have a paved width of at least twelve feet and a clear width of at least twenty feet. The twenty-foot width shall not be obstructed in any manner, including parking of vehicles, fences or utility structures. If dry utilities are proposed to be in the alley along with sewer and water, a wider alley section shall be required to meet minimum separation requirements.
    a. Alley sections shall be crown sections. Sections shall be clearly displayed on the construction plans. Drainage for any proposed alleys shall be included in the design of the alleys and streets.
    b. Alleys that serve as a primary access or as a fire access must have a paved width of at least twenty feet. Garage setbacks must be at least 20 feet from the alley. Unless specifically approved by the city fire department, alleys are not considered a fire access.
    c. The City does not maintain alleys. Snow plowing and other maintenance activities must be performed privately under the jurisdiction of an HOA, or like entity, established for this plat.
3. Victory Heights will add a significant sewer load on the Thorpe sewer system, Latah Creek Siphon and Clarke Lift Station. Please see attached Latah Siphon Capacity Assessment Memo (Jacob's 2022). Clarke Lift Station Capacity Assessment Memo (Jacobs 2023) should be completed later this year. This development will utilize a significant portion of the remaining Latah siphon capacity. Clarke Lift Station is in the 6 Year Capital Program in 2027. The Clarke Lift Station is a massive project and will likely require several years to complete. City reserves the right to review sewer flow usage at 50% development occupancy to confirm remaining available sewer capacity.
4. **Phasing Restrictions (Water)**
   Due to the high number of developments in the Grandview/Thorpe and West Plains area, the reservoir storage capacity in the SIA Pressure Zone is nearing capacity. Thus, the City is requiring a phased approach for larger developments until SIA#3 Storage Tank is in service. This third water storage is anticipated to be constructed and operational in 2024 barring any unforeseen circumstances. Currently, the City's projected time frame is contingent upon weather, painting of the tank, and minimal construction disruptions. Until such time as this third SIA #3 Storage Tank is operational and in service, development is limited to 170 lots, expected to be connected in phases to the Low Pressure Zone. The remaining phases of the Plat may continue to develop after the SIA #3 Storage Tank is completely operational. This will allow time for the City to construct the planned Thorpe Twin Storage Tank and Thorpe #2 Booster Station, which are future projects that will provide additional service to this area as described in the Citywide Capital Improvement Program.

   Possible solutions to reduce water demands include adding fire sprinklers to all proposed buildings and reducing outdoor irrigation. The addition of fire sprinklers in buildings will reduce fire flow demands to the system and can provide insurance benefits. Reducing outdoor irrigation can be achieved by designing and constructing xeriscaping or "Spokanescape" type landscapes. Reducing outdoor

irrigation demands by using xeriscaping or “Spokanescape” type landscapes provides a reduction in water use and provides the additional benefit of lower maintenance saving both time and money.

5. There are three existing “temporary” water taps off the transmission main in Thorpe serving parcels 25351.0601, 25351.0602, and 25351.0603. These taps will need to be disconnected prior to final plat.
6. All easements, existing or proposed, must be shown on the face of the final plat. If blanket in nature, they must be referenced in a Surveyor’s Note.
7. Please provide clarification for the intents of all Tracts (e.g., open space, stormwater treatment, stormwater disposal, ownership, etc.) as well as the party responsible for maintaining said tracts.
8. Lot plans, following the criteria outlined in the Spokane Regional Stormwater Manual Appendix 3C, must be submitted for review.
9. All water and sewer service connections must front the lot they are to serve. Offset connections will not be allowed. Any unused water service connections shall be killed and capped at the main. All punch list, utility installations, and pavement removal and replacement shall be complete and approved by the City before any bonds are released.
10. Addresses must be shown on the final plat. Addresses will be required prior to applying for sewer service and/or water service tap permits. Address permits can be applied for by emailing a request, with the latest version of the plat, to addressing@spokanecity.org. Please allow adequate time for addresses to be developed prior to applying for sewer/water service permits.

Spokane Fire Department – Dave Kokot:

1. Residential units on the upper area (south) shall be equipped with fire sprinklers unless two access roads that meet the IFC are provided.

Spokane County Public Works – David Istrate:

1. Contribution to area transportation improvements will be required prior to final platting of each phase calculated as the proportionate share of PM peak hour trips entering intersections with planning improvements.

Spokane Transit Authority:

1. 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 Rd may be a candidate for bus service in the future. As plans progress, please identify prospective locations for future bus stops near Thorpe Rd 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 to the roadway.

General Comments on the Plat:

1. Construction plans for water and sewer main extensions 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.
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 moderate susceptibility for groundwater contamination.

b. The proposed plat includes wetland designated area which shall be administered in accordance with SMC 17E.070 “Wetlands Protection”.

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

d. Lot plans, per Appendix D of the Spokane Regional Stormwater Manual, shall be submitted along with the civil engineered plans.

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.

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

    b. 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.

    c. If drywells are utilized, they will be tested to ensure 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.

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

4. 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.

    a. Signing and striping plans, where appropriate, shall 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.

    b. Any grades exceeding 8% must be shown 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.

    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.

    e. The developer will be responsible for all costs associated with constructing street improvements necessary to serve the proposed 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 Development Services for review and acceptance prior to construction.

    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.

5. 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.

6. Per Section 17H.010.180 Sidewalks:
   a. Sidewalks shall be located on both sides of the street for all public and private streets.
   b. Sidewalk shall be constructed around the bulb of cul-de-sacs so that every lot is served by a sidewalk.

7. 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.
   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.
   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.
   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.
   e. Pedestrian buffer strips may be omitted around the bulb of cul-de-sacs.

8. 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.
9. 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.
10. A $250.00 deposit will be required for each monument to be installed as part of the final plat.
11. Civil engineered plans and profiles shall use NAVD88 datum (City of Spokane datum minus 13.13 feet).
12. 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.
13. 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.

Planning – Donna deBit:

1. Outside of specific standards approved through this PUD application (described in the application materials) structures approved for development within this PUD plat will be reviewed under SMC.17C.110 (pre 2024 version of Spokane Municipal Code Land Use Standards). All applicable development and design standards of 17C.110 shall apply at the time of building permit submittal. If the applicant chooses to follow the standards of the current permanent code at the time of building permit submittal, the applicant may choose to meet all applicable development and design standards in its entirety. Mixing of the two sets of regulations will not be permitted.

Spokane Fire Department – Dave Kokot:

1. Parts of the development will be in the WUI Interface or Intermix areas, depending upon what phase the project is in. The WUI requirements will be enforced for this project.
2. Fire hydrant spacing will need to follow the SMC amended Fire Code.
3. Building permits will not be approved until the street and utilities for the lot are constructed, inspected, and approved.
4. Water supply will need to be reviewed as pressure and capacity are questionable for the south part of the development for fire flow.
5. Residential units on the upper area (south) shall be equipped with fire sprinklers unless two access roads that meet the IFC are provided.

Spokane Regional Health District – Michael F LaScuola:

1. All demolition/construction debris must be transported to a licensed solid waste disposal facility. No on-site burning or burying of debris will be allowed.

2. If the site of the proposed project requires fill or grading, and clean soil or rock are used, no action is required by the Health District. If the fill will include inert waste such as concrete or asphalt it shall not exceed 250 cubic yards without obtaining an inert waste landfill permit. Sites requiring an inert waste landfill permit shall comply with WAC 173-350-410. Any other regulated solid waste placed on the site shall meet the requirements of the Chapter 173-350 WAC.

3. Inert wastes such as concrete can be utilized if crushed, rendered, or processed into an engineered specified aggregate material in accordance with ASTM standards and it is certified and signed by an engineer licensed in the state of Washington.

4. Please be advised that any on-site septic disposal system for a property that will be connected to the municipal sewer must be decommissioned in accordance with Chapter 246-272A WAC Section 300, Abandonment. Any existing on-site septic systems that will continue to be actively used must abide to all minimum setback requirements as specified in WAC 246-272A-0210 Location. Table IV, Minimum Horizontal Separations.

5. Any on-site drinking water or irrigation well on the subject property that is no further in use must be decommissioned in accordance with Chapter 173-160 WAC Section 381 Standards for decommissioning a well.

Department of Ecology:

Hazardous Waste and Toxics Reduction Program

Please keep in mind that during the construction activities associated with the Victory Heights Planned Unit Development project, some construction-related wastes produced may qualify as dangerous wastes in Washington State. Some of these wastes include:

- Absorbent material
- Aerosol cans
- Asbestos-containing materials
- Lead-containing materials
- PCB-containing light ballasts
- Waste paint
- Waste paint thinner
- Sanding dust
- Treated wood

You may find a more comprehensive list, as well as a link to identify and designate your wastes on the Common Construction and Demolition Wastes website.

The applicant, as the facility generating the waste, bears the responsibility for all construction waste. The waste generator is the person who owns the site. Even if you hire a contractor to conduct the demolition or a waste service provider to designate your waste, the site owner is ultimately liable. This is why it is important to research reputable and reliable contractors.

In order to adequately identify some of your construction and remodel debris, you may need to sample and test the wastes generated to determine whether they are dangerous waste.

For more information and technical assistance, contact Alex Bergh at (509) 385-5539 or via email at Alexandra.Bergh@ecy.wa.gov.

Water Quality Program

Operators of construction sites that disturb one acre or more total area and has or will have a discharge of stormwater to a surface water or to a storm sewer, must apply for coverage under Department of Ecology's Construction Stormwater General Permit.

If soil or ground water contamination is known at the site, additional information will be required. The applicant will be required to submit additional studies and reports including, but not limited to, temporary erosion and sediment control plans, a stormwater pollution prevention plan, a site map depicting sample locations, a list of known contaminants with concentrations and depths found and other information about the contaminants.

If you have questions or need further assistance, please contact Suman Paudel at (509) 601-2124 or via email at suman.paudel@ecy.wa.gov.

Water Resources Program

The water purveyor is responsible for ensuring that the proposed use(s) are within the limitations of its water rights. If the proposal's actions are different than the existing water right (source, purpose, the place of use, or period of use), then it is subject to approval from the Department of Ecology pursuant to Sections 90.03.380 RCW and 90.44.100 RCW.

For more information, please contact Herm Spangle at (509) 209-3421 or via email at herm.spangle@ecy.wa.gov.

Water Resources Program-Dam Safety Program

Under RCW 90.03.350, a Dam Safety construction permit is required for those dams or ponds that can impound a volume of 10 acre-feet or more of water or other liquids above ground level. The Victory Heights Planned Unit Development references the construction of stormwater facilities, if this includes impoundments that meet and or exceeds the above referenced criteria you will need to apply for a dam construction permit. To determine if a Dam Safety construction permit is required for your project, the applicant must submit a set of construction plans to:

WA Department of Ecology
Dam Safety Office
P.O. Box 47600
Olympia, WA 98504-7600

For more information, please contact Charlotte Lattimore at (360) 407-6066 or via email at charlotte.lattimore@ecy.wa.gov.

State Environmental Policy Act (SEPA)

Ecology bases comments upon information submitted for review. As such, comments made do not constitute an exhaustive list of the various authorizations you may need to obtain, nor legal requirements you may need to fulfill in order to carry out the proposed action. Applicants should remain in touch with their Local Responsible Officials or Planners for additional guidance.
For information on the SEPA Process, please contact Cindy Anderson at (509) 655-1541 or via email at Cindy.Anderson@ecy.wa.gov.

The following statements will be required in the dedication of the final plat:

1. Only City water and sanitary sewer systems shall serve the plat; the use of individual on-site sanitary waste disposal systems and private wells is prohibited.
2. Ten-foot utility easements as shown here on 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.
3. Development of the subject property, including grading and filling, are required to follow an erosion/sediment control plan that has been submitted to and accepted by Development Services prior to the issuance of any building and/or grading permits.
4. Prior to the issuance of any building permits, the lots shall be connected to a functioning public or private sanitary sewer system and connected to a public or private water system, complying with the requirements of Development Services, and having adequate pressure for domestic and fire uses, as determined by the Water and Hydroelectric Services Department and the Fire Department.
5. All parking areas and driveways shall be hard surfaced. All new or modified driveway locations will need to be reviewed and approved prior to construction.
6. All Stormwater and surface drainage generated on-site must be disposed of on-site in accordance with chapter 17D.060 SMC, Stormwater Facilities, the Spokane Regional Stormwater Manual, and City Design Standards. A surface drainage plan shall be prepared for each lot and shall be submitted to City of Spokane Development Services for review and acceptance prior to the issuance of a building permit on said lot.
7. No building permit shall be issued for any lot in this subdivision/PUD until evidence satisfactory to the Director of Engineering Services has been provided showing that the recommendations of Chapter 17D.060 SMC, Stormwater Facilities, and the Project Engineer's recommendations, based on the drainage plan accepted for the final subdivision/PUD, have been complied with.
8. Slope easements for cut and fill, as deemed necessary by Development Services in accordance with City Design Standards, are granted along all public right of ways.
9. All street identification and traffic control signs required by this project will be the responsibility of the developer per SMC 17G.080.070.
10. The development of any structures in this plat is subject to review of a geotechnical evaluation for foundation design and to determine suitability and affects from stormwater and/or subsurface runoff and for slope stability. The geotechnical evaluation is required to be performed for each lot with structures and submitted for review and concurrence to the City of Spokane Building Department and Development Services prior to issuance of a building permit.
11. The City of Spokane does not accept responsibility to inspect, and/or maintain the private drainage easements, nor does the City of Spokane accept any liability for and failure by the lot owner(s) to properly maintain such areas. The City of Spokane is responsible for maintaining storm water facilities located within the public right-of-way as shown in the final plat documents. Maintenance shall include cleaning the structures and pipes.
12. Structures approved for development within this PUD plat will be reviewed under SMC.17C.110 (pre 2024 version of Spokane Municipal Code Land Use Standards). All applicable development and design standards of 17C.110 shall apply at the time of building permit submittal. If the applicant chooses to follow the standards of the current permanent code at the time of building permit submittal, the applicant may

choose to meet all applicable development and design standards in its entirety. Mixing of the two sets of regulations will not be permitted.

Due to the need for additional information this application is thus deemed technically incomplete and will be halted until such is resubmitted. You have 60 days from the of the date of this letter to provide the required data in accordance with SMC 17G.060.090 C.2. If additional time is warranted, a request in writing for an extension may be granted by the Planning and Development Director. If requested data or an extension request are not received within 60 days, all application materials and a portion of fees paid will be returned your client.

If you have any questions regarding these requirements, please let me know by calling 625-6637 or emailing ddebit@spokanecity.org. Please make an appointment with me to resubmit these materials with me.

Sincerely,

Donna deBit

Donna deBit
Senior Planner
City of Spokane