

City Comment	Development Team Response	Dev Team By:	City Backcheck
<p>Planning: <u>The following comments must be addressed prior to moving forward in the Preliminary Plat and PUD process:</u></p>			
<p>1. Are you planning to have individual home numbers based on a street address or a unit number with one common/primary address for the development? This is related to Engineering comments regarding addresses below.</p>	<p>We are planning on having individual address numbers by Street</p>	<p>William Nascimento</p>	
<p>2. Please clarify how you have calculated density. The calculation of density for a planned unit development is the net area based on the total area of subject property less the area set aside for right-of-way, tracts of land reserved for private streets and dedicated tracts reserved for stormwater facilities. The calculation of density is rounded up to the next whole number.</p>	<p>Per the Site Plan data table submitted, the total area of the subject property is 42.03 acres and private road area is 7.04 acres. There are no dedicated tracts of land reserved for stormwater facilities; the existing parcels will be aggregated. 42.03 acres – 7.04 acres = 34.99 net acres. We have added the 0.01 acres to the attached Site Plan data table to round the net acreage to 35 acres.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>3. The revised plans do not appear to provide an inventory of open space as described in 17G.070.200(C)(2)(b). Please provide an inventory of natural and landscaped area and/or clarify.</p>	<p>Per 17G.070.200(C)(2)(b) and the Site Plan previously submitted, graphic format was used to inventory the natural and landscape areas as follows: Natural areas anticipated to remain are defined graphically by areas labeled 'Existing Trees/Vegetation to Remain' on the Site Plan, sheet 2 of 5. These areas have been reduced from those areas shown on the 'Existing Trees and Vegetation' areas shown on the Context/Analysis, sheet 1 of 5, with aerial data based on anticipated site disturbance needed to construct the proposed site design. We have added the border of the tree/vegetation areas to the legend to help improve understanding this graphic and written information. Landscaped areas are areas outside of the 'existing tree/vegetation areas to remain' along with any plantings needed to include the 20' L1 buffer area shown, where additional plants may be needed achieve the buffer intent within these natural areas, as noted.</p>	<p>William Sinclair, Storhaug Engineering</p>	

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<p>4. Please clarify how the development is meeting the Common Open Space requirements per Section 17G.070.030. It appears that you have all the information needed on the plan, but planning would like to work with you to clarify the information provided as the response letter seems to suggest that more than 50% of the common open space is located within environmentally constrained land. Please contact Melissa Owen to review the open space information provided.</p>	<p>Per the Site Plan graphic information and data table submitted the Common Open Space was broken into three categories:</p> <ul style="list-style-type: none"> • Accessible Common Open Space Areas: 5.4% of site • Accessible Common Open Space in areas that are suitable for development, per Geotech-recommended mitigations: 5.0% of site <ul style="list-style-type: none"> ○ while these areas are within geologic hazard areas defined by coarse GIS data, more refined Geotech investigations and recommended mitigations that will be followed will mitigate the environmentally constrained condition of this land. • Common Open Space Areas that are slope and/or geohazard constrained and visually accessible: 19.4% of site 	<p>William Sinclair, Storhaug Engineering</p>	
<p>a. At least ten percent of the gross area of the site must be devoted to such open space. Such space must be fully accessible to the residents, employees, visitors and/or other users of the site.</p>	<p>5.4% of the gross site area is Accessible Common Open Space that strictly meets this criterion in areas that are natural and/or landscaped.</p> <p>4.6% of the gross sight area is environmentally constrained, Visually Accessible Common Open Space</p> <p>See answers b & c below for more information.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>b. Fenced yards associated with buildings immediately adjacent to designated open space, landscaping in parking lots, or fenced stormwater facilities shall not count toward the total open space requirement.</p>	<p>The lease spaces and stormwater facilities have not been counted toward the open space areas as indicated on the submitted plans, i.e., they are not shown in the open space colors and/or hatch patterns shown on the Site Plan and legend. These areas are not anticipated to be fenced and only increase the common open space percentage of gross site area when included.</p>	<p>William Sinclair, Storhaug Engineering</p>	

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<p>c. environmentally-constrained land within the planned unit development, including geologically hazardous areas, may be used to meet up to fifty percent of the total required open space for the development provided that these areas are either accessible to pedestrians to the extent practical or are visually accessible from adjacent and adjoining common open space.</p>	<p>A breakdown of the open space as shown on the plans is as follows:</p> <p>10% of the gross site area is the <i>required common open space</i> though there is far more open space on this site.</p> <p>Fifty percent of the 10.0% required common open space is 5.0% of the gross site area, so elements of code compliance are as follows:</p> <ul style="list-style-type: none"> • 5.4% of the gross site area is accessible common open space that is not environmentally constrained, per the submitted plan. This is over 50% of the <i>required common open space</i>. • The remaining 4.6% of required open space is based on environmentally constrained land that is visually accessible from adjoining common open space. There is far more of this land on-site, per the submitted plan, but this meets the requirement that 50% or less of the <i>required common open space</i> be environmentally constrained. • Above and beyond this, an additional 5.0% of the gross site area is proposed as accessible common open space on land that will have its environmentally constrained status mitigated through implementation of Geotech construction recommendations. This area will contain most of the community amenities and is anticipated to receive the heaviest community use. 	<p>William Sinclair, Storhaug Engineering</p>	
<p>5. Please clarify the following elements of the lighting plan or other schematic/illustrative detail intended to meet requirements of Section 17G.070.200(C)(9)(F) Application Process. We see that light locations have been added to the site/ revised context sheets and a note indicating compliance with city standards for all signs and lights has been added. Please contact Melissa Owen regarding the following.</p>	<p>Please refer to new proposed lighting submittal developer in response to City comments.</p>	<p>Raymond Watkins, AEI</p>	
<p>a. Due to the size of the document page, it is difficult to see the light locations indicated – do you have access plan layers that might be refined/reproduced/pulled out from the larger plan set in order to produce a more easily visible lighting plan image?</p>	<p>Please refer to new proposed lighting submittal developer in response to City comments.</p>	<p>Raymond Watkins, AEI</p>	

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b. Do you have any additional visual aids regarding the lighting propose? I see a note in a black and white illustration for a pedestrian scale light that is also labeled as a repeating design element.	Please refer to new proposed lighting submittal developer in response to City comments.	Raymond Watkins, AEI	
c. Do you have access to these individual plan elements/concepts that could then be enlarged for purposes of plan review and as a general visual aid? Please contact Melissa Owen to discuss.	Please refer to new proposed lighting submittal developer in response to City comments.	Raymond Watkins, AEI	
6. Planning is not seeing arrows added to the plan detail as indicated in the plan response letter to address a circulation plan as per 17G. 17G.070.200(C)(7)(D) Application Process. Please clarify the location of this revision. Planning will update comments related to the circulation plan as soon as possible.	The entire private road system is proposed for two-way traffic circulation. 'Two-Way' has been added to the typical road section label to help eliminate any confusion. Circulation arrows have been enlarged to aid Planning in seeing them better.	William Sinclair, Storhaug Engineering	
<u>The following comments are fairly general in nature and have been revised based on applicant's response letter and revised materials intended to address planning comments.</u> 7. Please see comments related to transportation. Planning concurrence with transportation-related comments including access to adjoining parcels (entry area) and to Marshall Road (future access point).	Acknowledged	Whipple	
8. Planning is in receipt of the Design Review Boards' (DRB) recommendations. These recommendations will be included in a future staff report for the public hearing process and included in the documents submitted to the Hearing Examiner as part of the public record for this project.	Acknowledged	William Nascimento	
<u>Below items are general in nature and were noted and/or responses/material provided by applicant as part of the March 4, 2021 response letter submission.</u> 9. A Boundary Line Adjustment (BLA) is required to combine parcels. This will need to be completed prior to final PUD/Conditional Use Permit Approval.	Acknowledged	William Nascimento	
10. SEPA status is not yet determined due to additional information required regarding transportation, etc.	Acknowledged	William Nascimento	

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11. Landscape plans for developments of more than seven thousand square feet of lot area, landscape plans shall be prepared and stamped by a licensed landscape architect, registered in the state of Washington as per 17C.200.020. Requirements for landscaping are stated in chapter 17C.200 SMC, Landscaping and Screening as well as in the PUD section of code under 17G.070.130.	Acknowledged	William Nascimento	
12. Common Open Space must be permanently maintained by and conveyed to a homeowners' or property owners' association as regulated by state law as per 17G.070.030(E). This will need to be completed prior to final approval of the PUD/Manufactured Home Park.	This is a land lease community that will be owned by a single owner responsible for the operation of the park much like an apartment community. There is not property owner or homeowner's association.	William Nascimento	
13. The design standards of SMC 17C.110.500 shall apply to any common buildings within a PUD.	Acknowledged	William Nascimento	
14. Planning will be requesting specific comments on proposed gates from The City Engineer and Fire for Hearing Examiner consideration.	Acknowledged	William Nascimento	
15. Fencing requires a separate permit. Please also note that the PUD code indicates that the maximum height of fencing along a street frontage of the planned unit development may not exceed forty-two inches. When a fence is along a street frontage, usable pedestrian access shall be provided spaced a minimum of one every three hundred feet. See Section 17G.070.030(C)(7) Development Standards	Provided.	William Nascimento	
16. Required w/in 20' landscape buffer around the entire park boundary pursuant to Section 17C.345.120(F) - Development Standards for Mobile Home Parks	Provided.	William Nascimento	
17. The twenty foot strip around the boundary of the manufactured home park and all open spaces and other unimproved areas must be suitably landscaped. All landscaping must be maintained and furnished with an automatic sprinkler system.	In areas where new landscape plantings are required, an automatic sprinkler system will be provided. In areas where landscape plantings are not proposed, for example, portions of the exterior boundary, it is not proposed to irrigate the existing trees and vegetation. Given the shortage of water in Spokane and the location of this site, we propose that no irrigation be used in these areas as it will be a waste of water.	William Sinclair, Storhaug Engineering	

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<p><u>Integrated Capital Management (ICM):</u> <u>The following comments must be addressed prior to development of the site:</u></p> <ol style="list-style-type: none"> ICM agrees with a distribution main in Marshall Road as a solution for water distribution to the Latah Glen project. Latah Glenn Development may choose to wait until Marshall Road Transmission construction is complete and construct a distribution main connecting to the City's system or construct a distribution main in Marshall Road required for only their development site. See Attached ICM Evaluation Memo attached to this letter. 	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p><u>The following comments are general in nature (noted by applicant in 03/04/2021 response letter)</u></p> <ol style="list-style-type: none"> ICM have no concerns for the sewer and stormwater. 	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p><u>Engineering:</u> <u>The following comments must be addressed prior to moving forward in the Preliminary Plat and PUD process:</u></p> <ol style="list-style-type: none"> The project property is located in an area identified as having steep slopes, erodible soils, potential hazardous geology, and a Revised Site Visit Program with the Washington State Department of Ecology (Facility Site #1291079). Development of the project property will require a Critical Areas Checklist to be completed (document for use attached). Please review Spokane Municipal Code (SMC) 17E.040 for more information. 	<p>Please see attached letter from Liberty Geotechnical addressing the City's comment.</p>	<p>Liberty Geotechnical</p>	
<ol style="list-style-type: none"> Easements for utilities, e.g. power, phone, cable, etc., must be shown on the development plan. 	<p>Dry utilities will run along private streets in easements granted to those utility purveyors. These are shown on sheet 2 of 5, in the Legend and Site Plan 'Easements.'</p> <p>Wet utilities will be private and will be designed to meet municipal code requirements. These are shown in the legend and Site Plan 'Easements.'</p> <p>The mappable existing power line easement is shown on sheets on the site.</p>	<p>William Sinclair, Storhaug Engineering</p>	

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<p>3. Please clarify how utility and/or access corridors (both pedestrian and vehicular) will be demarcated and defined on the plan within the development to separate leased areas from said corridors.</p>	<p>The lease spaces are defined by a minimum land area that is to be provided in a future lease agreement between the owner and lessee, that will be defined on the location of the lessee's manufactured home. Those minimums are depicted on the Typical Lease Space Details and adhered to throughout the Site Plan layout.</p> <p>The space between structures is not anticipated to be fenced in and will be maintained by the owner. The future lessees will have access to all areas outside of their lease space except for those areas specifically leased to others.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p><u>General Comments and Items to be Addressed Prior to Approval of the Final P.U.D.:</u></p>			
<p>4. Construction plans for 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.</p> <p>a. Civil engineered plans and profiles shall use NAVD88 datum.</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>5. In accordance with the City's Financial Guarantee Policy, a financial guarantee will be required for all street, drainage, and erosion / sediment control improvements <u>not</u> constructed prior to approval of the final development.</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>6. 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 the review.</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>7. A \$250.00 deposit will be required for each monument to be installed as part of the final development. Monuments shall be provided in accordance with the City's Design Standards (SMC 17H.010.170).</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>8. All stormwater and surface drainage generated on-site shall be disposed of on-site in accordance with SMC 17D.060 "Stormwater Facilities", the Spokane Regional Stormwater Manual, Special Drainage Districts, City of Spokane Design Standards, and per the Project Engineer's recommendations based on the drainage plan accepted for the final development. Pre-development flow of any off-site runoff passing through this proposed project shall not be increased (rate or volume) or concentrated due to the development of the project based on a 50-year design storm. An escape route for a 100-year design storm shall be provided.</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	

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<p>b. Drainage plans shall be prepared and submitted for review and acceptance for the proposed development and land disturbing activities prior to issuance of any permits for site disturbance, including but not limited to grading permits and building permits. With respect to drainage plans required under subsection (C) of Spokane Municipal Code Section 17D.060.140:</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>i. The volume and rate of surface water runoff after new development shall be no greater than the runoff volume and rate leaving the site prior to development, unless the director of engineering services approves the discharge of additional runoff based on a comprehensive drainage plan and down gradient impact study;</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>ii. Drainage plans shall include identification of all properties to be reserved for on-site stormwater facilities and the location of natural drainage systems.</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>c. The developer will be responsible for all costs associated with constructing stormwater improvements necessary to serve the proposed development.</p>	<p>Acknowledged</p>	<p>William Nascimento</p>	
<p>d. The developer, property owner, or other responsible, authorized and designated entity acceptable to the director shall be responsible for accepting and maintaining on-site stormwater facilities. The developer shall provide a perpetual maintenance plan, including funding mechanisms and appropriate financial security for such on-site stormwater facilities acceptable to the director.</p>	<p>This project is a land lease community under operational control of the ownership. Leased lots will generate income for maintenance of the community including maintenance of stormwater facilities.</p>	<p>William Nascimento</p>	
<p>e. Acceptance of the conceptual drainage plan does not imply that the concept proposed is inherently accepted as the final design. Acceptance only implies that the applicant or (agent) has demonstrated that stormwater disposal is manageable. It does not relieve the applicant from changes to the design that may be necessary in order to comply with the City's Stormwater Ordinance and Design Standards.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

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<p>f. If drywells are utilized, they will be tested to insure design infiltration rates are met. A minimum factor of safety of 2 (two) will be required. In accordance with State Law, existing and proposed Underground Injection Control structures need to be registered with the Washington State Department of Ecology. Proof of registration must be provided prior to plan acceptance.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>g. No building permit shall be issued for any lot in the development 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 development, have been complied with. A surface drainage plan shall be prepared for each lot and shall be submitted to Engineering Services – Developer Services for review and acceptance prior to issuance of a building permit.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>h. With respect to any increased stormwater flows accruing as a result of any development, each property owner, on its own behalf and the behalf of its successors in interest, fully accept without reservation, the obligation to obstruct and artificially contain and collect all natural or artificially generated or enhanced drainage flows across or upon said owner's property. The purpose of this requirement is to avoid causing or potentially contributing to flooding, erosion, or stormwater loads on other private or public properties and the public sewer systems.</p>	<p>Acknowledged, there will be a single property owner.</p>	<p>William Nascimento</p>	
<p>i. Each property owner, on its own behalf and the behalf of its successors in interest, acknowledges and accepts full responsibility to maintain drainage facilities within all drainage easements, and to maintain and protect any on-site stormwater control facilities. Under no circumstances does the City of Spokane, its officers or agents, accept any responsibility to maintain on-site stormwater control facilities, drainage courses or drainage pipes on private lots within this development or otherwise within drainage easements or flood plain areas.</p>	<p>Acknowledged, there will be a single property owner.</p>	<p>William Nascimento</p>	
<p>9. An erosion / sediment control plan, detailing how dust and runoff will be handled during and after construction, shall be submitted to Developer Services for review and acceptance prior to construction or land disturbing activities.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

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<p>10. Only City of Spokane water shall serve the proposed development. The use of private wells is prohibited.</p> <p>j. A 12-inch diameter distribution main from Thorpe Road to Latah Glenn development allows for growth, fire flow rates, and allows for variances for possible multi-family residential construction. The headloss violations should not continue after multiple connections to the 6-Year Marshall Rd Transmission main project is constructed, resolving this temporary issue. There is about 600 feet of existing 6-inch distribution main in Marshall Road that must be upsized for Latah Glenn Development. Latah Glenn Development may choose to upsize the 6-inch distribution to a 12-inch main or provide fire prevention measures on site until Marshall Road transmission is constructed. Latah Glenn may also confirm if 12-inch is adequate for its expected water demands.</p> <p>k. The developer will be responsible for all costs associated with design and construction of the water system necessary to serve the proposed project.</p> <p>l. All water systems, whether public or private, shall be designed to City of Spokane Design Standards.</p> <p>m. Construction plans shall be submitted to Development 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 approval.</p> <p>n. General Facilities Charges, as per Spokane Municipal Code 13.04 shall be applicable to this proposed development.</p> <p>o. A hydraulic model shall be completed to prove that the design meets the minimum standards for both domestic and fire flows. See City of Spokane Design Standards Section 8.2 for more information.</p> <p>p. Residual water pressures during the fire flow demand conditions shall be designed to be no less than 20 psi at every point in the system. If static pressures exceed 80 psi, then each service line shall be required to have an individual pressure reducing valve set to reduce pressures to a maximum of 80 psi.</p> <p>q. "Wheeling" water through a private water system shall not be permitted. Water from the City's distribution system entering a private water system must not be allowed to return to the public system. A meter and double check valve assembly must be provided at each connection to the City water system.</p>	<p>Acknowledged. (j)</p> <p>Acknowledged. (k)</p> <p>Acknowledged. (l)</p> <p>There is a single commercial meter serving the entire project. The property owner will submeter to each space. (m)</p> <p>Acknowledged. (n)</p> <p>Acknowledged. (o)</p> <p>Acknowledged. (p)</p> <p>Acknowledge. (q)</p>	<p>William Nascimento</p>	

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<p>11. Only City of Spokane sanitary sewer shall serve the proposed development. The use of on-site septic disposal systems is prohibited.</p> <ul style="list-style-type: none"> r. There is a twenty-seven inch diameter PVC sanitary sewer main located at the northern boundary of parcel 25361.0004 available for connection. s. The developer will be responsible for all costs associated with design and construction of the sanitary sewer system necessary to serve the proposed project. t. All sanitary sewer systems, whether public or private, shall be designed to the City of Spokane standards. u. 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 approval. v. General Facilities Charges, as per Spokane Municipal Code 13.03 shall be applicable to this proposed development. 	<p>Acknowledged. (r) Acknowledged. (s) Acknowledged. (t) Acknowledged. (u) Acknowledged. (v)</p>	<p>William Nascimento</p>	
<p>12. Per SMC 17H.010, developments comprised of more than thirty lots or units shall include two access points acceptable to the city fire department and director of engineering services.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

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<p>13. Public / private streets, including paving, curb, sidewalk, signs, storm drainage structures/facilities, and swales/planting strips necessary to serve the proposed development, shall be designed and constructed in accordance with City standards unless otherwise approved by a design variance.</p> <ul style="list-style-type: none"> w. Signing and striping plans, where appropriate, shall be included as part of the design submittal. x. Street design for the development shall include supporting geotechnical information on the adequacy of the soils underneath to support vehicular design loads. y. The maximum profile grade for City streets is 8%. A variance may be granted considering topography, safety, maintainability, function, and emergency vehicle access. In no case shall the profile grade exceed 10% when a variance is granted. z. Garages shall be a minimum of 20 feet from the back of sidewalk, or back of the curb if sidewalk is not required, to fully accommodate a parked vehicle without obstructing the sidewalk. aa. All parking and maneuvering areas shall be hard surfaced. bb. 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 development. cc. The developer will be responsible for all costs associated with constructing street improvements necessary to serve the proposed development. dd. Roadway widths shall be in accordance with the approved Design Variance, signed July 20, 2020. ee. Public rights-of-way or private tracts shall contain all street elements including paving, curbing, gutters and pedestrian buffer strips or swales in accordance with the City of Spokane Design Standards or as detailed in the approved Design Variance. 	<p>Acknowledged. (w)</p> <p>Acknowledged. (x)</p> <p>Acknowledged. (y)</p> <p>Acknowledged. (z)</p> <p>Acknowledged. (aa)</p> <p>Acknowledged. (bb)</p> <p>Acknowledged. (cc)</p> <p>Acknowledged. (dd)</p> <p>Acknowledged. (ee)</p>	<p>William Nascimento</p>	

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<p>14. New, permanent dead-end or cul-de-sac streets require the approval of the director of engineering services. Dead-end and cul-de-sac streets are only allowed when street connectivity is unachievable, such as property that is isolated by topography or the configuration of existing lots and streets.</p> <p>ff. Turn-arounds designed to meet the city's standards are required at all street dead-ends to allow emergency and service vehicles to turn around.</p> <p>gg. Dead-end or cul-de-sac streets shall be not less than one hundred forty feet nor more than six hundred feet long along the centerline as measured from the curb line of the cross street at the street entrance to the point of curvature into the cul-de-sac bulb. Proposed exceptions to this rule will be considered by the director of engineering services based on pertinent traffic planning factors.</p> <p>hh. A hard surfaced public pathway shall be provided at the end of every dead-end or cul-de-sac street connecting the sidewalk to an existing or future street or public pathway.</p>	<p>Acknowledged.</p> <p>n/a</p> <p>n/a</p>	<p>William Nascimento</p>	
<p>15. Per Section 17H.010.180 Sidewalks:</p> <p>ii. In steep, hillside areas, where development occurs only on one side of the street, sidewalk may be omitted from one side in accordance with SMC 17H.010.110. However, it must be demonstrated that the segment to be omitted is not a critical link in the sidewalk system.</p> <p>jj. All sidewalks shall be designed and constructed in accordance with the city's design standards, standard plans and specifications.</p>	<p>Please see plans.</p> <p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>16. Per Section 17H.010.190 Pedestrian Buffer Strips:</p> <p>kk. 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.</p> <p>ll. 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.</p> <p>mm. 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.</p> <p>nn. In cases where sidewalk has been omitted on one side of the street, the pedestrian buffer strip may also be omitted on that side.</p>	<p>Please refer to our variance previously approved.</p>	<p>William Nascimento</p>	

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<p>17. Road names, if required, shall be submitted for pre-approval prior to the submittal of civil plans for design of streets, sewer, and water. Road names can be submitted for review to addressing@spokanecity.org.</p> <p>oo. Per Section 17D.050A.060 Roadway Naming Standards:</p> <p>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.</p> <p>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.</p> <p>pp. Addresses, including unit/space/lot numbers, must be shown on the development plan which will be required prior to requesting sewer and water permits. Address permits can be applied for at the City of Spokane permit center by emailing a request, including the proposed development layout, to addressing@spokanecity.org.</p>	<p>Acknowledged.</p> <p>Acknowledged.</p> <p>Acknowledged.</p> <p>Acknowledged.</p>	<p>William Nascimento</p>	
<p><u>The following statements will be required, at minimum, in the dedication of the final development plan:</u></p> <p>18. Only City water and sanitary sewer systems shall serve the development; the use of individual on-site sanitary waste disposal systems and private wells is prohibited.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>19. Ten foot utility easements as shown here on the described development 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.</p>	<p>Acknowledged. However, the park utilities will be private and connect to the City at park property line.</p>	<p>William Nascimento</p>	
<p>20. 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.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

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21. 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 the Development Services and having adequate pressure for domestic and fire uses, as determined by the Water and Hydroelectric Services Department and the Fire Department.	Acknowledged.	William Nascimento	
22. 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.	Acknowledged.	William Nascimento	
23. 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 the City of Spokane Development Service Center for review and acceptance prior to the issuance of a building permit on said lot/unit/space.	Acknowledged.	William Nascimento	
24. With respect to any increased stormwater flows accruing as a result of any development, each property owner, on its own behalf and the behalf of its successors in interest, fully accept without reservation, the obligation to obstruct and artificially contain and collect all natural or artificially generated or enhanced drainage flows across or upon said owner's property. The purpose of this requirement is to avoid causing or potentially contributing to flooding, erosion, or stormwater loads on other private or public properties and the public sewer systems.	Acknowledged. Single property owner.	William Nascimento	
25. Each property owner, on its own behalf and the behalf of its successors in interest, acknowledges and accepts full responsibility to maintain drainage facilities within all drainage easements, and to maintain and protect any on-site stormwater control facilities. Under no circumstances does the City of Spokane, its officers or agents, accept any responsibility to maintain on-site stormwater control facilities, drainage courses or drainage pipes on private lots within this development or otherwise within drainage easements or flood plain areas.	Acknowledged. Single property owner.	William Nascimento	

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<p>26. The City of Spokane is not a guarantor of public improvements with respect to protection of property from flooding or damage from stormwater, excessive groundwater levels, soil erosion, movement or related risks. Notwithstanding any other provision, no special duty or obligation of the City to any identifiable person or class pursuant to this Chapter shall ever be deemed to be created, and any duty nonetheless deemed created shall be exclusively to the general public (SMC 17D.060.210).</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>27. 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 relief valves be installed at the developer's expense.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>28. All drainage easements shown hereon shall be maintained by the property owner of the underlying lots. Any re-grading of the lots shall not alter the drainage of such facilities. The property owner 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 by the approved plans. The City of Spokane and its authorized agents are hereby granted the right to ingress and egress to, over, and from all public and private drainage easements and tracts for the purposes of inspection and emergency maintenance of drainage swales and other drainage facilities. The property owner or his/her representative shall inform each succeeding purchaser of all drainage easements on the property and his/her responsibility for maintaining drainage facilities within said easements.</p>	<p>Acknowledged. Single property owner.</p>	<p>William Nascimento</p>	
<p>29. The City of Spokane does not accept the responsibility of maintaining the stormwater drainage facilities on private property nor the responsibility for any damage whatsoever, including, but not limited to, inverse condemnation to any properties due to deficient construction and/or maintenance of stormwater drainage easements on private property.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

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<u>City Comment</u>	<u>Development Team Response</u>	<u>Dev Team By:</u>	<u>City Backcheck</u>
<p>30. No building permit shall be issued for any lot/unit/space in this development until evidence satisfactory to the City Engineer has been provided showing that the recommendations of SMC 17.060 "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 this final development plan, have been complied with. A surface drainage plan shall be prepared for each lot and shall be submitted to Developer Services for review and acceptance prior to issuance of a building permit.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>31. The development of any below-grade structures, including basements, may be subject to prior review of a geotechnical evaluation for foundation design to determine suitability and effects from stormwater and/or subsurface runoff. The geotechnical evaluation shall be submitted to Developer Services for review and concurrence prior to the issuance of a building permit. It must address the disposal of stormwater runoff and the stability of soils for the proposed structure. This evaluation must be performed by a geotechnical engineer, licensed in the State of Washington. It must be submitted to the City Building Department and to Developer Services for review and concurrence prior to issuance of any building permit for the affected structure. An overall or phase-by-phase geotechnical analysis may be performed in lieu of individual lot analyses to determine appropriate construction designs.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>32. All public improvements (street, sewer, storm sewer, and water) shall be constructed to City standards prior to the occupancy of any structures served by said improvements.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>33. 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.</p>	<p>Acknowledged. Single site, not platted.</p>	<p>William Nascimento</p>	
<p>34. Slope easements for cut and fill, as deemed necessary by Planning & Development in accordance with City Design Standards, are granted along all public right of ways.</p>	<p>Private park.</p>	<p>William Nascimento</p>	
<p>35. A Transportation Impact Fee will be collected prior to the issuance of a building permit for the affected lot/unit/space.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

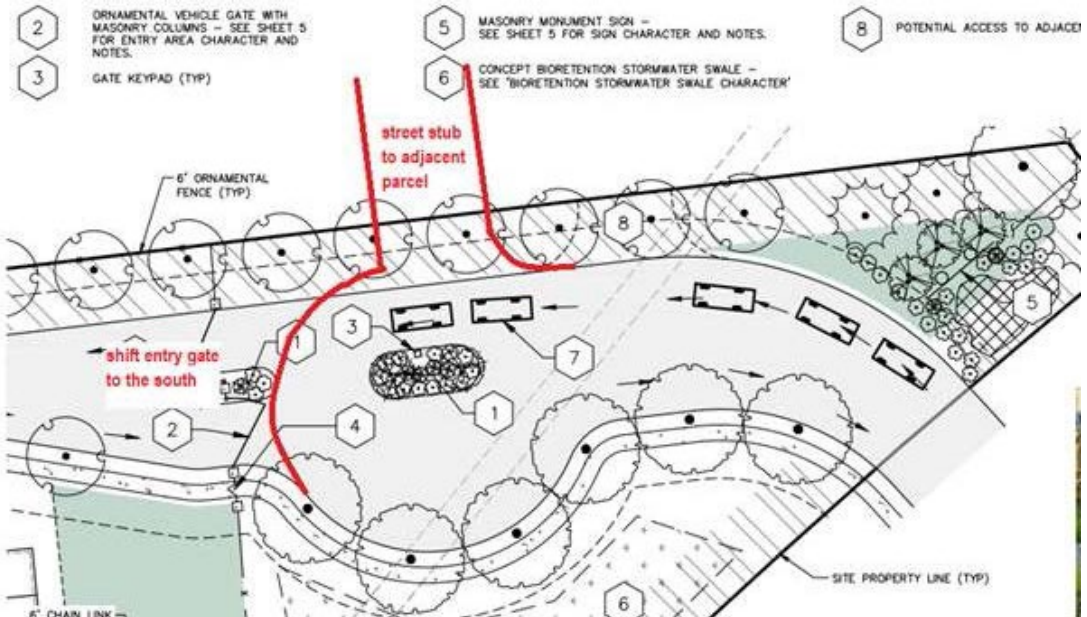
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<u>City Comment</u>	<u>Development Team Response</u>	<u>Dev Team By:</u>	<u>City Backcheck</u>
36. General Facilities Charges for new and/or upsized water and sewer services will apply to the lots/units/spaces within this development and will be collected prior to the issuance of a building permit for the affected lot/unit/space.	Acknowledged.	William Nascimento	
<p><u>Transportation:</u></p> <p><i>Comments that need to be addressed from WSDOT.</i></p> <p><u>Items that must be addressed prior to deeming the application Technically Complete and moving onto Notice of Application and Public Comment:</u></p> <p>In reviewing the WCE Traffic Analysis WSDOT has the following comments that will need to be addressed in a revised analysis:</p> <p>1. Page 3 – The trips assigned to the US 195 on ramp need to agree between item 9 and item 11a. Please revise.</p>	1. Item 9 has been moved to Item 10 and the trips on ramp have been matched with item 11a.	Whipple	
2. Page 3 – The funding and construction of the improvements at US 195 and 16 th needs to be tied to plan approval and not occupancy of the last lot.	2.The proposed condition has been updated accordingly.	Whipple	
3. Page 4 – Financial Commitment is one that would secure the design and construction of the improvement in the specified time period, not a pro rata share.	3. The proposed condition has been updated accordingly.	Whipple	
4. Page 4 – Need to include frontage improvements on Inland Empire Way from access point to the US 195 intersection. This needs to be for both motorized vehicles and non-motorized means of travel. Please address in analysis.	<p>Noted. It's our understanding this will be a requirement of the final PUD.</p> <p>4. Intersection analysis at Spring Creek and Access on Inland Empire Way has been updated in Year 2026 with the Background Projects and the Project section. All frontage improvement is at the requirement of the City of Spokane.</p>	Whipple/Storhaug	
5. Page 4 – Need to discuss public road connectivity for properties to south.	5. As Inland Empire Way ROW extends past the frontage to the DNR property to the south and additional public ROW is also available through the 44th Avenue alignment, public access is therefore maintained and the need for public access through the private property of the project is not needed.	Whipple	
6. Page 44 – Additional information is needed regarding the assumptions that went into the development of the table on trip diversion. A discussion with WSDOT and the City is needed regarding the diversion percentages.	6.A table to show the redirected traffic volumes from 2021 existing traffic volumes by SR 195 IMP has been added in the document and detail calculation has been added in Technical Appendix.	Whipple	

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City Comment	Development Team Response	Dev Team By:	City Backcheck
<p><u>Items to be address prior to final PUD/Manufactured Home Park Application Approval:</u></p> <p>7. Access to the US 195 Frontage Road will require that a WSDOT access permit be applied for and it be approved by WSDOT.</p>	<p>Property has existing access rights.</p> <p>Noted. It's our understanding this will be a requirement of the final PUD.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>8. Please detail what improvements are needed on the US 195 Frontage Road to meet current City of Spokane Standards.</p>	<p>Noted. It's our understanding this will be a requirement of the final PUD.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>Comments that need to be addressed from Inga Note, City of Spokane.</p> <p><u>Items that must be addressed prior to deeming the application Technically Complete and moving onto Notice of Application and Public Comment:</u></p> <p><i>Regarding the Traffic Study:</i></p> <p>1. Staff does not agree with ITE Land Use 942 "Automobile Care Center" to establish vested trips for the former salvage yard. A salvage yard / impound lot does not generate that many trips. This needs to be reduced. 2 trips during AM and PM peak would be acceptable.</p>	<p>1. Trip generation for existing land use has been updated with 2 trips for AM and PM. Project Trip Distribution and 2026 with Background Projects and the Project have been updated accordingly.</p>	<p>Whipple</p>	
<p><i>Regarding the Site Plan:</i></p> <p>2. Provide detail of Marshall Road gated access and pedestrian connections.</p>	<p>It will be the same character as shown on the entry gate detail.</p> <p>Detail has been re-labeled to indicate the character applies to both entries and plan has been updated to indicate additional queuing distance at the gate with a new pedestrian walk and gate.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>3. Since Marshall Road will be paved in the future and could be a viable second access point, this future access location should be designed to meet queueing requirements (current design is for crash gate/emergency access only).</p>	<p>While a paved Marshall Road could potentially provide a viable second access for the proposed development, there is no need for more than an emergency access at Marshall for this private development.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>4. Sidewalk must be provided on the west side of Inland Empire Way to facilitate walking between the manufactured home parks and other future developments to the south. The 195 study underway with SRTC is also evaluating a future shared-use pathway to run under the railroad bridge on the west side of 195. This would provide a walking and biking access to the commercial district on Cheney-Spokane Road.</p>	<p>West side sidewalk has been added to the revised Plans for Inland Empire Way on sheet 5 of 5.</p>	<p>William Sinclair, Storhaug Engineering</p>	

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<p>5. The development is subject to the requirements of SMC 17H.010.030 requiring street connections to adjacent parcels. The entry cul-de-sac should be designed to public street standards with a stub to the west property line allowing for future public connection. This cul-de-sac will also function as a turnaround for city maintenance vehicles. The entry gate and keypad must be shifted to the south to meet queuing requirements. Install sidewalks on both sides of public road/cul-de-sac.</p> 	<p>The subject project is a private park without public access. The adjacent parcel has existing access to a possibly developable area at Marshall Road via graded road or driveway. The existing owner of that parcel also owns adjacent property with frontage on Inland Empire Way. The existing owner could provide an access easement through their own property and provide additional access to/from Inland Empire Way via bridge at their own expense.</p> <p>It is therefore an undue burden to the proponent of the subject development to be required to incur development costs for the benefit of the owner of the adjacent property, who may incur for themselves both the associated risk and reward.</p> <p>Please note we have added a location for potential access where a future landowner could contact us for access.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p><u>Items to be address prior to final PUD/Manufactured Home Park Application Approval:</u></p> <p>6. Work with WSDOT on requirements for the 195 access permit and frontage road.</p>	<p>Acknowledged.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p><u>General comment regarding conditions of approval:</u></p> <p>7. Traffic conditions for this development will be similar to those used for Tangle Ridge, requiring financial commitments to be in place for US 195 improvements prior to construction of any residential units.</p>	<p>The proposed condition has been updated accordingly.</p>	<p>Whipple</p>	
<p><u>Other Transportation Comments.</u></p> <p><u>Comments from the City of Spokane Streets Department (email 03/30/2021)</u></p> <p>1. The documents have been reviewed and the Street Department has no comments at this time.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	

City Comment	Development Team Response	Dev Team By:	City Backcheck
<p>Comments from the Department of Natural Resources (see letter dated 11/09/2020 from 1st agency comment period):</p> <ol style="list-style-type: none"> Based on this pending SR 195 corridor study, it would seem appropriate to condition this proposal, so it is consistent with the final recommendations of the corridor study to ensure appropriate traffic measures are in place. <p><u>The following comments will be noted on plans and be included as conditions of approvals based on department and agency comments received regarding transportation:</u></p> <ol style="list-style-type: none"> Impact fees will be calculated using the city's rate table for single family residential, not as proposed in the TGD. Upon review of results from the pending SR 195 Corridor Study, additional mitigation and/or conditions of approval may be added as part of the review of the preliminary PUD/Manufactured Home Park. As noted above traffic conditions for this development will be similar to those used for Tangle Ridge, requiring financial commitments to be in place for US 195 improvements prior to construction of any residential units. 	<p>While the SRTC SR 195 corridor study will provide recommendations, the study does not provide real time project improvements to the SR195 corridor. The proposed mitigation for the project at 16th Avenue and at the Cheney-Spokane Ramp provide real time relief to the SR 195 and I-90 EB Ramp. Both projects are proposed to meet the goals of WSDOT. Therefore, the presumption that a delay to await the recommendations of a future study over real time projects, would not be an appropriate action as the proposed mitigation that has real-world affects to the condition and care of the SR 195 corridor.</p> <ol style="list-style-type: none"> Impact fees has been calculated based upon the city's rate table for single family residential. The conditions for this project has been updated based upon the conditions used for Tangle Ridge. 	<p>Whipple</p>	
<p>Fire Department:</p> <p>It appears that comments from Fire (original review) have been addressed. Fire has one additional comment:</p> <ol style="list-style-type: none"> The gate widths in and out of the site will need to be a minimum of 14' wide. <p>Original Fire Department comments that were addressed by the applicants' revision materials and <u>will be included as conditions of approval:</u></p> <ol style="list-style-type: none"> North access will need to be maintained at all times for fire apparatus access. North access will need to have an approved surface approved for the weight of the responding fire apparatus. North access will need "No Parking – Fire Lane" signs on both sides of the access road. Per the Fire Code, the exterior fire pit is shown for the club house will need to be provided with protection to prevent users from accessing the flames. Fire hydrant placement will need to comply with the International Fire Code, with local amendments. 	<p>Acknowledged</p> <p>Acknowledged</p> <p>Acknowledged</p> <p>Acknowledged</p> <p>Acknowledged</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p>City of Spokane Treasurer:</p> <ol style="list-style-type: none"> There are no LID (local improvement district fees) associated with these parcels. 	<p>Acknowledged.</p>	<p>William Nascimento</p>	

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<p>Avista <u>Comments from Avista (email dated 11/25/2020) – these are general in nature and noted in applicant response letter dated 03/04/2021.</u></p> <ol style="list-style-type: none"> Avista serves the area with both gas and electric distribution. Currently both parcels are subject to easements for the distribution and/or service lines and poles that lie on or across subject parcels. Any costs associated with the relocation of poles, wires or any other appurtenances will be at the cost of the owner/developer. This e-mail does not guarantee the ability to realign said facilities and is for informational purposes only. 	<p>Acknowledged.</p>	<p>William Sinclair, Storhaug Engineering</p>	
<p><u>Other Agency and Department Comments:</u> Comments from the Department of Natural Resources (letter dated 11/09/2020):</p> <ol style="list-style-type: none"> Note: no additional comments were received from DNR as part of the 2nd Request for Agency Review regarding the November 09, 2020 request that detailed information showing onsite detention of stormwater runoff to ensure that adjacent property is not negatively impacted. 	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p><u>Additional comments received to be conditions:</u> State of Washington Dept. of Archaeology & Historic Preservation (see DAHP letter dated 10/28/2020):</p> <ol style="list-style-type: none"> A professional archaeological survey of the project area be conducted prior to ground disturbing activities and consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues. Submittal of survey report to DAHP for review and assessment prior to ground disturbing activities. <p>Note: Melissa Owen, City of Spokane Planning forwarded the archeological survey to DAHP on March 8, 2021 prior to the formal second request for agency review. No new information has been received at this time.</p>	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>Spokane Tribe of Indians (see letter Tribal historic Preservation Officer Letter dated 03/10/2021):</p> <ol style="list-style-type: none"> Recommendation: Inadvertent Discovery plan into the scope of work. 	<p>Acknowledged.</p>	<p>William Nascimento</p>	
<p>Department of Ecology (see letter dated 03/29/2021):</p> <ol style="list-style-type: none"> This project will require a Construction Stormwater General Permit. 	<p>Acknowledged.</p>	<p>William Nascimento</p>	