



# Preliminary Long Plat Application

Rev.20180102

1. List the provisions of the land use code that allows the proposal.
  - A. Per the City of Spokane Zoning map, the subject parcel is in the R1 Zone.
  - B. According to Spokane Municipal Code Section 17C.111.030- Characteristics of Residential Zones, the R1 zone is a low-intensity residential zone built at the general scale and height of detached houses. It allows a minimum of four and a maximum of ten dwelling units per acre. The R1 zone is applied to areas that are designated Residential Low on the land use plan map of the Comprehensive Plan.
  - C. Table 17C.111.205-1 allows for a minimum of four and a maximum of ten dwelling units per acre; however, there is no maximum density restriction on sites under two acres. The R1 zone is applied to areas that are designated Residential Low on the land use plan map of the Comprehensive Plan.
  - D. Section 17C.111.115 states the following uses are allowed: single-unit residential building and middle housing options as defined in SMC 17A.020.130(J) as well as accessory dwelling units, manufactured homes and multi-unit residential buildings.
  - E. Section 17C.111.205 Development Standard Tables 17C.111.205-1 through 3 will be met for the parent lot, including density, lot frontage and lot setbacks, see 17C.111.210(I).
  - F. Per Section 17C.111.210(J)(2), any combination of Middle Housing types identified under SMC 17A.020.130(J) shall be allowed on a lot up to six total units. This project proposes cottage lots which are proposed to contain up to six cottages on each lot. Additionally, the PUD application discusses the intent to transfer development rights from the steep slopes to elsewhere within the plat boundary in order to achieve a wider mix of residential housing types, including multi-unit apartment buildings.
  - G. The remaining portions of Section 17C.111 are or will be met as appropriate.
  - H. Services and Facilities are defined in RCW 365-196-2200(36): *"Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools, and RCW 365-196-200(38): "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services* and further defined in SMC 17A.020.160(ZZ).
2. Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.

## LU 1 –Citywide Land Use

- The Citywide Land Use Goal promotes the development of undeveloped or under-developed lands with additional housing opportunities to all elements of the city. While developing the property, the owner will set aside much of the steep or natural slopes and utilize the built environment to avoid placing undue burden on city or urban services that have not been previously considered. Any additional impacts will be mitigated or avoided as required by city, state or federal code.
- This development as proposed will implement the following policy:
- LU 1.3 Single-Family Residential Areas
  - This project does not propose direct access to high-intensity land uses and is located away from designated Centers and Corridors. The closest Center or Corridor is a

CC2-NC Zone located approximately 0.64 linear miles to the east near Indian Trail Road and W. Barnes Road.

### LU 3 – Efficient Land Use

- We believe that the proposed long plat will continue to promote the efficient use of land by placing these lots adjacent to existing development within the R1 Zone and public services. This development as proposed will implement the following policies:
- *LU 3.1 Coordinated and efficient land use*
  - This project is located along Nine Mile Road (Highway 291), where existing services and facilities are in place that can be feasibly extended into the development. This project will construct ten north-south public roads (Makah Drive, Tlingit Drive, Wakashin Drive, Walmsini Drive, Chintimini Drive, Nuxalt Drive, Nooksack Drive, Sinkakius Drive, Lummi Drive, Chimakum Drive), two north-south private roads (Kulshan Lane, Pahtoe Lane,), nine public east-west roads (Crazy Horse Avenue, Tomtom Avenue, Johannsen Avenue, Loowit Avenue, Haida Avenue, Kitamaat Avenue, Red Cloud Avenue, Iwana Avenue, Muckleshoot Avenue), four unnamed north-south alleys and two unnamed east-west alleys.
- *LU 3.7 Maximum and minimum lot sizes*
  - This project as proposed will follow maximum and minimum lot size standards. Per SMC Table 17C.111.205-1, minimum lot sizes the R1 zone are 1,200 square feet with a minimum net density of 4 du/ac and a maximum net density of 10 du/ac.

### LU 4 –Transportation

- The proposed project will provide public and private streets and lots that will utilize existing transportation infrastructure and thereby promote the efficient use of the proposed and built environment. This development as proposed will implement the following policy:
- *LU 4.1 Land use and transportation*
  - This project includes a trip generation and distribution letter, which forecasts the future transportation needs of the project. This project as required will participate in the city's impact fee ordinance to mitigate transportation impacts from this development. Due to access to and from SR 291, A TIA is anticipated to be required by WSDOT and/or the City. Additionally, per previous transportation studies (Sunburst/WCE) a roundabout will be constructed at Teepee and SR 291, the primary access to both this Volkman project and the Sundance Meadows plat across the street.

### LU 5 – Development Character

- We believe that the development of this long plat will continue to utilize geographic areas that will maintain both the existing and proposed built environments without placing undue burden on the area residents or services. This development as proposed will implement the following policy:
- *LU 5.5 Compatible development*
  - As an infill development, this project is compatible with the surrounding single-family residential developments.

### LU 7 – Implementation

- We believe that the development of this project will ensure the implementation of the goals and policies of the City's Comprehensive Plan by promoting infill development, thereby

limiting sprawl opportunities outside the UGA, continuing the efficient use of existing utilities.

#### LU 8 – Urban Growth Area

- The development of this project within the UGA and within the City’s corporate limits meets the goals of this policy. This development as proposed will implement the following policy:
  - *LU 8.1 Role of Urban Growth Areas*
    - This project is located within the UGA and the City of Spokane, where public facilities exist adjacent to or in the nearby vicinity.
3. Please explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010.
- A. As identified in this section, this project will meet concurrency as defined for all elements (A to I) listed under 17D.010.010 Applicability and will not affect overall levels of service below acceptable levels.
- i. **Transportation:** the project will not add any additional densities not considered in the comprehensive plan and will be agreeable to pay the City of Spokane Traffic Impact Fees associated with the region. This project proposes to dedicate the ROW for future Barnes Road for the City to construct at a later date.
  - ii. **Public Water:** the additional water services will be reviewed by The City of Spokane Public Works and is in the City of Spokane Retail Water Service Area. A hydraulic model is included with this application as required by Spokane Water Department staff in the pre-development conference notes. Based upon preliminary calculations, the project expects to generate an average daily demand for water of 516,780 GPD, with a max day demand of 1,343,628 GPD and peak hour demand of 2,284,167.6 GPD. Please see the attached SEPA Checklist.
  - iii. **Fire Protection:** The City of Spokane Capital Facilities Plan (Appendix C of the comprehensive plan) references the Washington Survey and Rating Bureau and states that areas greater than five road miles from a fire station receive a 9A rating and typically an increase of insurance rates. The project site is located 3.4 road miles from the nearest fire station, station 16 at 5225 N. Assembly Street. The project will not add any additional densities not considered in the comprehensive plan.
  - iv. **Police Protection:** The City of Spokane 2024-2029 Adopted Citywide Capital Improvement Program indicates that 43% of the capital improvements until 2029 have been funded. This project will not add any additional densities that were not considered in the Comprehensive Plan.
  - v. **Parks and Recreation:** This project will provide approximately 23.99 acres of tracts, which includes open space. The nearest publicly owned and available parks are the Washington State Park approximately 0.83 miles away and the Centennial Trail which is approximately 1.7 miles away from this development.
  - vi. **Library:** the project will not add any additional densities not considered in the comprehensive plan. The City of Spokane Capital Facilities Plan acknowledges that Library Levels of Service are currently inadequately maintained; however, the lack of libraries in the area is an existing condition that will not be impacted by this project. The nearest public library is the Indian Trail Public Library, located at 4909 W Barnes Rd, approximately 6.1 miles from the project site.

- vii. **Solid Waste disposal and recycling:** the project will not add any additional densities not considered in the comprehensive plan. Comments from City of Spokane Solid Waste staff in the predevelopment meeting notes do not identify any concerns with the proposed development.
  - viii. **Schools:** The project site is currently served by Indian Trail Elementary, Flett Middle School, and Shadle Park High School. The project will not add any additional densities not considered in the comprehensive plan.  
**Public wastewater (sewer and stormwater):** Sewer and storm sewer for the vicinity of the project, with stormwater being handled via the SRSW using onsite infiltration. The project will not add any additional densities not considered in the comprehensive plan. Based upon preliminary calculations, the project expects to generate a sewer capita flow (without peaking factor) of 198,000 GPD and a peak flow of 396,000 GPD. This project is included in phase one of the new Lower Terrace Lift Station project, now under construction as of 3-1-2026.
- B. As required, it is understood that further concurrency tests will be made by staff and other affected agencies. If a concurrency test were to be marginal, appropriate provisions would be implemented to bring this plat back into level of service conformance such as the payment of traffic impact fees or other modifications that may be required to meet the appropriate and identified levels of services for the noted facilities and services, these changes may affect existing water and sewer facilities.**
4. If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: 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.
- A. **A copy of the preliminary plat is attached utilizing topography obtained in the field and supplemented by Washington State LIDAR and the proposed lots are adequate for required density as proposed. Some grading should be expected to ensure the establishment of proper building pads, roads and utility extensions.**
  - B. **The lots proposed in the project are generally compatible with those existing homes in the nearby North Indian Trail neighborhood, however all lots will be developed in accordance with Section 17C.111 SMC. It should also be noted that there is a vertical change from Comanche Drive on the hill as a part of the Sundance Hills 3<sup>rd</sup> Addition down to SR 291 of (El 1935 to el 1675) 260 feet.**
  - C. **Soils, slope and drainage features have been considered as a part of this project, please see the attached geohazard evaluation. A geotechnical evaluation is included in the concept drainage report.**
  - D. **Public utilities including water and sewer are available to this project. This project will be required to provide water and sewer extensions for service. Preliminary design reports for sewer have been prepared and are a part of this application. Generally, this project will be required to install onsite water and sewer systems that will connect to public sewer and water facilities.**
  - E. **There is no apparent evidence of groundwater, a Geotechnical report has been prepared for this proposal. No near surficial groundwater was encountered.**
  - F. **There is no apparent evidence of historic or cultural features on site. A cultural resource survey was completed in 2022 that identified no onsite historic or cultural features.**
  - G. **As required by the SRSW, all storm water will be treated and disposed on site or as allowed. A Concept Storm Report has been prepared per SRSW standards.**

5. Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have, and any necessary conditions that can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.

**A. We believe that the SEPA checklist that was prepared for this project as well as the existing zoning and inclusion within the city limits would have contemplated the development of these lots on this property to city standard densities and therefore, this project is not anticipated to have any substantial impact to the neighboring property or the surrounding area as whole; however, traffic impacts will be mitigated to maintain levels of service as necessary and as required by City impact fee ordinance.**

6. Demonstrate how the proposed subdivision makes appropriate (in terms of capacity and concurrence) provisions for:

a. Public health, safety and welfare

**This project will successfully implement the goals and policies of the City's Comprehensive Plan and therefore as noted in the plan will provide for the public's health, safety and welfare, by providing housing in an area where little to no new housing is available during a time of documented local and statewide housing shortage and a declared housing emergency.**

b. Open spaces

**This project provides approximately 23.99 acres of tracts, with the largest tract located at the south end of the site. The provided open space is intended to be passive and a portion of the southern tract will be dedicated for future Barnes Road.**

c. Drainage ways

**This project is being developed in accordance with the Spokane Regional Stormwater Manual. The drainage ways and drainage facilities will be designed to include the stormwater runoff from the proposed project; therefore, the project will meet this requirement. Please see the attached concept stormwater report. The intent would be to prohibit any increase in flows to downstream properties. A DNR stream removal was completed that removed all streams from the site, please see the attached stream removal documents.**

d. Streets, roads, alleys and other public ways

**This project as proposed will provide both vehicular and pedestrian connectivity to the west of the property. All internal roadways will be constructed in conformance with the current City standards; therefore, the project will meet this requirement.**

e. Transit stops

**This project does not occur in an area of direct transit service at this time; however, coordination with STA is included via City comment distribution. The nearest stop is approximately 3.4 miles from the site for routes 35 and 22. The closest park and ride is at the Five Mile Park and Ride adjacent to the Five Mile Shopping Center and approximately 5 miles from the site.**

f. Potable water supplies

**This project is located within the City's water service boundary and will be served by City water, connections and by looping water through the project. Water is available in SR-291. By existing policy, the City of Spokane Water Department requires that the water system provide the Specified LOS at a minimum pressure of 45 psi. We believe that the standard of LOS will be met. This project is in the Retail Water Service Area with a 12-inch transmission ductile iron water main in Highway 291 and an existing 8" distribution stub with a future 12" distribution main onto the property that are proposed to serve the development. An additional stub may be required for fire flow.**

**g. Sanitary wastes**

**This project proposes to connect 790 additional units to public sewer. These additional connections fit within the comprehensive plan designation of R1. A regional lift station has been proposed and is under construction for the lower terrace area, which will connect a gravity main under SR-291 to serve the subject properties and other nearby developments.**

**h. Parks, recreation and playgrounds**

**This project includes approximately 23.73 acres of passive open space. Due to an existing Avista easement, approximately 13.20 acres of the site will be unable to be developed. Individual units will have open space as required by code.**

**i. Schools and school grounds**

**This project should not have a direct impact on schools and school grounds beyond those services provided by District #81's own enrollment standards, therefore, as no concurrency test exists at this time based on a level of service impact, we believe concurrency is met for this element.**

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

**This project proposes internal sidewalks and/or paths and therefore will meet this requirement. If sidewalks are broken, heaved, or otherwise damaged prior to platting on adjacent streets, they will be replaced per city code. At this time there is little to no continuous pedestrian routes to/from this vicinity of the area. Due to the location directly east of the Sundance Development, a roundabout at the main entry to both projects will be constructed for this project. Both projects will have trails along their frontage. The roundabout will make crossing SR-291 safer and allow access to points west and south. At this time, the closest sidewalk is at the intersection of Windriver and SR-291 approximately 0.79 miles from Segal Court and SR-291.**