

**STAFF REPORT ON PRELIMINARY PLAT AND PUD APPLICATION  
FILE NO. Z18-598PPUD**

**I. SUMMARY OF REQUEST AND RECOMMENDATIONS:**

DESCRIPTION OF PROPOSAL: The applicant, Greenstone, on behalf of Sonneland Properties, LLC, has applied for a Preliminary Plat and Preliminary Planned Unit Development from the Hearing Examiner to construct 236 residential units and 38,000 square feet of office, retail and other commercial uses on roughly 24.59 acres.

RECOMMENDATION: Staff recommends approval of this application subject to the conditions outlined in this report. Staff believes that, as the proposal is currently configured, it does not achieve the connectivity envisioned by the City's Comprehensive Plan and does not comply with the City's development regulations which implement the Comprehensive Plan. The conditions outlined in this staff report are necessary to ensure that the project is consistent with the City's Comprehensive Plan and Development Regulations, and compliance with the conditions should be a condition of approval of the project.

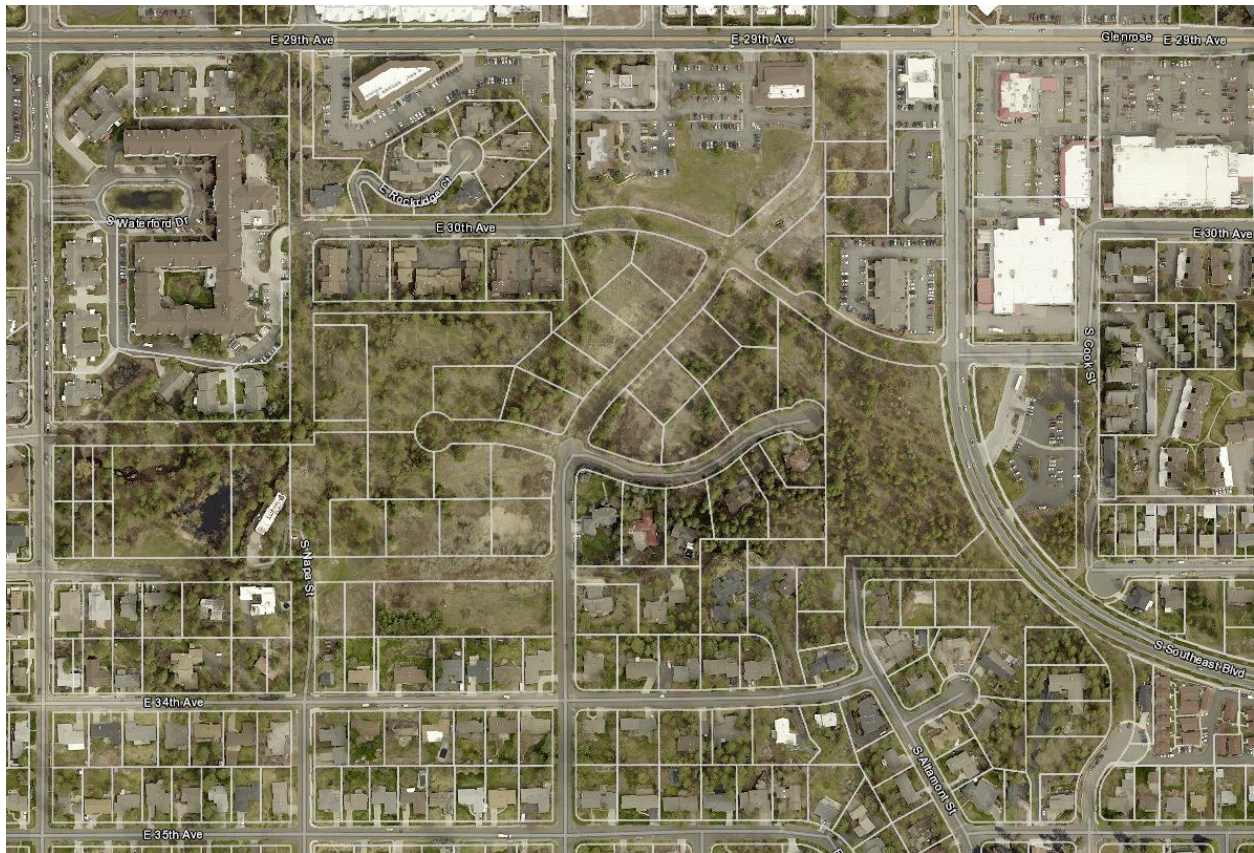
**II. GENERAL INFORMATION:**

- |    |                            |  |
|----|----------------------------|--|
| A. | Applicant:                 | Greenstone<br>c/o Ben Scandalis<br>1421 N Meadowwood Lane, Suite 200<br>Liberty Lake, WA 99019<br>(509) 458-5860<br><a href="mailto:bscandalis@greenstonehomes.com">bscandalis@greenstonehomes.com</a>             |
| B. | Property Owner(s):         | Sonneland Commercial Properties, LLC &<br>Sonneland Residential Properties, LLC<br>PO BOX 562<br>Colbert, WA 99005   |
| C. | Agent:                     | Same as Applicant  |
| D. | Location of Proposal:      | The proposal is across multiple parcels approximately south of 29 <sup>th</sup> , east of Napa, north of 33 <sup>rd</sup> and west of Southeast Blvd, specifically the vacant land south of Quail Run Office Park. |
| E. | Existing Zoning:           | RSF (Residential Single Family) &<br>CC1-DC (Centers and Corridors)  |
| F. | Land Use Plan Designation: | Residential 4-10 & CC Core   |
| G. | SEPA Status:               | A DNS was issued on November 19, 2018.   |
| H. | Enabling Zoning:           | SMC 17C.110 – Residential Development;<br>SMC 17G.060 – Land Use Application Procedures;   |

SMC 17G – Planned Unit Developments; &  
SMC 17G.080 – Subdivisions

- I. Hearing Date: December 12, 2018, 1:30 PM
- J. Staff Contact: Tami Palmquist, Principal Planner, (509) 625-6157

**III. FINDINGS OF FACT:**



- A. Site Description: The subject property is located south of 29<sup>th</sup> Avenue, behind the Quail Run Office Park, west of Southeast Boulevard, north of 33<sup>rd</sup> and east of Napa. The proposed project is made up of multiple parcels, with a proposed site size of approximately 25.49 acres. Currently the site is vacant and most of the site is still naturally vegetated. Utilities exist in the unimproved platted rights of way of Crestline, 30<sup>th</sup>, 32<sup>nd</sup> and 33<sup>rd</sup> Avenues.
- B. Project Description: The applicant is proposing to construct 236 residential units, composed of a mix of apartments, townhomes, cottages and detached single family homes, across the entire development site. The project will also include up to 38,000 square feet of office, retail and other commercial located north of 30<sup>th</sup> Avenue.

Please refer to the Applicant's PUD and Preliminary Plat Narrative for a very detailed description of the entire proposal; an important excerpt is included below:

*“Where a PUD site includes two different base zone classifications the allocation of land uses and density is subject to the provisions of SMC 17G.070.030 (A)5 which allow permitted uses to be allocated to the full site “proportionate to the land within the development site devoted to each zoning district”. The Planning Director has determined that this limitation applies to both land area and density.*

*The proposed PUD has a total of 236 residential units (a mix of multi-family and single family) and about 38,000 SF of commercial uses. All the commercial uses are located in the CC1 zone classification. The residential uses are split between both zone classifications with 110 units in the CC1 zone classification and 126 units in the RSF zone. Density in the CC1 is limited to a maximum Floor Area Ratio of 1.0. The proposed PUD has a FAR below the maximum at .69. In the RSF zone the PUD density is 7.68 units per acre, below maximum permitted of 10 units per acre and above the minimum density of 4.0 units per acre. A detail of land uses by parcel is attached in the Land Use Summary.”*

The proposal is requesting minor deviations from zoning development standards (setbacks, lot coverage, roof forms, etc.) The specific deviations requested are outlined in the PUD Development Standards Matrix for the CC1 Zone and for the RSF Zone. These departures were presented to the Design Review Board and DRB recommended approval.

- C. Surrounding Zoning: The adjacent zoning to the north is CC1-DC (Center and Corridor Type 1 - District Center), to the northeast is O-35 (Office), to the northwest is RMF (Residential Multi-Family) and to the south, east, and west is RSF (Residential Single Family).
- D. Zoning History: Prior to 2006, the RSF portion of the site was zoned R1. The CC1-DC portion of the site was zoned O and OR but was changed to CC1-DC in 2013 as part of a Comprehensive Plan Amendment, File # Z1200046COMP.
- E. Adjacent Land Use: Adjacent land uses to the south are single family homes. The Touchmark Retirement Community is to the west of the site, they recently received a CUP to build a memory care center and a health and fitness building. The City of Spokane intends to build a water tower on the vacant L shaped parcel to the west. Commercial uses border the north of the site.
- F. Applicable Plan Policies: The land use map designation is Residential 4-10 and CC Core, per the current Comprehensive Plan adopted in 2017.
- G. Applicable Zoning Regulations: For Regulations see SMC 17C.110 – Residential Development; SMC 17G.060 – Land Use Application Procedures; SMC 17G – Planned Unit Developments; & SMC 17G.080 – Subdivisions.
- H. Procedural Requirements (all procedural requirements have been met):
  - 1. A Community Meeting was held on March 1, 2018;
  - 2. Application was submitted on June 27, 2018;
  - 3. A Request for Comments notice was sent to Departments and Agencies on July 16, 2018, and the applicant was notified in writing on October 25, 2018 of technically complete status of application;
  - 4. Notice of Application and Public Hearing was posted/mailed on November 1, 2018;

5. Notice of Application and Public Hearing was printed in the Spokesman on November 2, 2018 and November 9, 2018;
6. The Public Comment Period ended on November 16, 2018;
7. A SEPA DNS was issued on November 19, 2018.

#### **IV. DEPARTMENT REPORTS**

Notice and request for comments were sent to the City departments and outside agencies concerned with land development on July 16, 2018. Copies of reports from those who responded to the notice and request for comments are a part of the file for reference.

#### **V. PUBLIC COMMENT**

The Notice of Application and Public Hearing was posted/mailed on November 1, 2018 and the public comment period ran through November 16, 2018. Several comments were received on this proposal and are part of the file for reference. A substantial amount of the comments were related to Crestline and connectivity.

#### **VI. CONCLUSIONS**

The Spokane Municipal Code has established decision criteria for this action in Chapter 17G.060.170. The application materials include the applicant's responses to the criteria. The following is staff's analysis of the proposal in light of these decision criteria.

##### **SMC 17G.060.170 Decision Criteria**

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

The proposal is for 236 residential units and 38,000 square feet of office, retail and other commercial uses on roughly 24.59 acres. The proposed site plan shows a mix of residential uses throughout the entire site, including multifamily, townhomes, cottages and single family detached homes.

Per SMC 17G.070.030A.5., when a site contains land that is in more than one zoning district, the allowed residential and conditional uses at the required minimum and maximum densities, if applicable, shall be proportionate to the land within the development site devoted to each zoning district. This has been interpreted by the previous Planning Director to allow permitted uses in each zone to be allocated to the full site proportionate to the land devoted to each zoning district.

A PUD allows an applicant to ask for flexibility in the Development Standards for the base zoning district, per SMC 17G.070.030. The minimum lot size, lot depth, lot width, lot coverage and the FAR standards may be modified through a PUD. However, front and rear yard setbacks for structures located within eighty feet of the perimeter of the project shall be the same as required by the base zone and front and rear yard setbacks in the remainder of the project may be modified, except that a minimum front or rear yard setback of twenty feet is required for any garage or carport that opens facing a street or an alley.

RESIDENTIAL ZONING STANDARDS SMC 17C.110:

Setbacks: The required setbacks in the Residential Single-Family (RSF) zones are 15 foot front yards (20 foot for garages), 5 foot side yards and 25 foot rear yards. The applicant has requested 0 foot front yards (driveway depths to be less than 10 feet or greater than 18 feet), 5 foot side yards, 15 foot flanking yards and 5 foot rear yards.

Lot Size: The minimum lot size in the RSF zone is 4,350 square feet. The applicant has requested minimum lot sizes of 3,000 square feet.

Density: This property has a Land Use of R 4-10 and CC Core. The project is proposing a density of 7.68 units per acre to meet this requirement.

Height: The height limitation of the RSF zone is 35 feet.

Building Coverage: The RSF zone has a maximum FAR value of 0.5, and the lot coverage of no more than 40%. The applicant has requested a lot coverage of 100%.

Off-street Parking: The minimum parking requirement for residential use is 1 stall per unit, plus one stall per bedroom after three. The applicant has requested 1 stall per unit.

CC1 ZONING STANDARDS SMC 17C.122:

1. Either parallel or angle parking to be permitted on streets.
2. Pedestrian connections in existing parking lots not be required.
3. No requirement for lowered heights in boundary between CC1 and RSF within the project.
4. Flat Hardy Hardboard material to be permitted on ground level of exterior facades.

Staff Discussion: The proposal is permitted in accordance with the land use regulations in place at the time of submittal.

The proposal meets the minimum density requirements, is allowed to modify development standards through the PUD process, per 17G.070.030, and received a recommendation for departures from the Design Review Board per SMC 17C.122.060.

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

The Comprehensive Plan includes a number of goals, objectives, and policies that are relevant to the proposal and contemplate a network of streets that is generally laid out in a grid pattern in order to increase street connectivity and access. Some examples include:

LU 1.3 – *Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.*

LU 1.12 – *Ensure that public facilities and services system are adequate to accommodate proposed development before permitting development to occur.*

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

LU 4.5 - Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

Goal LU5 - Promote development in a manner that is attractive, complementary, and compatible with other land uses.

LU 5.5 - Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

DP 1.2 - Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

TR 2 - Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 7 – Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

Staff Discussion:

As currently configured by the proposal, Staff is concerned that the site plan is inconsistent with several of the policies outlined above and does not achieve the connectivity envisioned by the Comprehensive Plan and the City’s Arterial Street Plan. In order to satisfy this approval criteria, Staff believes street connections for vehicles must be provided by “Crestline Street” from the intersection of Crestline St and 34th Ave to the intersection of Southeast Blvd and 31st Ave intersection per the Comprehensive Plan Map TR 12.

While there is network capacity on the arterial system surrounding this development proposal, there is no direct access to the arterial network from the main residential portion of this development proposal. Therefore, the Crestline to Southeast Blvd. connection is vital to providing this access. Additionally, the absence of this connection inhibits access to the arterial system from the surrounding neighborhoods which is part of the City’s Comprehensive Plan.

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

Relevant Facts: The application was circulated on July 16, 2018, for department and agency comments. Comments were received and are included in the file. Adequate utilities exist in the area to serve the proposed project.

Staff Discussion: While the application has been determined to be technically complete, staff still has concerns with the lack of specifics included in the preliminary plan and additional clarification is needed. Specifically, streets were stated to be part of tracts and not as right of way on the preliminary plat. Staff believes public streets must be provided to connect Martin Street and Southeast Boulevard, generally in the alignment of 30th/31st Avenue, per SEPA mitigation requirements of the Sonneland Comp Plan Amendment Z1200046-COMP. The Crestline Street connection will provide better distribution of traffic through the street network and help to maintain capacity on the arterial system in compliance with our concurrency program.



4. *If approval of a site plan is required, the property is suitable for the proposed use and site plan considering the physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic or cultural features;*

Staff Discussion: This site was previously platted for development as Estate Development in 1970, as such it is suitable for redevelopment. Other than the Spokane Tribe identifying the need for cultural survey and sub-surface testing, no other departments indicated the property is unsuitable for development.

While the site is suitable for redevelopment, Staff does not believe that the site plan, as it is presently configured, meets the connectivity requirements of the Spokane Municipal Code, specifically 17H.010.030 Street Development Standards and 17G.080.070 Subdivision Design Standards.

SMC 17H.010.080 discourages the creation of dead end or cul-de-sac streets and goes on to state that they are only allowed when street connectivity is unachievable. In this case the public right-of-way and street connectivity is achievable and readily available to be constructed. 17H.010.030 governs street layout design and goes on to say that the layout of new streets shall provide for the continuation of existing streets in adjoining subdivisions. 17G.080.070 A.1. states that streets within and along a subdivision are to be designed in light of topography and existing and planned street patterns.

The purpose statement in SMC 17G.070.145 – Circulation, goes on to discuss how the elimination of connectivity to adjacent street systems within a PUD may not necessarily create a sense of safety, but rather, may be offset by the inconvenience for the surrounding area due to restricted vehicular circulation. Especially where existing patterns are established or are reasonably projected to occur. The PUD Circulation Design Standards require the development to connect with the existing or planned street system, as such the Crestline extension to Southeast Boulevard must be provided.

5. *The proposal will not have a significant adverse impact on the environment or the surrounding properties, and if necessary conditions can be placed on the proposal to avoid significant effects or interference with the use of neighboring properties or the surrounding area, considering the design and intensity of the proposed use.*

Staff Discussion: The studies that were provided with the application were reviewed by all applicable departments and agencies and their findings and recommendations will be incorporated into the conditions for this proposal. The Design Review Board included a recommendation to introduce additional conifers into the southern landscape buffer. The applicant is amenable to this request.

A SEPA DNS was issued on November 19, 2018.

**Plat, Short Plat and Binding Site Plan:**

*The proposed subdivision makes appropriate (in terms of capacity and concurrence) provisions for:*

- a. *public health, safety and welfare;*

The City Fire Department provided comments, which are available in the file and included as conditions in this report. No specific concerns were identified as to preclude the development from proceeding. No concerns or requests were received from the Police Department.

*b. open spaces;*

The proposal includes approximately 9.18 acres of common area tracts. As shown on the Open Space Plan, the common tracts will be used for parks, open spaces, and shared community facilities. The shared community facilities will include community gardens, a neighborhood park, a community center building, and fitness center.

*c. drainage ways;*

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, and City Design Standards.

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

Public and private 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.

Staff requires that public streets must be provided to connect Martin Street and Southeast Boulevard, generally in the alignment of 30<sup>th</sup>/31<sup>st</sup> Avenue, per SEPA mitigation requirements of the Sonneland Comp Plan Amendment Z1200046-COMP. The connection of Crestline Street will help to maintain capacity on the arterial street system.

The existing right-of-ways within the plat are proposed to be vacated. Sufficient information was not provided to evaluate the proposed right-of-way vacations (which contain water transmission mains, water distribution mains, large and smaller sewer mains, stormwater facilities and other utilities). Streets proposed for vacation can be vacated through the plat/PUD process as long as sufficient utility easements or utility relocations are accomplished. The exception for this is for 32<sup>nd</sup> Avenue where the vacation process shall be conducted by City Council (SMC17G.080.020.D.2.a).

Narrower streets with parking on one side and two, ten foot lanes have been requested indicating a total curb-to-curb width of 28 feet. The alignment and location of the narrower section was not identified in the request. The residential standard curb-to-curb width is 36 feet while the arterial standard curb-to-curb width is 40 feet (SMC17H.010.050). A design variance request must be submitted and approved prior to the submittal of engineering plans for review if an alternative width is to be used (SMC17H.010.020).

*e. transit stops;*

Spokane Transit Authority (STA) has an existing route available along 29<sup>th</sup> Avenue and Southeast Boulevard, with bus stops along 29<sup>th</sup> at Martin and the intersection. There is a Park and Ride facility across Southeast Boulevard at the intersection with 31<sup>st</sup>. There are no stops or routes internal to the development.

*f. potable water supplies;*



All water services shall follow the “City of Spokane Water Department Rules and Regulations for Water Service Installations”. The following changes to the Matrix will be required.

a. PUD Development Standards Matrix – CC1 Zone: Utilities – All water services shall follow the “City of Spokane Water Department Rules and Regulations for Water Service Installations”. Manifold meters or Bullhead assemblies are not allowed. All sewer services shall follow the Regulations Governing Sewer Construction in the City of Spokane and City of Spokane Design standards.

b. PUD Development Standards Matrix – RSF Zone: Utilities – All water services shall follow the “City of Spokane Water Department Rules and Regulations for Water Service Installations”. Manifold meters or Bullhead assemblies are not allowed. All sewer services shall follow the Regulations Governing Sewer Construction in the City of Spokane and City of Spokane Design standards.

*g. sanitary wastes;*

All sewer services shall follow the Regulations Governing Sewer Construction in the City of Spokane and City of Spokane Design standards. The sanitary sewer system, including individual connections to each lot, shall be constructed and accepted for services prior to the City Engineer signing the final plat.

*h. parks, recreation and playgrounds;*

As noted in Open Space, above, the proposal includes approximately 9.18 acres of common area tracts. As shown on the Open Space Plan, the common tracts will be used for parks, opens spaces, and shared community facilities. The shared community facilities will include community gardens, a neighborhood park, a community center building, and fitness center.

Hamblen Park is located roughly ¼ of a mile south on Crestline from the southern boundary of the proposed PUD. The parks department did not offer any comments on this proposal.

*i. schools and school grounds;*

The site is located within the Spokane Public School District #81, roughly 1/3 of a mile from Hamblen Elementary School. There are no provisions for public schools or school grounds as a part of this proposal. The school district did not provide any comments on this proposal.

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

Separated sidewalks with street trees will be required on both sides of each new street. The applicant is proposing a trail system through the community common area and along streets to provide a comprehensive pedestrian system throughout the site that connects to the surrounding roadway system and neighborhood.

**PUD and Plans-in-lieu.**

*All of the following criteria shall be met:*

- a. *Compliance with All Applicable Standards. The proposed development and uses comply with all applicable standards of the title, except where adjustments are being approved as part of the*

*concept plan application, pursuant to the provisions of SMC 17G.070.200(D)(2).*

As discussed staff does not believe this criteria can be satisfied without better street connections as outlined above.

- b. Architectural and Site Design. The proposed development has completed the design review process and the design review committee/staff has found that the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.*

The applicant has completed the Design Review process and the recommendations are incorporated into the conditions section of this report.

- c. Transportation System Capacity. There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.*

While there is network capacity on the arterial system surrounding this development, there is no direct access from the main residential portion of this development to the arterial network. Therefore, the Crestline to Southeast Blvd. connection is vital to providing this access. Additionally, the absence of this connection inhibits access to the arterial system from the surrounding neighborhoods which is part of the City's Comprehensive Plan.

- d. Availability of Public Services. There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and stormwater disposal to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.*

The application was circulated on July 16, 2018, for department and agency comments. Comments were received, are included in the file and have been incorporated as conditions in this report. Adequate utilities exist in the area to serve the proposed project.

- e. Protection of Designated Resources. City-designated resources such as historic landmarks, view sheds, street trees, urban forests, critical areas, or agricultural lands are protected in compliance with the standards in this and other titles of the Spokane Municipal Code.*

The applicant is proposing to leave the hillside on the east side of the site in a natural state to preserve existing mature vegetation and walking trails. The applicant is also making a concerted effort to retain large trees and the existing deciduous trees that were planted along existing rights of way within the development.

The Design Review Board also asked the applicant to retain and augment the southern landscape buffer with additional conifers.

- f. Compatibility with Adjacent Uses. The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned unit development and adjacent uses. There shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features, or other techniques.*

The development is maintaining residential uses on the property that is zoned RSF and adjacent to existing residential development. The commercial, higher intensity uses are confined to the

CC1 Zone and adjacent to existing commercial and office uses.

The applicant, based on a recommendation from the DRB, is preserving a large treed buffer on the southern border of the development between the existing homes and their proposed two story multifamily units. There will also be parking between the proposed structures and adjacent homes providing for additional setback and less of a sense of conflict from bulk and scale. Homes proposed to front on Crestline are detached cottage style and although much smaller, should transition well with the existing single family homes to the east. These units are proposed to be rear loaded leaving Crestline to be a pedestrian friendly experience within the development.

- g. *Mitigation of Off-site Impacts. All potential off-site impacts including litter, noise, shading, glare, and traffic will be identified and mitigated to the extent practicable.*

As presented staff does not support the road system shown on the PUD Illustrative Site Plan. Staff is requiring that Crestline Street makes the connection to Southeast Boulevard. If the proposed roadway network changes, further traffic analysis and mitigation may be required.

## **VII. RECOMMENDATIONS**

STAFF CONCLUSION: Staff recommends approval of this application subject to the conditions outlined in this report. Staff believes that, as the proposal is currently configured, it does not achieve the connectivity envisioned by the City's Comprehensive Plan and does not comply with the City's development regulations which implement the Comprehensive Plan. The conditions outlined in this staff report are necessary to ensure that the project is consistent with the City's Comprehensive Plan and Development Regulations, and compliance with the conditions should be a condition of approval of the project.

1. Development should adhere to plans, drawings, illustrations and/or specifications on file with the Development Services Center as modified by the conditions below.
2. This proposal, as it is presently configured, does not meet the connectivity aspect of the City's Arterial Plan (<https://my.spokanecity.org/smc/?Section=12.08.040>). An arterial street connection for vehicles must be provided by "Crestline Street" from the intersection of Crestline St and 34<sup>th</sup> Ave to the intersection of Southeast Blvd and 31<sup>st</sup> Ave intersection per the Comprehensive Plan Map TR 12.
  - a. This vehicular connection shall be built to City of Spokane Street Standards.
  - b. This connection shall be within public ROW.
  - c. All proposed intersections, corners or curves must meet the Fire Department's design standards.
3. A residential public street connection for vehicles must be provided between the intersection of Martin St at 30<sup>th</sup> Ave and the arterial street of Crestline St. at 31<sup>st</sup> per SMC 17G.070.145 (<https://my.spokanecity.org/smc/?Section=17G.070.145>), SMC 17H.010.030 (<https://my.spokanecity.org/smc/?Section=17H.010.030>), SMC 17H.010.080 (<https://my.spokanecity.org/smc/?Section=17H.010.080>) and the SEPA conditions of Z1200046-COMP. This east-west connection is fundamental to providing alternate access for residents of 30<sup>th</sup> Avenue west of Martin Street, who often experience difficulty turning onto 29<sup>th</sup> Avenue.
  - a. This connection must be built to City of Spokane street standards.
  - b. This connection must be within public ROW.

- c. All proposed intersections, corners or curves must meet the Fire Department's design standards.
4. Bike connections must be provided in between these three intersections (Crestline St at 34th Ave, Martin St at 30th Ave, and Southeast Blvd at 31st Ave).
5. Pedestrian connections must also be provided to these same locations and additionally to the proposed trail in the 32nd Ave alignment to Pittsburg St.
6. The proposal does not address the SEPA mitigation requirements of the Sonneland Comp Plan Amendment Z1200046-COMP (included in the file):
  - a. Any new intersection/driveway at 29<sup>th</sup> Ave and Stone St (south side of 29<sup>th</sup> Ave) shall be evaluated at the time of a specific project is proposed to the City for such intersection/driveway. The applicant is advised that a new intersection/driveway at this location may be limited to "right-in, right-out only" in order to maintain the function of 29<sup>th</sup> Ave and Southeast Blvd intersection. The City may request installation of a concrete median at the intersection of 29<sup>th</sup> Ave and Stone St to accomplish this.
  - b. The east-west connectivity between Martin St and Southeast Blvd, generally in the alignment of E. 30<sup>th</sup> Ave/E. 31<sup>st</sup> Ave., shall be addressed either as a part of a development agreement or as part of a traffic study and mitigation for project specific proposals.
7. Additional clarification is needed on the following items:
  - a. Provide a key to describe or delineate on the topographical map what the numbered lots and tracts reference.
  - b. Modify the plan to indicate the uses proposed and their locations in this plat (SFR, multifamily, mixed use, etc.) or for the tract uses (open space, stormwater management, multi-modal and pedestrian access, etc).
8. The City has long term plans for widening 29th and adding a two way left turn lane (TWLTL) between the westernmost Grapetree Development driveway and Lee St. The applicant shall dedicate 7.5' of right-of-way along the south side of 29th Avenue from Martin St to the east property boundary to allow for this future widening work.
9. Intersection improvements of 31st Ave and Southeast Blvd will be required to include minor restriping work, to add a northbound left turn pocket and crosswalk amenities.
10. Transportation impact fees will be assessed per SMC 17D.075.
11. All public or private streets, paving, curbs, sidewalks, utilities, stormwater, lights and similar facilities shall be developed according to City standards, unless specifically modified by the city engineer. Waivers, variances or modifications to the private or public street standards, utilities, and other infrastructure through a planned unit development shall be approved by the city engineer. No waivers, variances or modifications to the private or public street standards have been approved for this plat.
12. Streets proposed for vacation can be vacated through the plat/PUD process as long as sufficient utility easements or utility relocations are accomplished. The exception for this is for 32<sup>nd</sup> Avenue where the vacation process shall be conducted by City Council (SMC17G.080.020.D.2.a).
  - a. The existing 32<sup>nd</sup> Avenue right-of-way, west of Crestline Street is the planned route for the new water main that will provide the water supply to the new High System Reservoir. This right-of-way is also planned to be the emergency overflow path for the new reservoir tank. A sufficient no build easement for both of these needs is required for the vacation to be considered.
  - b. All existing public water mains and public sewer mains require a minimum no build

- easement of 30 feet. If the easements overlap due to the large size of these mains, the easement shall extend a minimum 15 feet from the outside edge of the utility on each side. The no build easements shall apply to all structures, patios or swimming pools, etc. The City of Spokane shall not be responsible for any surface restoration except grass or asphalt if utility repairs are required. Foundations shall have a minimum 20 foot separation from public water and sewer mains.
- c. Adequate access shall be provided to surface facilities (e.g., manholes, valves, etc.) within the easement(s).
  - d. If existing public right-of-way is vacated, the applicant will need to compensate the City of Spokane if there is a net loss of overall platted public rights-of-way.
13. Please ensure that all existing and proposed easements, both public and private, are shown and/or referenced on the preliminary plat face.
- a. Crestline was vacated from 29<sup>th</sup> Avenue to 30<sup>th</sup> Avenue in 1994 with the condition of an “unobstructed paved easement” reserved for Washington Water Power Company, Cox Cable TV, and the City of Spokane for existing and future utilities. *Reference Ordinance C31317, amending C30538, recording number 9503140282.*
  - b. There are existing water service lines to the existing buildings addressed as 2202, 2204, and 2230 E. 29<sup>th</sup> Ave. Easements for the water services will need to be established or water services will need to be relocated as to not cross property lines.
14. No structures will be allowed within the existing easement areas of vacated Crestline and Stone Streets.
15. Maintain all existing water and sewer services, provide easements and access as needed.
16. The following items are required to be shown on the preliminary plat per SMC 17G.080.040(B)(2) via SMC 17G.080.050(C)(2):
- a. Locations and widths of streets, alleys, rights-of-ways, easements (both public and private), turn around and emergency access, parks and open spaces will need to be shown on the preliminary plat. (*SMC 17G.080.040 (2)(r)*).
  - b. The location and sizes of all permanent buildings,...structures, overhead and underground utilities,...and other features existing upon, over or under the land proposed to be subdivided, and identifying any which are to be retained or removed.
17. Clearly identify the outer boundary limits of the proposed preliminary plat.
18. All water services shall comply with the “City of Spokane Water Department Rules and Regulations for Water Service Installations”. All sewer services shall comply with the Regulations Governing Sewer Construction in the City of Spokane and City of Spokane Design standards.
- a. PUD Development Standards Matrix – CC1 Zone: **Utilities** – All water services shall follow the “City of Spokane Water Department Rules and Regulations for Water Service Installations”. Manifold meters or Bullhead assemblies are not allowed. All sewer services shall follow the Regulations Governing Sewer Construction in the City of Spokane and City of Spokane Design standards.
  - b. PUD Development Standards Matrix – RSF Zone: **Utilities** – All water services shall follow the “City of Spokane Water Department Rules and Regulations for Water Service Installations”. Manifold meters or Bullhead assemblies are not

allowed. All sewer services shall follow the Regulations Governing Sewer Construction in the City of Spokane and City of Spokane Design standards.

19. All manholes and valves shall require a 12 foot wide, all-weather driving surface to each location for access with either a turn-around or through access and must be accessible at all hours.
20. Any new water and sewer main/service lines located outside of public right of way shall be private
21. Each lot must include addresses on the face of the final plat. Application for addresses should be made at the time of sewer and water services permits.
22. 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 review.
23. General Facility Charges (GFCs) must be paid at the time of water and sewer permits, including connections to private systems.
24. Construction plans for public street, sewer, water, and stormwater systems must be designed by a Professional Engineer, licensed in the State of Washington, and submitted to Development Services for review and acceptance prior to construction.
  - a. The developer will be responsible for all costs associated with constructing street improvements necessary to serve the proposed plat.
  - b. Signing and striping plans, where appropriate, shall be included as part of the design submittal.
  - c. Street designs for the proposed plat shall include supporting geotechnical information on the adequacy of soils underneath to support vehicular design loads.
  - d. Any requests to deviate from the City standards (curb, sidewalk and planting strip locations/widths, right-of-way widths, etc.) must be submitted in writing and will be addressed at the time of Developer Services' review of the street engineering plans.
  - e. Minimum twenty-foot radii are required at all residential intersections. A minimum of thirty-foot radii are required for residential and arterial intersections.
  - f. Garages shall be setback a minimum of twenty feet from a sidewalk to fully accommodate a parked vehicle without obstructing the sidewalk.
  - g. ADA ramps must be constructed as necessary.
  - h. All street identification and traffic control signs required due to the proposed plat shall be installed by the developer at the time of street improvements. 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 phase being developed.
25. There are multiple public sanitary sewer mains within the proposed plat/PUD as well as in 29<sup>th</sup> Avenue available to provide service to this plat/PUD.
  - a. Any new sewer main lines constructed outside public right of way shall be private.
  - b. Any additional sewers necessary to serve the proposed plat shall be designed and constructed to City standards. Review and permit fees are applicable.
  - c. The developer will be responsible for all costs associated with constructing sanitary sewer improvements necessary to serve the proposed plat. Additionally, inspection fees are applicable for sewer improvements to the lots and are subject to be paid prior to the start of construction.

- d. Sanitary sewer shall be constructed, inspected, and tested prior to the City Engineer signing the final plat.
26. There are multiple public water mains within the proposed plat/PUD as well as in 29<sup>th</sup> Avenue available to provide service to this plat/PUD.
- a. Any new water mains constructed outside of the public right of way shall be private.
  - b. Any additional water mains necessary to serve the proposed plat shall be designed and constructed to City standards. Review and permit fees are applicable.
  - c. The developer will be responsible for all costs associated with constructing water improvements necessary to serve the proposed plat. Additionally, inspection fees are applicable for water improvements to the lots and are subject to be paid prior to the start of construction.
  - d. Water improvements shall be constructed, inspected, and tested prior to the City Engineer signing the final plat.
  - e. A pressure of 45 psi minimum to 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. Where minimum domestic and fire flows cannot be provided from the existing water system, the developer will be required to design and construct improvements necessary to serve the proposed plat in accordance with City standards.
27. A hydraulic analysis is required for the proposed removal of any water mains from the water system, to ensure the operation of the water system is not compromised by the removal.
28. All stormwater and surface drainage generated on-site shall be disposed of on-site in accordance with SMC 17D.060 "Stormwater Facilities" and the Project Engineer's recommendations, based on the drainage plan accepted for the final plat. A surface drainage plan shall be prepared for each lot and shall be submitted to Development Services for review and acceptance prior to issuance of a building permit.
- a. The Dedication of the plat must address who has responsibility for operation and maintenance of the proposed drainage facilities. If drainage tracts are proposed, a homeowner's association must be established and appointed as having responsibility for said stormwater facilities in the tracts. An Operation and Maintenance Manual is required which will identify and list the operation and maintenance tasks associated with the drainage facilities with the tracts. The Operations and Maintenance Manual must be referenced in the Dedication of the plat.
  - b. All stormwater facilities necessary to serve the proposed plat shall be designed and constructed in accordance with City standards. Review and permit fees are applicable.
  - c. Prior to construction, a grading and drainage plan showing finished one-foot contours and supporting calculations shall be submitted to Development Services for review and acceptance.
  - d. 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. Erosion and sediment control measures must be in place, on the project site, prior to the issuance of any building permits and any



- construction (including any grading/earth-moving).
- e. One copy plus a pdf of a final drainage report, including supporting geotechnical site characterization, calculations and documentation, shall be submitted to Developer Services for review and acceptance prior to the City Engineer signing the final plat.
  - f. Acceptance of a conceptual drainage report **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.
  - g. If drywells are utilized, they will be tested insure design infiltration rates are met. A minimum factor of safety of two (2) will be required. You must register all new dry wells and other injection wells with the Underground Injection Control program (UIC) at Department of Ecology prior to use. In addition, discharge from the well(s) must comply with the ground water quality requirement (nonendangerment standard) at the top of the ground water table. Contact the Eastern Regional Office UIC Coordinator, Llyn Doremus at (509) 329-3518 or via email at Llyn.Doremus@ecy.wa.gov. You may also go to <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program> for registration forms and further information. Proof of registration must be provided prior to plan acceptance.
  - h. The developer is responsible for all costs associated with constructing stormwater improvements necessary to serve the proposed plat.
29. A dedication of 7.5 feet of right-of-way along 29<sup>th</sup> Avenue adjacent to the plat will be required. Dedication of the right-of-way can be used as a credit to offset the cost of Transportation Impact Fees required due to the development of the site.
  30. A pedestrian connection is being established at the intersection of vacated 32<sup>nd</sup> Avenue and Napa Street for the Touchmark project. An unpaved trail shall connect between the Garden District and Touchmark development at this location.
  31. All water services after the required Protectus meter as shown in City of Spokane Standard Plan Y-118 shall be private. All vault locations shall be per Standard Plan Y-118.
  32. A \$250.00 deposit will be required for each monument to be installed as part of the final plat.
  33. Civil engineered plans and profiles shall use NAVD88 datum (City of Spokane datum minus 13.13 feet).
  34. 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.
  35. Site fire flow will be required to be provided and maintained during construction.
  36. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).
  37. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC

- 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
38. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
  39. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7). Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1).
  40. Buildings exceeding 30 feet in height and will be required to have a Fire Aerial Access lane of 26 feet wide along at least one full side of each building (IFC D105.2).
  41. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
  42. Single family and duplex residential developments that exceed 30 dwelling units on any single road with no additional access are required to have a second fire access road (IFC D107.1).
  43. The Design Review Board recommends the following conditions:
    - a. The Design Review Board finds that the site design and architecture as presented demonstrates the use of innovative, aesthetic, and energy-efficient design.
    - b. The Design Review Board supports the requested design departure to provide a 6 ft. separated sidewalk with a 6 ft. planting strip (in the CC1 zoned portion)
    - c. The project as proposed preserves the healthy urban forest canopy and supports a pedestrian friendly environment.
    - d. The applicant shall preserve the existing allée of trees in the center of the site.
    - e. The applicant shall consider opportunities for a terminated vista at South Crestline Street and East 32nd Avenue with an amenity or art.
    - f. The applicant shall consider opportunities for greater variation of the roof form of the two story multifamily housing units on the south end of the site to better blend with the existing neighborhood.
    - g. The project as proposed will better meet the buffer requirement if conifers are integrated into the southern landscape buffer.
    - h. In the event that the City of Spokane requires that the Crestline connection be established, the applicant shall return to the Design Review Board to address traffic calming, along with any disruptions to the pedestrian friendly environment and urban forest canopy.
  44. The Department of Ecology provided the following additional comment:
    - a. The operator of a construction site that disturbs one acre or more of total land area,

and which 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 Baseline General Permit for Stormwater Discharges Associated with Construction Activities.

45. STA provided the following comments:

- a. As the Garden District project moves forward, Spokane Transit requests that we continue to be involved in the design of the transit stop and associated amenities. In particular, the stop and amenities should be planned to support the implementation of High Performance Transit elements, with planned improvements on the 29th Avenue corridor beginning in 2019. Specifically, we are interested in improving (and/ or slightly relocating) the existing eastbound stop at Southeast Boulevard. Such improvements should accommodate raised boarding platforms and power/communication conduits to support High Performance Transit infrastructure.
- b. Spokane Transit further requests that pedestrian crossing improvements at the intersection of E. 31st Avenue and S. Southeast Blvd. be considered as part of the project.

46. Per comments from the Spokane Tribe: cultural survey and sub-surface testing is required to be completed before any ground disturbing activity and an inadvertent disturbance plan be implemented into the scope of work.

47. Statements to be included in the Dedicatory Language on the face of the final plat:

- a. 10 foot wide easements for "Dry" utilities (electric, gas, phone, fiber, cable TV) as shown on the herein described plat are hereby dedicated for the use of serving utility companies for the construction, reconstruction, maintenance, protection, inspection and operation of their respective facilities, together with the right to prohibit changes in grade over installed underground facilities and the right to prohibit, trim and/or remove trees, bushes, landscaping without compensation and to prohibit brick, rock or masonry structures that may interfere with the construction, reconstruction, reliability, maintenance, and safe operation of same. Storm drain dry wells and Water Meter boxes shall not be placed within the "Dry" easements; however, lateral crossings by storm drain, water and sewer lines are permitted. Serving utilities are also granted the right to install utilities across sidewalk easements, common areas or Tracts and future acquisition areas.
- b. Utility easements shown hereon the described plat are hereby dedicated to the City and its permittees for the construction, reconstruction, maintenance, and operation of utilities and cable television, together with the right to inspect said utilities and to trim and/or remove brush and trees which may interfere with the construction, maintenance, and operation of the same.
- c. All storm water and surface drainage generated on-site shall be disposed of on-site in accordance with SMC 17D.060 "Storm water Facilities", City standards, and as 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 proposed 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 an "a 100-year design storm event" must be identified.
- d. Slope easements for cut and fill, as deemed necessary by Engineering Services,

in accordance with the City's Design Standards, are hereby granted to the City of Spokane for the construction and maintenance of public streets adjoining this plat.

- e. This plat is not in an irrigation district. The property owner shall maintain the drainage swale/planting strip in the public right-of-way, adjacent to the property owner's property, 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. Any re-grading of the lots shall not alter the drainage of such facilities. 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 maintain drainage facilities within said easements.
- f. 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.
- g. All improvements (street, sewer, storm sewer, and water) shall be constructed to City standards by the developer prior to the occupancy of any structures served by said improvements.
- h. All required improvements serving the plat, including streets, sanitary sewer, stormwater, and water shall be designed and constructed at the developer's expense. The improvements must be constructed to City Standards by the developer prior to the occupancy of any structures within the development.
- i. No building permit shall be issued for any lot in this subdivision/PUD until evidence satisfactory to the City Engineer has been provided showing that the recommendations of chapter 17D.060 SMC, Stormwater Facilities, and the Project Engineer's recommendation, based on the drainage plan accepted for the final subdivision/PUD, have been complied with.
- j. No garage shall be permitted within twenty feet from the front property line.
- k. All parking areas and driveways shall be hard surfaced.
- l. Only City of Spokane Water shall serve the plat. The use of individual on-site wells is prohibited.
- m. Only City of Spokane Sewer shall serve the plat. The use of individual on-site sanitary disposal systems is prohibited.
- n. A Transportation Impact Fee will be collected for each lot per SMC 17D.075.
- o. 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. Prior to the issuance of any building permits, the lots shall be connected to a functioning public or private water system complying with the requirements of the

Engineering Services Department and having adequate pressure for domestic and fire uses, as determined by the Water and Hydroelectric Services Development.

- q. Prior to the issuance of any building permits, the lots shall be served by fire hydrants and shall have appropriate access to streets as determined by the requirements of the City Fire Department and the Engineering Services Department.
- r. Water mains and fire hydrants must be installed at the developer's expense, in locations approved by the City Fire Department and in accordance with applicable State and Federal provisions.
- s. 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 services 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.
- t. All private improvements constructed within the boundaries of a PUD are required to be maintained by a homeowner's association or comparable entity established for this PUD.