



CITY OF OTHELLO PLANNING COMMISSION

**Regular Meeting
500 E. Main St.
November 21, 2022
6:00 PM**

For those who would like to attend remotely, see virtual instructions at the end of the agenda

1. Call to Order - Roll Call
2. Public Input
3. Approval of October 17 Minutes p.3
4. Sand Hill Estates #5 Preliminary Plat Deviation Request p.7
5. Multi-Family Tax Exemption (MFTE) program – Review Draft Ordinance p.29
6. Active Transportation Plan – Review 1st Draft p.40
7. Columbia Street (Chris Dorow)
8. Street Safety Plan Implementation – Traffic Circle Report – Informational p.87
9. October Building & Planning Department Report p.92
10. Upcoming Meeting Topics
 - a. **December 19:** Multi-Family Tax Exemption program possible public hearing. Review any changes to Active Transportation Plan, public input so far on the draft. Review Fencing code draft changes (OMC 14.36). Review Landscaping code draft changes (OMC 17.74).
 - b. **January 17:** Active Transportation Plan public hearing, recommend to Council. Fence code public hearing? Landscaping code public hearing?
11. Old Business
 - a. Subdivision Update – OMC Title 16 – This should be the next big project for the Commission
 - b. Zoning Update – Home Occupations – OMC 17.59 – We will come back to this as time allows

c. Housing/ADUs

Next Regular Meeting is Monday, December 19, 2022 at 6:00 PM

Remote Meeting Instructions:

Join Zoom Meeting

<https://us06web.zoom.us/j/81894213261?pwd=MjMwZ01Ubmdaai8xdlFua0dvd3dMUT09>

Meeting ID: 818 9421 3261

Passcode: 357731

One tap mobile

**+12532158782,,81894213261#,,,*357731# US (Tacoma)
+17193594580,,81894213261#,,,*357731# US**

Dial by your location

+1 253 215 8782 US (Tacoma)

+1 719 359 4580 US

Meeting ID: 818 9421 3261

Passcode: 357731

Find your local number: <https://us06web.zoom.us/u/kd4WvudGHE>

Join by SIP

81894213261@zoomcrc.com

Join by H.323

162.255.37.11 (US West)

Meeting ID: 818 9421 3261

Passcode: 357731





City of Othello
Planning Commission
October 17, 2022
Zuleica Morfin

CALL TO ORDER

Chair Chris Dorow called the meeting to order at 6:12 pm.

ROLL CALL

Commissioners Present: Chair Chris Dorow, Brian Gentry, Alma Carmona, and Daniela Voorhies

Absent: Kevin Gilbert

Staff: Community Development Director Anne Henning, Building and Planning Secretary Zuleica Morfin

Attendees: None

This was a hybrid meeting with Zoom available for remote attendees.

MINUTES APPROVAL

September 19, 2022, minutes were discussed. Chair Dorow noted that the middle of the first paragraph about the Multi Family Tax Exemption stated that the exemption would be for "either 12 years or 12 years." This should be corrected to be "either 12 years or 20 years." Approved with that correction. M/S Dorow/Voorhies

ACTIVE TRANSPORTATION PLAN – SURVEY RESULTS & DRAFT GOALS/POLICY/VISION

The Active Transportation survey received 218 responses. Staff and the consultants, SCJ Alliance, also collected input at an event in front of Walmart in July. SCJ Alliance has used the survey results and other input to draft goals and policies for Planning Commission review.

Chair Chris Dorow asked about the purpose of the Active Transportation Plan, and whether it should be more about transportation or recreation. 82% of respondents were interested in recreation, but 41% were also interested in commuting/errands and 17% for getting to school, so there is significant interest in both from the community. Commissioners discussed the results of the survey that stood out to them: People would like to walk and bike more, but they don't feel safe. There is a great need for contiguous sidewalks. Survey respondents were 2/3 female, and the 18-34 age group was best represented. 9% of respondents mentioned wheelchair use.

Commissioners discussed the draft goals and policies.

- Goal 1 about safety generated discussion that 4th Avenue is used as a connector, portions do not have sidewalks, and vehicle speeds are very high.
- Commissioner Carmona stated she really likes Goal 2 about connected networks. She felt this should be the #1 goal. Other Commissioners agreed. The need for connectivity was clear in the survey. It can be hard to walk or bike when sidewalks don't connect. Commissioner Carmona said she has to plan in advance for bike rides with her young children to be sure they can stay on sidewalks the whole way.
- Commissioners asked for a definition of "facilities" as used in Policy 2.2. It was unclear if this meant the sidewalks themselves or support features such as water fountains, which would be

more applicable to a recreational focus. Chair Dorow mentioned he was contacted by a resident about the need for restrooms, water fountains, and dog watering stations.

- In discussing Policy 3.3, Chair Dorow noted that with 9% of survey respondents mentioning wheelchair use, the “ADA amenities” mentioned in this policy are clearly relevant to the community. Ms. Henning pointed out that the City does have an ADA Transition Plan that catalogs curb ramp deficiencies and has a schedule for improving them. Commissioner Voorhies asked if that meant the Active Transportation Plan didn’t need to address them. Ms. Henning replied that it’s better to include issues in all relevant plans since they are addressed differently in different plans.
- Commissioners felt that Goal 4 about promoting awareness couldn’t be implemented until after the City had a better network in place. They asked whether some aspects of the plan should be removed and brought back in a later plan. Ms. Henning said everything should be included now but there could be prioritization and benchmark dates. Commissioners wanted Goal 4 to be moved to the last of the goals.
- Commissioners were very concerned about promoting “Bike to Work Month” (Policy 4.1) if conditions weren’t safe for biking. They felt this might create liability for the city. They directed that this policy should be the last one under this goal, and that language such as “When a sufficient network has been developed” be added at the beginning of this policy.
- Commissioners felt that Policy 4.3 about keeping updated maps on the website should come before the wayfinding signage (Policy 4.2). Maps can and should be updated as the network grows.
- Commissioners felt that Policy 5.4 about incorporating bike/ped improvements during street maintenance and construction is such an important concept that it should be moved up to the top of the list.
- Commissioners wanted to be sure that sidewalks on collectors were prioritized, especially 4th and Juniper.
- Commissioners were unsure that bike lanes were suitable for Othello, since a painted line doesn’t keep out a driver and people might not feel safe enough to bike. They liked the idea of protected bike lanes with bollards or curbs better.
- Commissioners discussed the competing directions from the survey of recreation vs transportation, and especially the need to improve safety for better transportation. They decided that gaps in the in-town pedestrian and bicycle network needed to be addressed first, for safety reasons. These could also be used for recreation. They liked the idea of shared use paths for recreation but did not feel there was enough space in town for this. Ms. Henning suggested that while they could prioritize funding for safety improvements in town, they should also plan locations for future trails farther out, so that the land can be preserved as development extends outward.

TRAFFIC VOLUMES AND SPEEDS – TRAFFIC CIRCLE PILOT PROJECT

Community Development Director Anne Henning distributed City Engineering’s preliminary results from traffic counters in the neighborhood where traffic circles were installed last year. The chart shows “before” and “after” results for each intersection, including average speed, maximum speed, average trips, and percent over the speed limit. The chart also included the collector streets which did not get traffic circles. Traffic volume and speed increased on these collectors, as expected. Every residential street showed at least a small reduction in the 85th percentile speed and average speed. Most also showed a much bigger drop in the maximum speed and percentage of vehicles over the speed limit. Over half (13 of 20) showed more than 50% reduction in percentage of vehicle speeding. The most

striking improvement was 11th Avenue, with over 50% of vehicles speeding prior to the circles and only 0.1% speeding with the circles in place.

Commissioners were encouraged to see the success of the traffic circle project and will be interested to see the accident data when it becomes available next year.

MUNICIPAL CODE UPDATE – FENCES – OMC 14.36

As discussed at the August meeting, the residential fence code dates to 1979 and 2003, with a minor addition in 2020. Commercial and Industrial fence provisions were also added to Title 17 in 2020. Recent staff changes have caused us to look at our fence permit regulations and start the process to update the code.

At the August meeting, Commissioners had proposed that fences not be allowed in right-of-way (ROW) along the front street but should be allowed in ROW on a side street to allow more of the back yard to be fenced. Commissioners discussed that this could be confusing to subsequent property owners who weren't involved in granting permission for the fence to be removed if needed for street or utility work. They felt the City would get blamed by those new owners. They also recognized it could be complicated depending on which way the house faced, and there would be situations that would seem unfair. They looked at the list of 8 Eastern Washington cities that allow fences in ROW and 16 Eastern Washington cities that don't, and decided it was better to be in the majority on this issue.

Community Development Director Anne Henning asked the Commission to look at the Deviation section. She mentioned that quasi-judicial actions such as this are typically handled for Othello by the Hearing Examiner. Commissioners felt the \$1000 minimum charge by the Hearing Examiner was excessive for a fence, so they would like to keep it with the Planning Commission as it is currently in order to save residents money. However, they would like to get legal advice from the City Attorney if they have to review deviations, so they felt a fee should be added to a deviation request in order to cover the charge for the City Attorney's time. Ms. Henning will bring back information on the likely cost.

The Commissioners looked at the comments from Code Enforcement Officer Heather Miller. Ms. Henning explained that Ms. Miller suggested that there be a general inspection to verify that the fence was installed generally as proposed (height, materials, location, no protrusions, etc.), without the city taking on verifying property lines. The Commissioners were in agreement but felt the Council would want a fee charged to cover staff's time to do the review and inspection. Commissioners also felt Ms. Miller's suggestion to change tickets from \$1000 per day to just one ticket was appropriate. They agreed with her comment questioning wire fences. Ms. Henning asked for clarification of what "wire fences" meant to them. The Commissioner said this meant chain link and they were unanimous that chain link fences should not be allowed in residential neighborhoods. They discussed the problematic statement in 14.36.100 that appears to deem all existing fences as public nuisances. They asked staff to work on clearer language for this section.

Commissioner Carmona questioned the limit on 6' fences. She stated her back yard slopes and a 6' fence ends up being too short to provide any privacy from her back yard neighbor. Ms. Henning noted that some fence codes specify whether fence height is measured on the low side or high side of the fence or retaining wall, but that wouldn't affect a fence on a lot with a gradual slope.

Commissioners looked at the provided fence codes from Ellensburg and Moses Lake. They liked the pictures showing good and bad fences from Ellensburg and thought the Moses Lake provisions looked good.

COLUMBIA STREET

Chair Dorow requested to discuss completing Columbia Street at the next meeting.

ADJOURNMENT

The meeting was adjourned at 8:12 pm. Next regular meeting is Monday, November 21, 2022.

Date: _____
Chris Dorow, Chair

Date: _____
Zuleica Morfin, Building and Planning Secretary

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: November 18, 2022

SUBJECT: Sand Hill Estates V Major Plat – Deviation & Deferral Requests – Recommendation to Hearing Examiner

Palos Verdes LLC has applied for the next phase of the Sand Hill Estates development north of Olympia Street. This phase includes some requests for deviations and deferrals of street and utility standards. OMC 16.40 sets up the process to deviate from standards and defer improvements.

Staff Comments

1. The Commission is reviewing only the deviation and deferral requests, to make a recommendation on whether each should be approved or denied. The major plat itself is reviewed and approved by the Hearing Examiner.
2. Note that the process specified in the Municipal Code has inconsistencies with the actual process we use currently. When Development Code Administration (Title 19) was adopted in 2009, Subdivisions (Title 16) was not updated to reflect the Hearing Examiner taking on quasi-judicial decisions such as major plat approvals. Therefore, we mesh the two codes as best we can until we update the Subdivision title to correct the inconsistencies. The most logical process for now is that the Planning Commission still provides a recommendation, which is forwarded to the Hearing Examiner to review along with the plat, rather than the former process where the City Council received the recommendation on deferrals and deviations to consider along with the plat.
3. Since submittal of the plat, the proposed street name of Mt. Lago was rejected, and a new proposal for naming the street Mt. Si Street. Since the plat drawing shows the previous name, both names are included to try to provide the most clarity as the project moves through the process.
4. Engineering and Planning staff are in agreement that the requests are acceptable and recommend approval. Similar requests were approved for previous phases of the development.
5. Identified improvements or design needed to meet Municipal Code and/or Public Works Design Standards for this site are as follows:

| Requirement | Developer's Proposal | Notes |
|--|---|--|
| Public Works Design Standard Detail A-9 shows the sanitary sewer main along the street centerline. | Sewer main offset from centerline, and sewer manholes offset from the center of the street. | This request is necessary because it conflicts with the requirement that monuments be set at the centerline of intersections. Staff's determination is that monuments on |

| Requirement | Developer's Proposal | Notes |
|---|---|--|
| | | centerlines are more important than manholes on centerlines. |
| Paved cul-de-sac at the end of dead-end streets. | Gravel temporary turnaround at the end of Mt. Si (Mt. Lago) St. The gravel turnaround will be removed and the street continued in a future phase. | This is a standard way to address a street continuation. An easement for the turnaround, and a covenant for permanent improvements if the street is not continued within 5 years, should be required. |
| 66' ROW for neighborhood streets. OMC 16.29.100 | 60' ROW for Cascade St, 13 th Ave, & Mt. Si (Mt. Lago) St based on Othello recently reducing the requirement for the constructed width of the street, leaving an extra 3' of undeveloped ROW on each side of the street. | There is no need for the extra 6' of ROW. When the code is updated, this requirement will be corrected. |
| Sidewalks on both sides of streets, including 14 th Ave. | No sidewalk on east (canal) side of 14 th Ave. | The developer did not specifically ask for this waiver, but the submitted plans do not show sidewalk on the far side of 14 th . This request has been granted in earlier phases of the development, based on no sidewalk being needed since there are no lots or other destinations on the east side of the street, only the canal abutting the street. |

- OMC 16.40 requires specific findings by the Planning Commission about the nature of the site or the area that justify granting the deferral. See staff recommendations.

Attachments

- OMC 16.40
- Deviation request letter dated 10-4-22 (rec'd 10-17-22) from McArthur Engineering, representing Palos Verdes LLC
- Preliminary Sand Hill Estates V Major Plat
- Conceptual Engineering Plans

Staff Recommendation: Staff recommends the following:

1. That the request to deviate from the centerline location for sewer main and manholes be granted, since the requirement conflicts with required street monuments, which are more important to be located on centerline.
2. That the request for a temporary gravel turnaround at the west end of Mt. Si (Mt. Lago) St. be granted, with the condition that an easement or ROW be provided and a covenant be recorded to guarantee permanent turnaround provisions if the street is not extended within 5 years. It would be an unnecessary hardship to require a permanent turnaround when the street is expected to be extended within the next few years. The covenant and easement will guarantee that a permanent turnaround is installed if the street is not extended.
3. That the request for 60' ROW width on neighborhood streets be approved. The extra ROW is not needed now that the constructed width of the street has been reduced. The code will be corrected in the next update to eliminate this conflict on future developments.
4. That the requirement for sidewalk on the east side of 14th Ave. be waived as unnecessary since there is only a canal on this side of the street.

Action: The Planning Commission should discuss each deviation, deferral, or waiver request and make a recommendation on each to the Hearing Examiner. The Commission should make findings of fact to support each recommendation.

Chapter 16.40 WAIVERS, DEVIATIONS AND DEFERRALS

Sections:

16.40.010 Waivers, deviations and deferrals.

16.40.010 Waivers, deviations and deferrals.

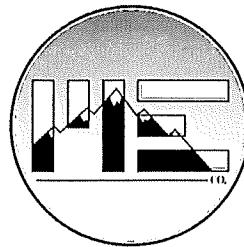
There is established a procedure for granting waivers, deviations and deferrals of the regulations contained in this title, as follows:

- (a) Any subdivider can make application to the planning commission for a waiver of, deviation from or deferral of any provision contained in this title, provided the request is received concurrently with the proposed subdivision or dedication. Such application shall include any and all details necessary to support the application. All waiver, deviation and deferral requests must be forwarded to the city council with the preliminary plat and with the planning commission's findings, conclusions and recommendations.
- (b) The planning commission shall not grant a waiver, deviation or deferral of the subdivision regulations unless it shall find that the following condition exists in each case of a request:
 - (1) Where, because of the size of the tract to be subdivided, its topography, the condition or nature of adjoining areas, or the existence of unusual physical conditions, the strict compliance with the provisions of this title would cause an unusual and unnecessary hardship on the subdivider, the planning commission may waive, defer or deviate from the requirements set forth in this title.
 - (2) In granting waivers, deviations and deferrals, the planning commission may require such conditions as will secure, insofar as practicable, the objectives of the requirement waived or deferred. Any waiver, deviation or deferral authorized shall be entered in the minutes of the planning commission together with the circumstances that justify the waiver, deviation or deferral granted.
- (c) If a short plat has not been approved as final within six months after the waiver, deferral or deviation is granted, that waiver, deferral or deviation shall become null and void. (Ord. 1270 § 1 (part), 2008: Ord. 947 § 2 (part), 1995).

City of Othello
500 East Main Street
Othello, Washington 99344

Attn: Shawn O'Brien ~ *City Engineer*

Received By
Othello Bldg & Planning
Oct 17 2022



RE: SAND HILL ESTATES V – REQUEST FOR DEVIATION

Dear Shawn:

The intent of this letter shall be to formally request a deviation from the following City of Othello standards, as they relate to the above project, and as described below:

Sanitary Sewer Main Location:

City of Othello Code (Standard Detail A-9) requires sanitary sewer mains to be located along the centerline of the public street. This also includes the location of the sanitary sewer manholes that have an eccentric concrete cone, with access stairs that are centered over the in-flowing sewer main. Again, along the centerline of the public street.

Similar to Sand Hill Estates IV, the submitted subdivision infrastructure plans for the above development illustrate the proposed sanitary sewer main, and the sanitary sewer manholes being off the centerline, and moved away from the centerline intersections of 13th Avenue and Cascade Street, to the South; 13th Avenue and Cascade Street, to the North; and 13th Avenue and Mt. Lago Street. The presented design illustrates that the proposed sanitary sewer main has an alignment that is generally relative to the centerline of Cascade Street, 13th Avenue, and Mt. Lago Street, and further that the sanitary sewer manholes remain outside of the wheel path for each travel lane.

Temporary Turnaround, Mt. Lago Street:

As proposed, and successfully implemented with Sand Hill Estates, Phase IV, this phase of the development also intends to construct a temporary gravel cul de sac turnaround, as a point of temporary road termination. This proposed temporary turnaround is proposed for the West end of Mt. Lago Street.

Right of Way Width Deviation:

As shown on the face of the Preliminary Plat, and the Conceptual Engineering Plan (street section) for this phase of the proposed development, the proposed right-of-way width's to be dedicated for Cascade Street, 13th Avenue, and Mt. Lago Street shall be a total of sixty (60) feet, while the current documented standard right-of-way width in the City of Othello is generally sixty-six (66) feet. This request for deviation is being made after the City of Othello recently adopted the thirty-seven (37) foot wide street section, measured top back of curb to top back of curb, bringing the measurement from top back of sidewalk to top back of sidewalk to forty-seven (47) feet, leaving a six, and a half (6.5) feet of undeveloped right-of-way behind each sidewalk that the home owner will already be maintaining, as compared to nine, and a half (9.5) feet of undeveloped right-of-way that would be required with the City's standard sixty-six (66) foot wide right-of-way. This deviation was accepted for Sand Hill Estates, Phase IV.

Based on the information above, which is supported by the submitted subdivision infrastructure plans, we are requesting that the City of Othello grant the above sanitary sewer deviation for this project.

Thank you for your time and consideration of this request. Please feel free to contact me at 208.446.3307 or scott@mcarthur-eng.com if you have any questions.



10/4/2022

SAND HILL ESTATES #5 MAJOR PLAT

EQUIPMENT & PROCEDURES

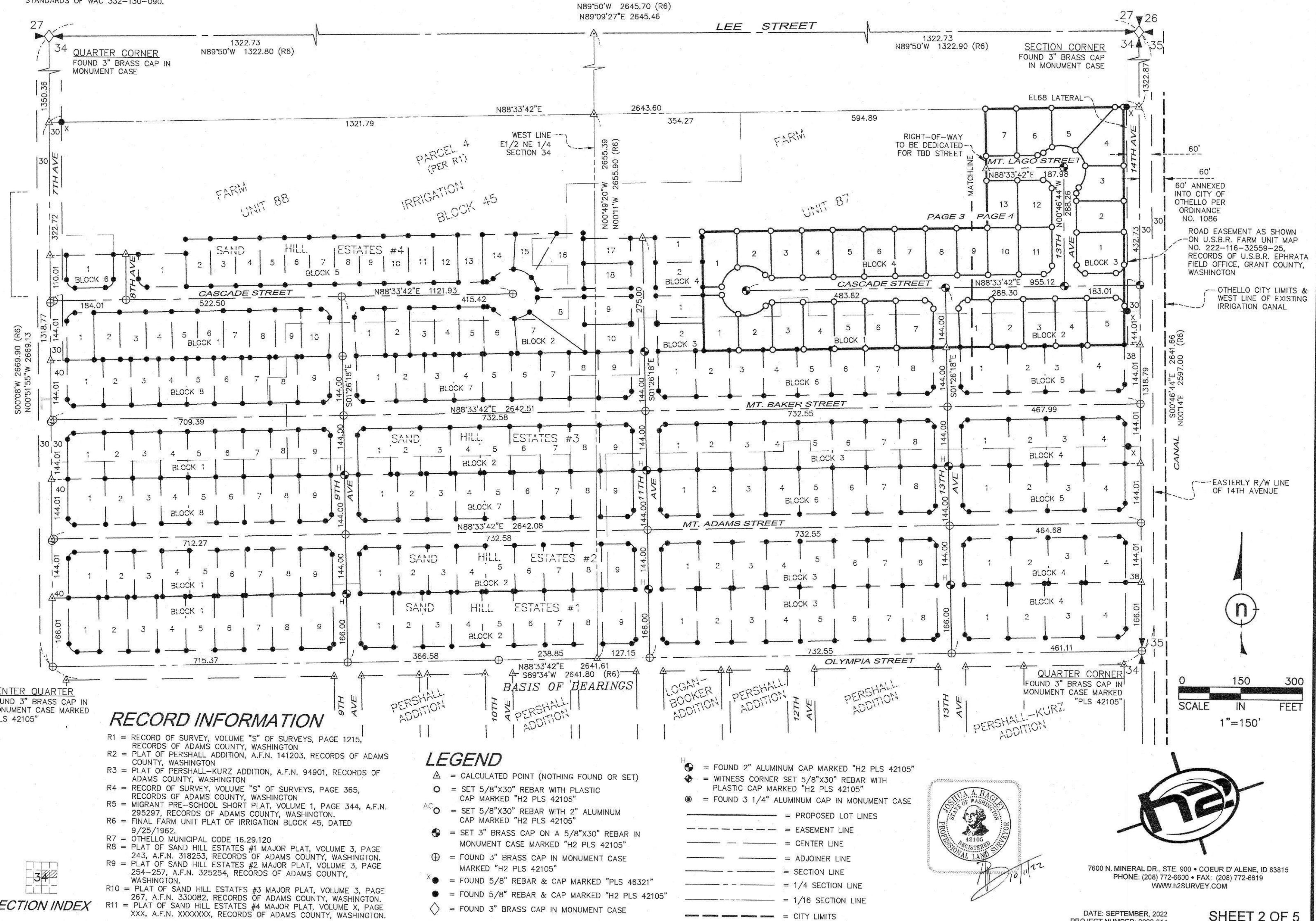
THIS SURVEY WAS ACCOMPLISHED BY A COMBINATION OF A FIELD TRAVERSE UTILIZING A TOPCON TOTAL STATION WITH A STANDARD DEVIATION OF 1.0 SECONDS FOR A HORIZONTAL ANGLE MEASUREMENT AND A STANDARD DEVIATION OF 2MM+2PPM FOR A DISTANCE MEASUREMENT AND GLOBAL POSITIONING SYSTEM SURVEY PROCEDURES.

LINEAR AND ANGULAR CLOSURE OF THE TRAVERSE MEETS THE STANDARDS OF WAC 332-130-090.

A PARCEL OF LAND LOCATED IN A PORTION OF FARM UNITS 87, IRRIGATION BLOCK 45, COLUMBIA BASIN PROJECT
LOCATED IN THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 34,
TOWNSHIP 16 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN,
ADAMS COUNTY, WASHINGTON

BASIS OF BEARINGS

THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 34,
TOWNSHIP 16 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, BEARS
NORTH 88°33'42" EAST, AS SHOWN ON THE PLAT OF SAND HILL
ESTATES #1 MAJOR PLAT (R8), RECORDED IN VOLUME 3 OF PLATS,
PAGE 243, RECORDS OF ADAMS COUNTY, WASHINGTON.



RECORD INFORMATION

R1 = RECORD OF SURVEY, VOLUME "S" OF SURVEYS, PAGE 1215,
RECORDS OF ADAMS COUNTY, WASHINGTON

R2 = PLAT OF PERSHALL ADDITION, A.F.N. 141203, RECORDS OF ADAMS
COUNTY, WASHINGTON

R3 = PLAT OF PERSHALL-KURZ ADDITION, A.F.N. 94901, RECORDS OF
ADAMS COUNTY, WASHINGTON

R4 = RECORD OF SURVEY, VOLUME "S" OF SURVEYS, PAGE 365,
RECORDS OF ADAMS COUNTY, WASHINGTON

R5 = MIGRANT PRE-SCHOOL SHORT PLAT, VOLUME 1, PAGE 344, A.F.N.
295297, RECORDS OF ADAMS COUNTY, WASHINGTON.

R6 = FINAL FARM UNIT PLAT OF IRRIGATION BLOCK 45, DATED
9/25/1962.

R7 = OTHELLO MUNICIPAL CODE 16.29.120

R8 = PLAT OF SAND HILL ESTATES #1 MAJOR PLAT, VOLUME 3, PAGE
243, A.F.N. 318253, RECORDS OF ADAMS COUNTY, WASHINGTON.

R9 = PLAT OF SAND HILL ESTATES #2 MAJOR PLAT, VOLUME 3, PAGE
254-257, A.F.N. 325254, RECORDS OF ADAMS COUNTY,
WASHINGTON.

R10 = PLAT OF SAND HILL ESTATES #3 MAJOR PLAT, VOLUME 3, PAGE
267, A.F.N. 330082, RECORDS OF ADAMS COUNTY, WASHINGTON.

R11 = PLAT OF SAND HILL ESTATES #4 MAJOR PLAT, VOLUME X, PAGE
XXX, A.F.N. XXXXXXXX, RECORDS OF ADAMS COUNTY, WASHINGTON.

LEGEND

- ▲ = CALCULATED POINT (NOTHING FOUND OR SET)
- = SET 5/8"X30" REBAR WITH PLASTIC CAP MARKED "H2 PLS 42105"
- AC ○ = SET 5/8"X30" REBAR WITH 2" ALUMINUM CAP MARKED "H2 PLS 42105"
- = SET 3" BRASS CAP ON A 5/8"X30" REBAR IN MONUMENT CASE MARKED "H2 PLS 42105"
- ⊕ = FOUND 3" BRASS CAP IN MONUMENT CASE MARKED "H2 PLS 42105"
- X ● = FOUND 5/8" REBAR & CAP MARKED "PLS 46321"
- = FOUND 5/8" REBAR & CAP MARKED "H2 PLS 42105"
- ◇ = FOUND 3" BRASS CAP IN MONUMENT CASE

^H — FOUND "3" ALUMINUM CAP MARKER "NO. 312-10127"

• = FOUND 2 ALUMINUM CAP MARKED "H2 PLS"
• = WITNESS CORNER SET 5/8"X30" REBAR WITH
PLASTIC CAP MARKED "H2 PLS 42105"

◎ = FOUND 3 1/4" ALUMINUM CAP IN MONUMENT CASE

_____ = PROPOSED LOT L

----- = EASEMENT

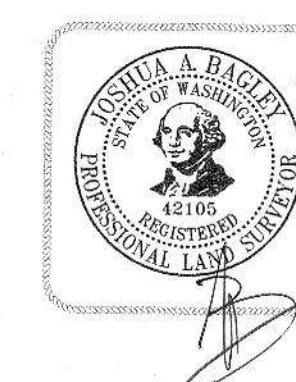
— — — — — = CENTER LINE

— — — = ADJOINER L

— — — = SECTION LINE

05" = 1/4 SECTION

----- = 1/16 SECTION



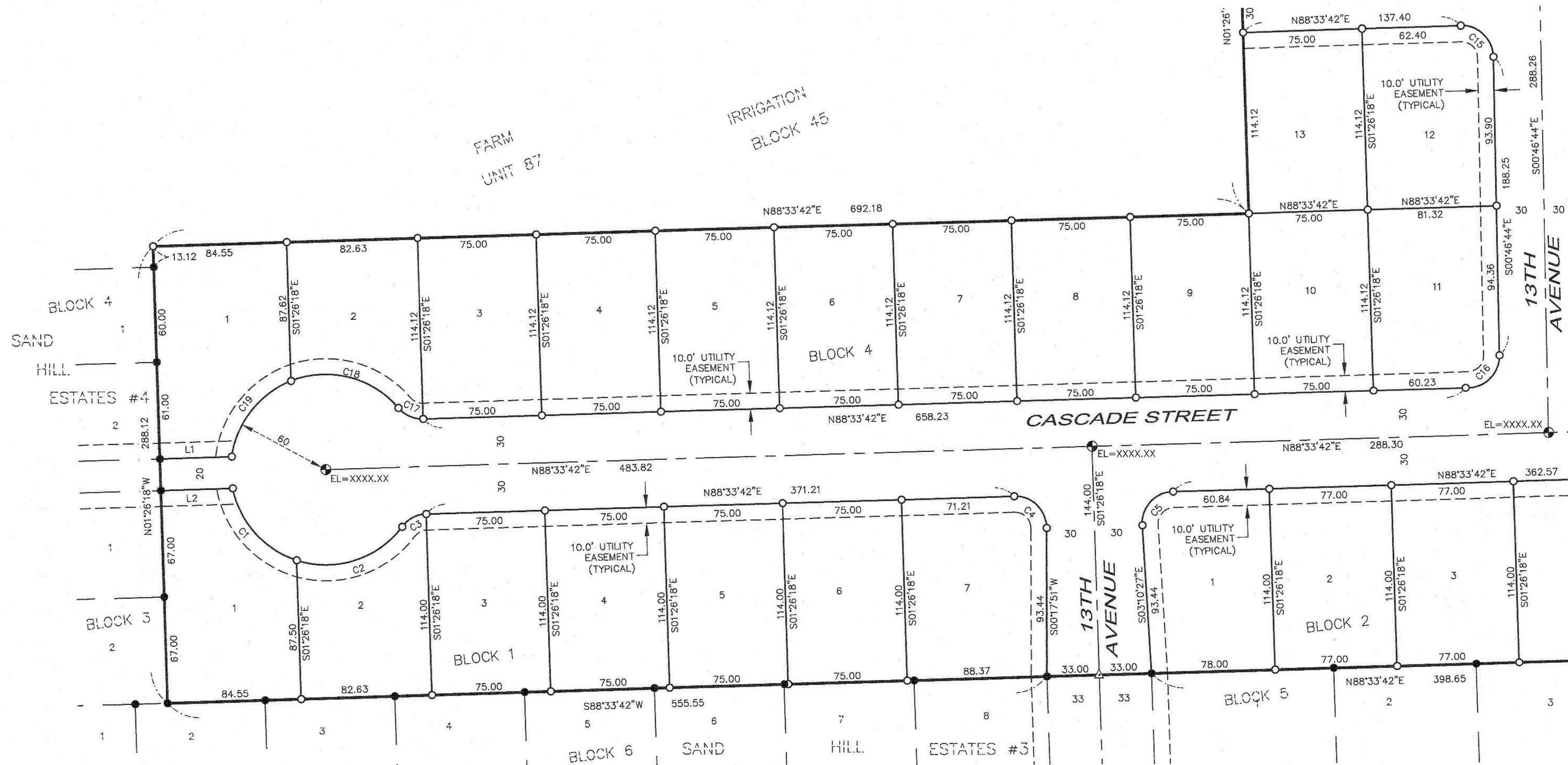
7600 N. MINERAL DR., STE. 900 • COEUR D'ALENE, ID 83815
PHONE: (208) 772-6600 • FAX: (208) 772-6619
WWW.H2SURVEY.COM

DATE: SEPTEMBER, 2022
PROJECT NUMBER: 2022-314

SHEET 2 OF 5

SAND HILL ESTATES #5 MAJOR PLAT

A PARCEL OF LAND LOCATED IN A PORTION OF FARM UNITS 87, IRRIGATION BLOCK 45, COLUMBIA BASIN PROJECT,
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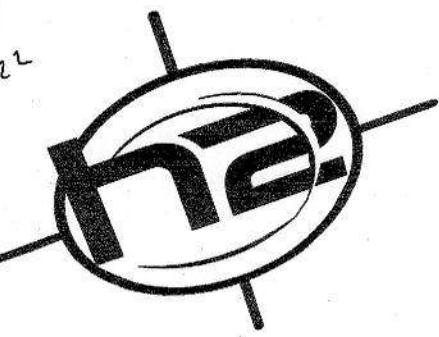
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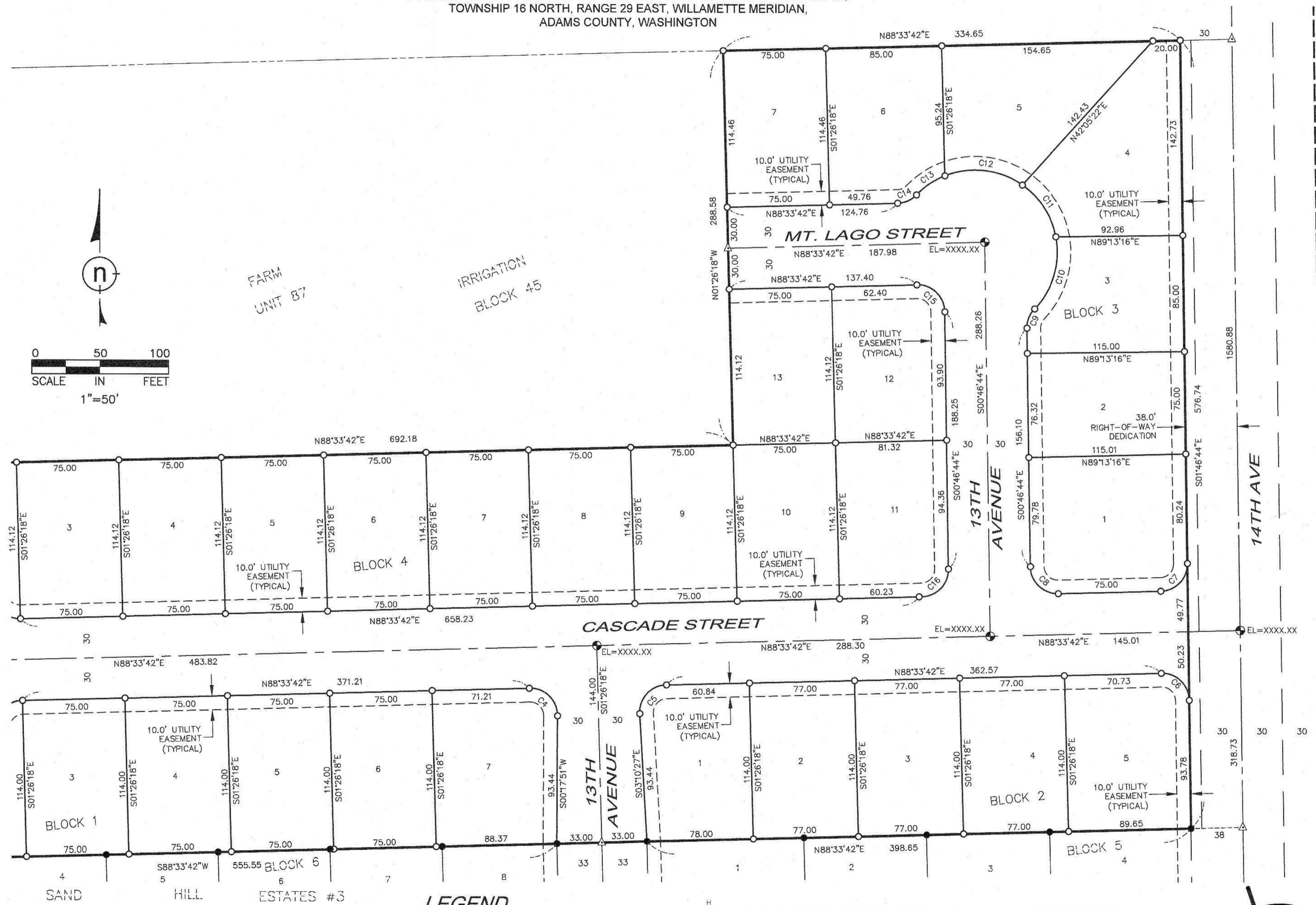
- = PROPOSED LOT LINES
- - - - - = EASEMENT LINE
- - - - - = CENTER LINE
- - - - - = ADJOINER LINE
- - - - - = SECTION LINE
- - - - - = 1/4 SECTION LINE
- - - - - = 1/16 SECTION LINE
- - - - - = CITY LIMITS



7600 N. MINERAL DR., STE. 900 • COEUR D'ALENE, ID 83815
PHONE: (208) 772-6600 • FAX: (208) 772-6619
WWW.H2SURVEY.COM

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● = FOUND 2 ALUMINUM CAP MARKED "H2 PLS 42105"

● = WITNESS CORNER SET 5/8"X30" REBAR WITH PLASTIC CAP MARKED "H2 PLS 42105"

● = FOUND 3 1/4" ALUMINUM CAP IN MONUMENT CASE

— = PROPOSED LOT LINES

— = EASEMENT LINE

— = CENTER LINE

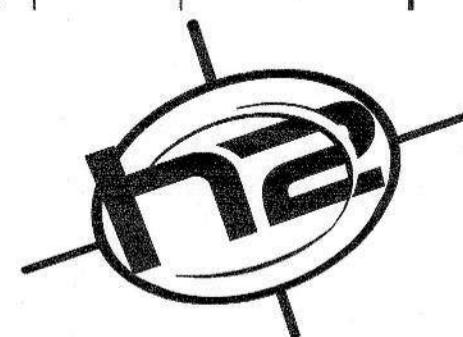
— = ADJOINER LINE

— = SECTION LINE

— = 1/4 SECTION LINE

— = 1/16 SECTION LINE

— = CITY LIMITS



7600 N. MINERAL DR., STE. 900 • COEUR D'ALENE, ID 83815
PHONE: (208) 772-6600 • FAX: (208) 772-6619
WWW.H2SURVEY.COM

DATE: SEPTEMBER, 2022
PROJECT NUMBER: 2022-314

SHEET 4 OF 5

SAND HILL ESTATES #5 MAJOR PLAT

A PARCEL OF LAND LOCATED IN A PORTION OF FARM UNITS 87, IRRIGATION BLOCK 45, COLUMBIA BASIN PROJECT,
LOCATED IN THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 34,
TOWNSHIP 16 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN,
ADAMS COUNTY, WASHINGTON

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

BUREAU OF RECLAMATION CONCURRENCE FOR THIS PLAT IS LIMITED TO THE
EXTENT OF THE PLAT'S COMPLIANCE WITH THE REQUIREMENTS OF RCW 58.17.310

DRAIN CONSTRUCTION:
RISING GROUND WATER TABLES ARE COMMON IN IRRIGATION PROJECTS. FEDERAL
DRAIN CONSTRUCTION FUNDS ARE NOT AVAILABLE FOR DRAINING OF SUBDIVISIONS
AND OTHER AREAS NOT IN A COMMERCIAL AGRICULTURAL USE, UNLESS SUCH
DRAINAGE IS INCIDENTAL TO THE REQUIRED DRAINAGE OF ADJACENT
AGRICULTURAL LAND AND MEETS FEDERAL TECHNICAL AND ECONOMIC FEASIBILITY
REQUIREMENTS.

THIS LAND IS INCLUDED WITHIN THE EAST COLUMBIA BASIN IRRIGATION DISTRICT
AND IS SUBJECT TO THE LAWS OF THE UNITED STATES AND THE STATE OF
WASHINGTON RELATIVE TO THE COLUMBIA BASIN PROJECT AND IS LIABLE FOR
FURTHER ASSESSMENTS, IF ANY, LEVIED BY SAID DISTRICT. IT IS ALSO
UNDERSTOOD AND AGREED THAT WHEN THIS PLAT IS SERVED BY CITY STREETS,
IRRIGABLE LAND WITHIN THE STREET RIGHT-OF-WAY OR ISOLATED BY SAID
DEDICATION WILL NOT BECOME A CHARGE ASSESSABLE TO CITY OF OTHELLO AND
PAYABLE TO THE EAST COLUMBIA BASIN IRRIGATION DISTRICT FOR CONSTRUCTION,
OPERATION AND MAINTENANCE OF THE PROJECT.

EAST COLUMBIA BASIN IRRIGATION DISTRICT DATE

IRRIGATION APPROVAL

WATER SUPPLY:
CONCURRENCE BY THE BUREAU OF RECLAMATION FOR THIS PLAT DOES NOT
ASSURE THE AVAILABILITY OF A WATER SUPPLY, NOR DOES IT BIND THE UNITED
STATES TO ISSUE A PERMANENT RIGHT FOR A FEDERAL WATER SUPPLY. A
SUPPLY OF FEDERAL PROJECT WATER TO THIS LAND IS ASSURED ONLY UPON
FULL COMPLIANCE WITH COROLLARY FEDERAL AND STATE LEGISLATION.

BUREAU OF RECLAMATION DATE

USBR NOTES

LANDOWNERS WITHIN THE COLUMBIA BASIN PROJECT AREA SHOULD BE AWARE OF
EXISTING RECLAMATION AND IRRIGATION DISTRICTS RIGHTS TO CONSTRUCT,
RECONSTRUCT, OPERATE AND MAINTAIN PROJECT FACILITIES AS NECESSARY, ANY
WORK THAT WILL INVOLVE THESE FACILITIES OR THE EXISTING RIGHTS OF WAY
MUST BE REVIEWED AND APPROVED BY RECLAMATION AND THE AFFECTED
DISTRICT PRIOR TO PROCEEDING, STRUCTURES INCLUDING, BUT NOT LIMITED TO,
TEMPORARY IMPROVEMENTS SUCH AS PAVING, FENCING, AND LANDSCAPING ARE
PROHIBITED FROM ENCRISING UPON EXISTING RIGHT OF WAY CORRIDORS
WITHOUT PRIOR APPROVAL BY RECLAMATION AND THE DISTRICT.

UNDERGROUND IRRIGATION AND DRAINAGE FACILITIES:

BUILDINGS AND OTHER PERMANENT STRUCTURES ARE NOT TO BE ERECTED ABOVE
UNDERGROUND COLUMBIA BASIN PROJECT IRRIGATION AND DRAINAGE FACILITIES,
ANY ENROACHMENTS ONTO CBP RIGHTS OF WAY INCLUDING BUT NOT LIMITED TO,
TEMPORARY IMPROVEMENTS SUCH AS PAVING, FENCING, AND LANDSCAPING
REQUIRE A DISTRICT PERMIT.

IRRIGATION EASEMENT NOTE

THE USBR IRRIGATION FACILITY EASEMENTS (CANALS, DRAINS, ETC.), SHOWN ON
THE REFERENCED FARM UNIT PLAT MAPS WERE POSITIONED ON THE MAJOR PLAT
USING BEST FIT PROPORTIONING AND BALANCING METHODS BY RELATING
MEASURED SECTION LINES AND FARM UNIT LINES TO THE RECORD USBR SECTION
LINES AND FARM UNIT LINES.

THESE EASEMENT LOCATIONS MAY NOT EXACTLY FIT THE ACTUAL POSITIONS OF
THE IRRIGATION FACILITIES ON THE GROUND. IT IS THE RESPONSIBILITY OF THE
OWNER/PURCHASERS OF LOTS IN THE MAJOR PLAT TO COORDINATE WITH THE
UNITED STATES BUREAU OF RECLAMATION AND/OR THE IRRIGATION DISTRICT TO
DETERMINE THE EXACT LOCATION OF THE IRRIGATION FACILITIES ON THE GROUND
PRIOR TO ANY CONSTRUCTION ACTIVITIES.

LOT SIZE TABLE

| LOT | BLOCK | AREA (SQ. FT.) | AREA (AC.) |
|-----|-------|----------------|------------|
| 1 | 1 | 10,085.42 | 0.232 |
| 2 | | 7,717.16 | 0.177 |
| 3 | | 8,550.00 | 0.196 |
| 4 | | 8,550.00 | 0.196 |
| 5 | | 8,550.00 | 0.196 |
| 6 | | 8,550.00 | 0.196 |
| 7 | | 10,178.58 | 0.234 |

| LOT | BLOCK | AREA (SQ. FT.) | AREA (AC.) |
|-----|-------|----------------|------------|
| 1 | 2 | 8,996.82 | 0.207 |
| 2 | | 8,778.00 | 0.202 |
| 3 | | 8,778.00 | 0.202 |
| 4 | | 8,778.00 | 0.202 |
| 5 | | 10,206.48 | 0.234 |

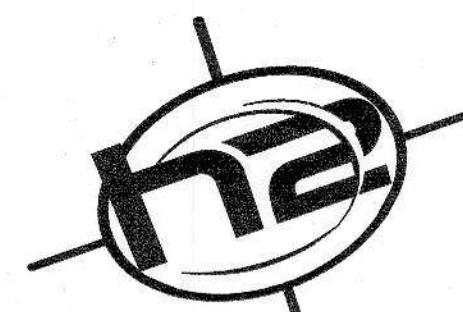
| LOT | BLOCK | AREA (SQ. FT.) | AREA (AC.) |
|-----|-------|----------------|------------|
| 1 | 3 | 11,329.03 | 0.260 |
| 2 | | 8,701.11 | 0.200 |
| 3 | | 8,770.64 | 0.201 |
| 4 | | 11,013.44 | 0.223 |
| 5 | | 11,013.44 | 0.253 |
| 6 | | 9,417.15 | 0.216 |
| 7 | | 8,584.71 | 0.197 |

LOT AREA TABLE

| LOT | BLOCK | AREA (SQ. FT.) | AREA (AC.) |
|-----|-------|----------------|------------|
| 1 | 4 | 10,095.77 | 0.232 |
| 2 | | 7,728.28 | 0.177 |
| 3 | | 8,559.18 | 0.196 |
| 4 | | 8,559.18 | 0.196 |
| 5 | | 8,559.18 | 0.196 |
| 6 | | 8,559.18 | 0.196 |
| 7 | | 8,559.18 | 0.196 |
| 8 | | 8,559.18 | 0.196 |
| 9 | | 8,559.18 | 0.196 |
| 10 | | 8,559.18 | 0.196 |
| 11 | | 9,121.79 | 0.209 |
| 12 | | 9,266.89 | 0.213 |
| 13 | | 8,559.00 | 0.196 |

CURVE TABLE

| CURVE | ARC DISTANCE | RADIUS | CENTRAL ANGLE | CHORD BEARING | CHORD DISTANCE |
|-------|--------------|--------|---------------|---------------|----------------|
| C1 | 63.62 | 60.00 | 60°44'55" | S 41°24'24" E | 60.68 |
| C2 | 74.33 | 60.00 | 70°58'31" | N 72°43'53" E | 69.66 |
| C3 | 17.91 | 20.00 | 51°19'04" | N 62°54'10" E | 17.32 |
| C4 | 32.02 | 20.00 | 91°44'09" | S 45°34'14" E | 28.71 |
| C5 | 32.02 | 20.00 | 91°44'09" | N 42°41'38" E | 28.71 |
| C6 | 31.65 | 20.00 | 90°39'34" | S 46°06'31" E | 28.45 |
| C7 | 31.19 | 20.00 | 89°20'26" | N 43°53'29" E | 28.12 |
| C8 | 31.65 | 20.00 | 90°39'34" | S 46°06'31" E | 28.45 |
| C9 | 15.54 | 20.00 | 44°31'50" | N 21°29'11" E | 15.16 |
| C10 | 57.21 | 60.00 | 54°38'09" | N 16°26'01" E | 55.07 |
| C11 | 46.13 | 60.00 | 44°02'55" | S 32°54'31" E | 45.00 |
| C12 | 59.54 | 60.00 | 56°51'29" | S 83°21'44" E | 57.13 |
| C13 | 25.32 | 60.00 | 24°10'39" | N 56°07'12" E | 25.13 |
| C14 | 15.54 | 20.00 | 44°31'50" | N 66°17'47" E | 15.16 |
| C15 | 31.65 | 20.00 | 90°39'34" | S 46°06'31" E | 28.45 |
| C16 | 31.19 | 20.00 | 89°20'26" | N 43°53'29" E | 28.12 |
| C17 | 17.91 | 20.00 | 51°19'04" | S 65°46'46" E | 17.32 |
| C18 | 74.33 | 60.00 | 70°58'31" | S 75°36'29" E | 69.66 |
| C19 | 63.62 | 60.00 | 60°44'55" | N 38°31'48" E | 60.68 |



GENERAL PROJECT NOTES

1. PROJECT SUMMARY: UNLESS OTHERWISE REQUESTED BY THE CITY OF OTHELLO, WASHINGTON, THE DEVELOPER, THE CONTRACTOR, OR OTHER REVIEWING AGENCIES, THIS PLAN SET SHALL BE INCLUSIVE OF THE NECESSARY INFORMATION REQUIRED FOR PERMITTING, BIDDING, AND CONSTRUCTING THE PROPOSED SAND HILL ESTATES, PHASE V, SUBDIVISION IMPROVEMENTS, IN THE CITY OF OTHELLO, WASHINGTON.

2. PROJECT LIMITS: THE LIMITS OF THIS PROJECT ARE IDENTIFIED ON THE PRELIMINARY PLAT.

3. STANDARDS OF CONSTRUCTION: ALL WORK SHALL CONFORM TO THE 2021 CITY OF OTHELLO PUBLIC WORKS DESIGN STANDARDS, AND THE WASHINGTON STATE DEPARTMENT OF ECOLOGY'S STORMWATER MANAGEMENT MANUAL FOR EASTERN WASHINGTON, DATED SEPTEMBER 2004. A CLEAN COPY OF BOTH PUBLICATIONS SHALL REMAIN READILY ACCESSIBLE ON SITE AT ALL TIMES DURING CONSTRUCTION AS A SOURCE OF REFERENCE. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR THE CONSTRUCTION OF THIS PROJECT, AND THE OVERSIGHT OF THE TEMPORARY EROSION AND SEDIMENTATION CONTROL PLAN APPROVED BY THE CITY OF OTHELLO.

4. UTILITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE AREA "ONE-CALL" SERVICE TO PROPERLY IDENTIFY THE LOCATION OF ALL SUBSURFACE UTILITIES, AND SHALL BE RESPONSIBLE FOR ACCURATELY ACCOUNTING FOR ALL OVERHEAD UTILITIES THAT MAY BE AFFECTED BY THE DEVELOPMENT OF THIS PROJECT. THE CONTRACTOR SHALL NOTIFY THE AREA ONE CALL (8-1-1) UTILITY LOCATING SERVICE AT LEAST 48-HOURS PRIOR TO ANY EXCAVATION, AND THEREAFTER AS NEEDED TO PROTECT THE UTILITIES. ALL COSTS ASSOCIATED WITH REPAIRS TO DISTURBED UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NO ATTEMPT WAS MADE TO SHOW ALL SUBSURFACE UTILITIES ON THIS PLAN OTHER THAN THOSE LOCATED FOR THE TOPOGRAPHIC SURVEY PERFORMED BY h2. h2 ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION OR ANY UNKNOWN UTILITY CONFLICTS.

THE CONTRACTOR SHALL WORK WITH THE DRY UTILITY PROVIDERS TO EXTEND ALL DRY UTILITIES (POWER, PHONE, GAS, INTERNET, ETC.) TO THE PROPOSED LOTS IN THE PUBLIC RIGHT OF WAY AND OR PROVIDED EASEMENTS. THIS PLAN DOES NOT INCLUDE DRY UTILITY DESIGN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DECOMMISSIONING ANY POLE, PEDESTAL, GUY WIRE, LINE, ETC. THAT IS TO BE ABANDONED OR ALTERED DURING CONSTRUCTION OF THIS PLAN.

5. STOCKPILED MATERIALS: THE FINAL LOCATION OF ANY STOCKPILED MATERIALS WILL BE FIELD LOCATED BY THE CONTRACTOR IN A SECURED LOCATION THAT WILL NOT ALLOW ANY POTENTIAL SEDIMENTATION TO INTERFERE WITH WATERS OF THE UNITED STATES OR STORMWATER CONVEYANCE, COLLECTION, OR TREATMENT SYSTEM IMPROVEMENTS. THE CONTRACTOR SHALL SECURE ALL STOCKPILES WITH TARPS, SILT FENCING, AND OR TEMPORARY SEDDING IF LEFT UNDISTURBED FOR MORE THAN 72 CONSECUTIVE HOURS. THE CONTRACTOR SHALL HEREBY BE RESPONSIBLE FOR REPAIRING ANY DITCHLINE, CULVERT, OR OTHER DRAINAGE FEATURE/APPARTEANCE AFFECTED BY THE EROSION OF STOCKPILED MATERIALS.

6. GROUND WATER: NO GROUND WATER ISSUES HAVE BEEN IDENTIFIED ON THIS PARCEL. CONTRACTOR TO NOTIFY ENGINEER IF CONDITIONS CHANGE.

7. ENCROACHMENTS: NO PRIVATE PROPERTY ENCROACHMENTS ARE KNOWN AT THIS TIME. IF A THREAT TO PUBLIC SAFETY IS EMINENT, THE CONTRACTOR SHALL NOTIFY THE CITY OF OTHELLO IMMEDIATELY.

8. WASTE DISPOSAL: THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL WASTE MATERIAL FROM THIS PROJECT AT A STATE APPROVED OFFSITE LOCATION, INCLUDING, BUT NOT LIMITED TO GENERAL DAY-TO-DAY WASTE, EXCESS ORGANIC SOILS, CLEARED VEGETATION, AND CONSTRUCTION WASTE MATERIALS.

9. SECURITY: THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THE PROJECT SITE DURING CONSTRUCTION. ALL DAMAGES TO EQUIPMENT, TOOLS, UTILITIES, ETC. ON THE CONSTRUCTION SITE SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.

10. INSPECTIONS: THE CITY OF OTHELLO WILL PERFORM ALL CONSTRUCTION INSPECTIONS. THE CONTRACTOR SHALL NOTIFY THE CITY OF ANY PERTINENT ACTIVITIES, AND PROVIDE THE ENGINEER, AND THE CITY WITH A CONSTRUCTION SCHEDULE, AND REVISIONS AS THE PROJECT PROGRESSES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISUALLY INSPECTING THE ENTIRE PROJECT SITE ON A DAILY BASIS, AND DOCUMENTING ALL FINDINGS NEATLY/LEGIBLY IN A PROJECT DIARY THAT SHALL BE SUBMITTED TO THE CITY AND THE ENGINEER UPON COMPLETION OF CONSTRUCTION AND PROJECT ACCEPTANCE. FAILURE TO DO SO MAY RESULT IN DELAYED PAYMENTS OR ADDITIONAL WORK TO BE PERFORMED BY THE CONTRACTOR, AT THE CONTRACTOR'S SOLE EXPENSE. THE CONTRACTOR SHALL PERFORM ALL STORMWATER/RUNOFF TESTING, AND UTILITY/PIPE TESTING IN THE PRESENCE OF AN UNBIASED 3RD PARTY REPRESENTATIVE VERSED IN INSPECTIONS FOR ENGINEER VERIFICATION. THE ENGINEER ASSUMES NO LIABILITY FOR PROJECT RUNOFF OR SERVICES (CONTRACTOR TO ASSUME ALL RESPONSIBILITY) IF TESTING IS NOT PERFORMED IN PRESENCE OF SAID 3RD PARTY.

11. BID ITEMS: ALL QUANTITIES PROVIDED ON THIS PLAN, THROUGH ANY AND ALL CORRESPONDENCE, TEXT, EMAIL, IN PERSON COMMUNICATION, BOTH PRE & POST PLAN APPROVAL, SHALL BE CONSIDERED TO BE AN ESTIMATE, AND SHOULD BE VERIFIED BY THE CONTRACTOR. ALL ITEMS NOT REPRESENTED BY ANY SUBMITTED QUANTITY BID ITEMS, BUT STILL REQUIRED FOR THE COMPLETION OF THIS PROJECT, SHALL BE CONSIDERED AN INCIDENTAL BID ITEM THAT THE CONTRACTOR WILL BE RESPONSIBLE FOR. IF THE CONTRACTOR ASSUMES, OR FINDS A DISCREPANCY IN THE PLAN QUANTITIES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE ENGINEER OF RECORD WITHIN 48-HOURS OF INITIAL CONCERN AND REQUEST CLARIFICATION, OR A QUANTITY ALLOWANCE INCREASE (IN WRITING). NO SOILS TESTING OR INSPECTIONS HAVE BEEN PERFORMED TO DATE; THEREFORE THE ENGINEER ASSUMES NO LIABILITY FOR THE SUBSURFACE FINDINGS OR THE CONDITIONS OF THE EXISTING/PROPOSED ROAD BED. THE CONTRACTOR SHALL INCLUDE NECESSARY FUNDING FOR ALL MATERIALS TESTING AND COMPACTION REPORTING IN THEIR CONSTRUCTION BID.

12. COMPACTION REQUIREMENTS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COMPACTION TESTING. IN PLACE COMPACTION TESTING AND VISUAL COMPACTION TESTING SHALL BE PERFORMED BY A QUALIFIED THIRD PARTY TESTING CONTRACTOR/FIRM. ALL COMPACTION TESTING SHALL MEET THE MINIMUM REQUIREMENTS OF THE CITY OF OTHELLO, OR THE FOLLOWING ENGINEER OF RECORD COMPACTION REQUIREMENT IF NOT SPECIFIED BY THE CITY OF OTHELLO:

• ALL SUBGRADE, BASE MATERIALS AND BITUMINOUS SURFACING SHALL BE TESTED IN ACCORDANCE WITH ASTM STANDARDS.
• ALL EXCAVATED OR PLACED (12" LOOSE LIFTS) SUBGRADE MATERIAL SHALL BE ORGANIC FREE, SUITABLE MATERIAL AND PLACED EQUALLY, AND COMPACTED TO 95% OF MODIFIED PROCTOR IN ACCORDANCE WITH INDUSTRY ACCEPTED STANDARDS.
• ROAD BASE MATERIAL MUST BE COMPACTED TO 95% OF MODIFIED PROCTOR IN ACCORDANCE WITH ASTM STANDARDS.
• THE ROAD SURFACE ASPHALT SHALL BE COMPACTED TO 92% OF THE THEORETICAL RICE DENSITY, TESTING AND ASPHALT PLACEMENT DEPTHS SHALL BE DETERMINED BY THE ASPHALT MIX PROVIDER AND OR CONTRACTOR TO ACHIEVE THE PLAN ASPHALT DEPTH. EACH LAYER SHALL BE TESTED ACCORDINGLY.

ALL MATERIALS NOT MEETING THE ABOVE NOTED CITY AND/OR ENGINEER SPECIFICATIONS WILL BE REMOVED AND REPLACED BY THE CONTRACTOR, AT THE CONTRACTOR'S SOLE EXPENSE, UNTIL SPECIFIED REQUIREMENTS ARE ACHIEVED. A COPY OF THE COMPACTION TESTING RESULTS SHALL BE PROVIDED TO THE ENGINEER OF RECORD WITHIN 24-HOURS OF THE COMPLETION OF TESTING, UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUBGRADE MATERIAL USED TO CONSTRUCT THIS PROJECT.

13. EROSION CONTROL: THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY EROSION CONTROL AND STORMWATER MANAGEMENT DURING CONSTRUCTION. THE CONTRACTOR SHOULD REQUEST ASSISTANCE FROM THE ENGINEER OF RECORD IF A DIFFICULT STORMWATER MANAGEMENT OR EROSION CONTROL ISSUE PRESENTS ITSELF DURING CONSTRUCTION. ALL PERMANENT EROSION CONTROL AND STORMWATER MANAGEMENT SHALL BE INSTALLED AND APPROVED BY THE DEVELOPER. THE PROVIDED SEEDING RECOMMENDATIONS ARE ONLY MEANT TO ACT AS A GUIDELINE FOR FINAL LANDSCAPING AND EROSION CONTROL. THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN (T.E.S.C.) WILL BE PROVIDED AS A MEANS TO STABILIZE THE SITE. THE CONTRACTOR SHALL INSPECT AND/OR REPAIR PROPOSED EROSION MANAGEMENT PRACTICES DAILY, AND KEEP RECORD OF SUCH REPAIRS.

14. SEEDING/LANDSCAPING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING A NOXIOUS WEED FREE, FERTILIZED DRYLAND HYDROSEED MIXTURE ON THE DISTURBED AREAS OF THE PROJECT UPON FINAL GRADING IF SO DESIRED BY THE CITY OF OTHELLO. THIS SEED SHALL MEET THE SPECIFICATIONS AND STANDARDS OF THE FEDERAL SEED ACT AND WASHINGTON STATE SEED LAWS. THE DEVELOPER SHALL BE RESPONSIBLE FOR ALL ADDITIONAL SITE LANDSCAPING AFTER THE PROJECT IS COMPLETE. THE DEVELOPER SHOULD CONSULT A LANDSCAPER IF AN ALTERNATIVE SEED MIXTURE, OR MORE AESTHETICALLY PLEASING LANDSCAPE AREA IS DESIRED. THE ENGINEER DOES NOT EMPLOY, NOR DO THEY ACCEPT RESPONSIBILITY FOR ANY SEED, PLANTINGS, OR ANY LANDSCAPE NOTES FOR THIS PROJECT THAT ARE PROVIDED AT THE REQUEST OF THE CLIENT.

15. GEOTECHNICAL: A GEOTECHNICAL ANALYSIS WAS NOT PERFORMED ON THIS SITE. ONE IS RECOMMENDED BY THE ENGINEER PRIOR TO CONSTRUCTION, BUT IS NOT REQUIRED BY THE CITY OF OTHELLO.

16. WATER: DOMESTIC AND IRRIGATION WATER SHALL BE PROVIDED BY THE CITY OF OTHELLO. WATER VALVES ARE SHOWN ON THIS PLAN IN ACCORDANCE WITH CITY SPACING REQUIREMENTS FOR BOTH POTABLE (DOMESTIC WATER) AND NON-POTABLE (IRRIGATION) MAIN LINES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF EACH VALVE AS REQUIRED FOR CONSTRUCTION.

17. CONSTRUCTION WATER: THE CONTRACTOR SHALL USE A PUMP TRUCK OR PORTABLE TANK/PUMP TO PROVIDE CONSTRUCTION WATER ON THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING A WATER SOURCE OR SECURING A METER/PERMIT FROM THE CITY TO OBTAIN CONSTRUCTION WATER FROM THE MANY NEARBY FIRE HYDRANTS.

18. SANITARY SEWER: SANITARY SEWER SERVICE SHALL BE PROVIDED BY THE CITY OF OTHELLO.

19. CONSTRUCTION SANITARY SEWER SERVICES: THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A PORTABLE RESTROOM FROM A LICENSED SERVICE PROVIDER. THE SERVICE PROVIDER SHALL ALSO MAINTAIN THE PORTABLE RESTROOM REGULARLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THIS PORTABLE UNIT, INCLUDING ALL DAMAGES RESULTING FROM THIS UNIT BEING ON SITE.

20. LIGHTING: PERMANENT LIGHTING SHALL BE VIA THE CITY, AND AVISTA'S APPROVED STREET LIGHT LAYOUT.

21. CONSTRUCTION SCHEDULE: WEATHER PERMITTING, SITE WORK WILL COMMENCE IN OCTOBER, 2022, AND END IN MAY, 2023.

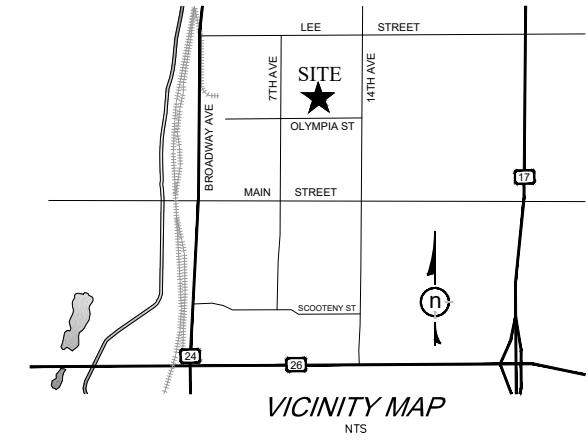
22. GRADING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL DEPARTMENT OF ECOLOGY AND EPA NO PERMITS.

LEGEND

| | |
|-----|---|
| △ | = Calculated Point (nothing found or set) |
| ⊕ | = Found Iron Pipe |
| ● | = Found 5/8" rebar with yellow plastic cap |
| ● | = Found aluminum cap |
| MAG | = Found mag nail |
| WV | = Proposed sanitary sewer manhole |
| WS | = Existing sanitary sewer manhole |
| WV | = Proposed stormwater manhole |
| WV | = Water Valve |
| WS | = WATER SERVICE STUB |
| WV | = Water Meter |
| FH | = Fire Hydrant |
| MB | = Mailbox |
| DW | = Drywell |
| CB | = Catch basin |
| PP | = Street light |
| UP | = Power Pole |
| TP | = Utility Pole |
| GM | = Guy Wire |
| TR | = Telephone Riser |
| GS | = Gas Meter |
| SS | = Street sign (as noted) |
| SS4 | = Existing sanitary sewer line (as noted) |
| SS8 | = Proposed 4" SDR35 sanitary sewer main |
| SS8 | = Proposed 8" SDR35 sanitary sewer main |
| SS8 | = Proposed Stop Bar per MUTCD requirements |
| SS8 | = Proposed crosswalk per MUTCD requirements |

CONTACT INFORMATION

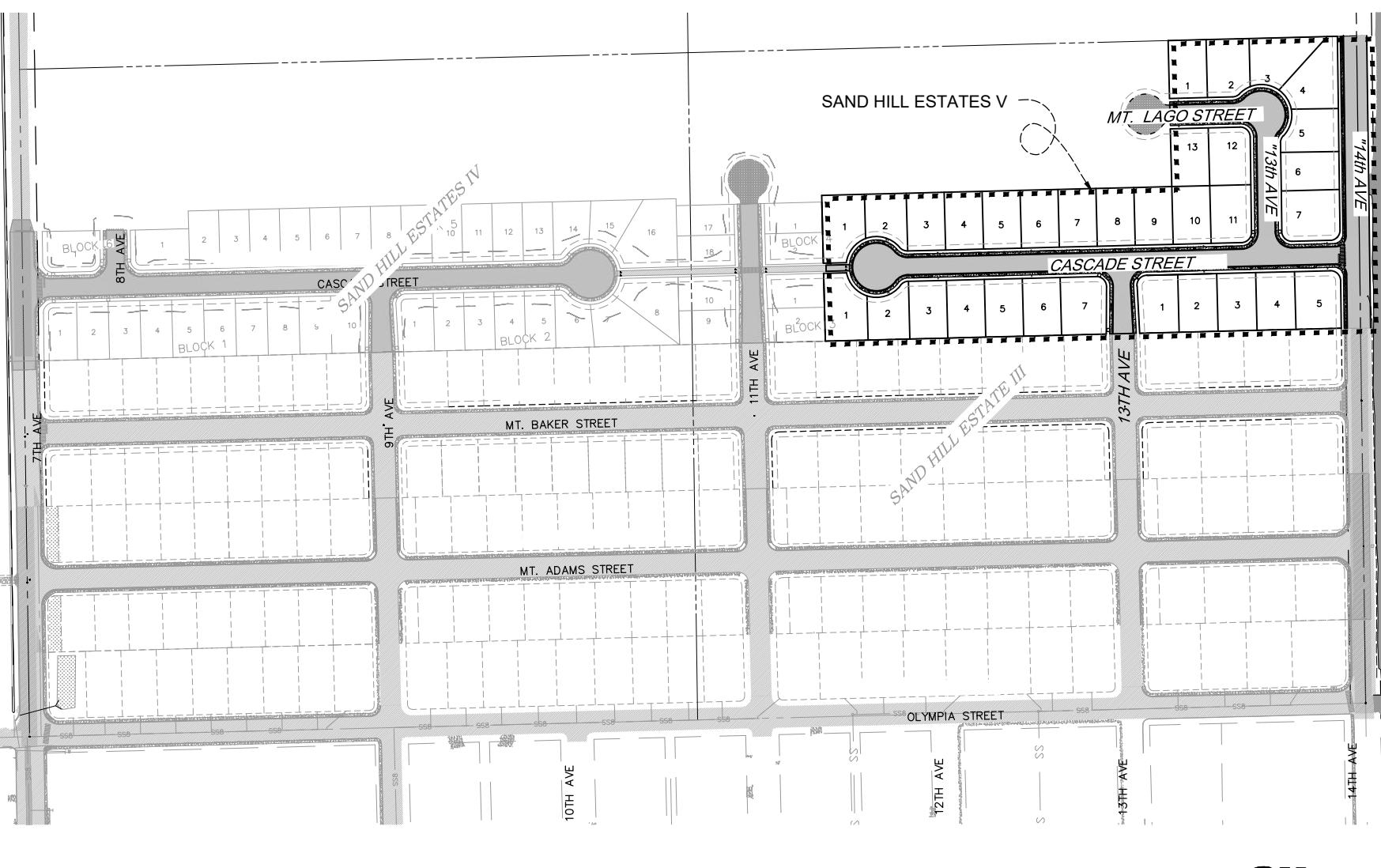
| | |
|--------------------|---|
| PROJECT ENGINEER: | MCARTHUR ENGINEERING COMPANY LLC SCOTT MCARTHUR, PE PO BOX 2488 POST FALLS, IDAHO 83877 TEL: 208.964.0481 |
| PROJECT DEVELOPER: | PALOS VERDES LLC ANGEL GARZA PO BOX 464 OTHELLO, WASHINGTON 99344 TEL: 509.488.5686 |
| CITY ENGINEER: | CITY OF OTHELLO SHAWN O'BRIEN 500 EAST MAIN STREET OTHELLO, WASHINGTON 99344 TEL: 509.488.5686 |
| CITY INSPECTOR: | CITY OF OTHELLO CURT CARPENTER 500 EAST MAIN STREET OTHELLO, WASHINGTON 99344 TEL: 509.488.5686 |



ALIGNMENTS

| | |
|-------------|-------------|
| 7th AVENUE | N00°51'55"W |
| 8th AVENUE | N00°51'55"W |
| 9th AVENUE | N01°26'18"W |
| 10th AVENUE | N01°26'18"W |
| 11th AVENUE | N01°26'18"W |
| MT. CASCADE | N88°33'42"E |

Received By
Othello Bldg & Planning
Aug 17 2022



CONTROL NOTE

THE PROJECT SURVEYOR SHALL PROVIDE CONSTRUCTION CONTROL AT THE REQUEST OF THE CONTRACTOR, WITH A MINIMUM OF 72-HOURS OF NOTICE, AND COORDINATION REGARDING CONTROL PLACEMENT.

DATUM

HORIZONTAL DATUM: LOCAL/ASSUMED
VERTICAL DATUM: USBR/CITY OF OTHELLO



CITY OF OTHELLO

APPROVED FOR CONSTRUCTION:

CITY ENGINEER _____ DATE _____
CITY ADMINISTRATOR _____ DATE _____

| | |
|-----------|------------|
| SHEET # | C1.0 |
| PROJECT # | ME2022-021 |

DATE
08/15/2022



| | |
|--------------|--------------|
| SURVEYED: H2 | DESIGNED: ME |
| DRAWN: DMC | CHECKED: SLW |
| REVISIONS: | |

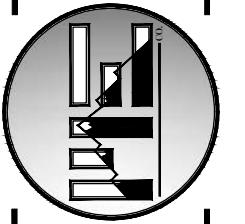
SAND HILL ESTATES V INFRASTRUCTURE PLAN

CITY OF OTHELLO, WASHINGTON
CITY OF OTHELLO ESTATES V INFRASTRUCTURE PLAN

APPROVED FOR CONSTRUCTION:

| | |
|-----------|------------|
| SHEET # | C1.0 |
| PROJECT # | ME2022-021 |

DATE
08/15/2022



**SAND HILL ESTATES V
INFRASTRUCTURE PLAN**
CITY OF OTHELLO, WASHINGTON

| | |
|----------------------------|------------|
| PROJECT NOTES | |
| APPROVED FOR CONSTRUCTION: | |
| CITY ENGINEER | DATE |
| SHEET # | C1.1 |
| PROJECT # | ME2022-021 |
| DATE | 08/15/2022 |



Know what's below.
Call before you dig.

| | |
|----------------------------|------------|
| CITY OF OTHELLO | |
| PROJECT NOTES | |
| APPROVED FOR CONSTRUCTION: | |
| CITY ENGINEER | DATE |
| SHEET # | C1.1 |
| PROJECT # | ME2022-021 |
| DATE | 08/15/2022 |

CITY WATER NOTES

WATER MAINS AND SERVICE LINES SHALL BE CHLORINATED, FLUSHED, PASS A BACTERIAL TEST, AND PASS A PRESSURE TEST PRIOR TO BEING PLACED INTO SERVICE. THE CONTRACTOR SHALL SCHEDULE ALL FLUSHING, CHLORINE RESIDUAL TESTS, AND PRESSURE TESTS WITH THE CITY A MINIMUM OF 48 HOURS PRIOR TO TESTING AND/OR FLUSHING. CITY STAFF WILL OBSERVE AND VERIFY ALL TESTING AND FLUSHING. THE WATER MAINS MUST PASS A PRESSURE TEST, 225 PSI FOR 30 MINUTES, AND BE PLACED IN SERVICE WITHIN 30 DAYS OF PASSING THE BACTERIAL TEST.

ALL TAPS TO LIVE MAINS AND/OR CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CITY PUBLIC WORKS DEPARTMENT AND SHALL BE PAID FOR PRIOR TO SCHEDULING THE TAPS. THE OWNER/CONTRACTOR IS RESPONSIBLE FOR ALL MATERIALS AND LABOR REQUIRED FOR TAPS AND CONNECTIONS TO EXISTING MAINS. TAPPING TEES SHALL BE "ROMAC INDUSTRIES SST STAINLESS STEEL TAPPING SLEEVE" OR AN APPROVED EQUAL. EXISTING VALVES AND VALVES AT POINTS OF CONNECTION SHALL ONLY BE OPERATED BY CITY PERSONNEL.

ALL WATER MAINS SHALL BE AWWA C900, DR18 PVC PIPE WITH DUCTILE IRON FITTINGS. SHOW PROFILES AND PIPE SIZES FOR ALL WATER MAINS ON THE PLANS. MINIMUM COVER IS 42 INCHES.

ALL VALVES IN THE WATER SYSTEM SHALL BE RESILIENT SEATED GATE VALVES. ALL VALVE BOXES AND TILES IN THE WATER SYSTEM SHALL HAVE "WATER" CAST INTO THE LIDS AND SHALL BE TRAFFIC RATED IF IN THE TRAVELED WAY.

THE CONTRACTOR SHALL PROVIDE COMPACTION TESTS IN WATER MAIN AND SERVICE LINE TRENCH AREAS AS REQUESTED BY THE CITY.

WATER METERS ARE PURCHASED FROM, AND INSTALLED BY, THE CITY. METER SETTERS, METER BOXES, ETC. ARE PROCURED AND INSTALLED BY THE OWNER/CONTRACTOR TO PUBLIC WORKS DESIGN STANDARDS.

THE MINIMUM FIRE FLOW IS 1500 GPM AT ALL HYDRANTS. MODEL THE WATER SYSTEM AND PROVIDE DOCUMENTATION THAT THE SYSTEM WILL MEET THE FIRE FLOW REQUIREMENTS.

THE PUMPER/STEAMER PORT ON ALL FIRE HYDRANTS SHALL BE EQUIPPED WITH A FIVE-INCH STORZ ADAPTER, STYLE S-37, MANUFACTURED BY RED HEAD BRASS, INC., OR AN APPROVED EQUAL.

ANY WATER METERS TILES THAT ARE SUBJECT TO TRAFFIC MUST BE INSTALLED IN TRAFFIC RATED METER VAULTS.

CONTRACTOR IS RESPONSIBLE TO RETRIEVE AND SUBMIT PURITY WATER SAMPLE TO TESTING LAB FOR TESTING.

ALL THRUST BLOCKING SHALL BE SPECIFIED BY THE CITY, PER THEIR STANDARDS AND REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL THRUST BLOCKING.

SUPPLEMENTAL NOTES

PARTS ON-HAND: THE CONTRACTOR SHALL BE READILY PREPARED TO CONNECT PROPOSED WATER IMPROVEMENTS TO EXISTING WATER SYSTEM IMPROVEMENTS.

THRUST BLOCKING: ALL WATER LINE THRUST BLOCKING SHALL MEET THE MINIMUM SPECIFICATIONS OF THE CITY OF OTHELLO STANDARD DETAIL B-9.

EXISTING UTILITIES: PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE AREA "ONE-CALL" SERVICE FOR UTILITY LOCATES, AND THEN WALK THE PROJECT AND VISUALLY CONFIRM THE LOCATION OF ALL LOCATED/NON-LOCATED UTILITIES.

EXISTING IMPROVEMENTS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING, AND OR REPAIRING, IN KIND, THE EXISTING IMPROVEMENTS DAMAGED WHILE IMPLEMENTING THE PROPOSED IMPROVEMENTS ON THIS PROJECT. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, IMPROVEMENTS MADE PER THIS PLAN THAT ARE DAMAGED PRIOR TO CITY ACCEPTANCE OF IMPROVEMENTS.

SITE/LOT GRADING: THE CONTRACTOR SHALL INCLUDE ALL GRADING IN THE PROJECT BID USING THE PLANNED FINISH GROUND SURFACE.

PLAN MODIFICATIONS: THE CONTRACTOR WILL BE FULLY RESPONSIBLE FOR ALL PLAN MODIFICATIONS MADE WITHOUT WRITTEN RECOMMENDATIONS, COMMENTS, CONSENT OF THE PROJECT ENGINEER. THIS SHALL INCLUDE ALL PLAN MODIFICATION REQUESTS MADE BY THE CITY AND OR THE CLIENT. H2 ASSUMES NO LIABILITY FOR PLAN MODIFICATIONS THAT ARE OUTSIDE OF THIS REQUIREMENT.

CITY IRRIGATION NOTES

IRRIGATION MAINS AND SERVICE LINES SHALL BE FLUSHED AND PASS A PRESSURE TEST PRIOR TO BEING ACCEPTED. THE CONTRACTOR SHALL SCHEDULE ALL FLUSHING AND PRESSURE TESTS WITH THE CITY A MINIMUM OF 48 HOURS PRIOR TO TESTING AND/OR FLUSHING. CITY STAFF WILL OBSERVE AND VERIFY ALL TESTING AND FLUSHING. THE WATER MAINS MUST PASS A PRESSURE TEST OF 150 PSI FOR 30 MINUTES.

THE OWNER/CONTRACTOR IS RESPONSIBLE FOR ALL MATERIALS AND LABOR REQUIRED FOR CONNECTIONS TO EXISTING MAINS. EXISTING VALVES AND VALVES AT POINTS OF CONNECTION SHALL ONLY BE OPERATED BY CITY PERSONNEL.

ALL IRRIGATION MAINS SHALL BE AWWA C900 (PURPLE PIPE), DR 18 PVC PIPE WITH DUCTILE IRON FITTINGS. SHOW PROFILES AND PIPE SIZES FOR ALL WATER MAINS ON THE PLANS. MINIMUM COVER IS 24 INCHES.

ALL VALVES IN THE IRRIGATION SYSTEM SHALL BE RESILIENT SEATED GATE VALVES. ALL VALVE BOXES AND TILES IN THE IRRIGATION SYSTEM SHALL BE PAINTED PURPLE, LABELED "NON-POTABLE WATER - DO NOT DRINK", AND SHALL BE TRAFFIC RATED IF IN THE TRAVELED WAY.

THE CONTRACTOR SHALL PROVIDE COMPACTION TESTS IN IRRIGATION MAIN AND SERVICE LINE TRENCH AREAS AS REQUESTED BY THE CITY.

IRRIGATION MAIN LINES THAT ARE FOR FUTURE CONNECTION, SHALL END IN A 6" DI BLIND FLANGE, AND A TEMPORARY THRUST BLOCK (SUITCASE) OR AS APPROVED BY THE CITY ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL THRUST BLOCKING IN ACCORDANCE WITH CITY REQUIREMENTS.

CITY SEWER NOTES

THE CITY SHALL BE GIVEN 48 HOURS NOTICE AND SHALL OBSERVE AND VERIFY ALL SEWER MAIN TESTS PRIOR TO ACCEPTANCE. SEWER MAINS SHALL BE AIR TESTED AT 5 PSI FOR 5 MINUTES. ALL MAINS, SERVICES LATERALS, AND MANHOLES SHALL BE CLEAN AND FREE OF DIRT AND DEBRIS UPON ACCEPTANCE.

ALL GRAVITY SEWER SHALL BE ASTM 3034 SDR 35 PVC PIPE. SHOW PROFILES AND PIPE SIZES FOR ALL SEWER MAINS ON THE PLANS. INSTALLATION SHALL MEET WASHINGTON STATE DEPARTMENT OF ECOLOGY CRITERIA FOR SEWAGE WORKS DESIGN. MAINTAIN 10' OF HORIZONTAL SEPARATION BETWEEN WATER AND SEWER MAINS. AT POINTS WHERE WATER MAIN CROSSES SEWER MAIN, A MINIMUM OF 18 INCHES CLEARANCE SHALL BE MAINTAINED OR CONSTRUCT PER SECTION C1.9, WSDOE CRITERIA FOR SEWAGE WORKS DESIGN, AUGUST 2008 EDITION.

ALL MANHOLES IN THE SEWER SYSTEM SHALL HAVE "SEWER" AND "CITY OF OTHELLO" CAST INTO THE LIDS AND SHALL BE TRAFFIC RATED IF IN THE TRAVELED WAY.

THE CONTRACTOR SHALL PROVIDE COMPACTION TESTS IN SEWER MAIN AND SERVICE LINE TRENCH AREAS AS REQUESTED BY THE CITY.

CITY STREETS NOTES

THE CITY SHALL BE GIVEN 48 HOURS NOTICE AND SHALL OBSERVE AND VERIFY ALL STORM SEWER MAIN AND LATERAL TESTS PRIOR TO ACCEPTANCE. SEWER MAINS SHALL BE AIR TESTED AT 5 PSI FOR 5 MINUTES. ALL MAINS, LATERALS, CATCH BASINS, AND MANHOLES SHALL BE CLEAN, FREE OF DIRT/DEBRIS, WITH CATCH BASINS AND MANHOLES GROUTED TO PREVENT INFILTRATION AND/OR EX-FILTRATION.

ALL STORM DRAIN PIPE SHALL BE A MINIMUM OF 10" PVC ASTM D3034 SDR35 SEWER PIPE. THE MINIMUM COVER ON STORM DRAIN PIPE IN THE ROW SHALL BE THREE (3) FEET.

ALL MANHOLES AND DRYWELLS IN THE STORM WATER SYSTEM SHALL HAVE "STORM" AND "CITY OF OTHELLO" CAST INTO THE LIDS AND SHALL BE TRAFFIC RATED IF IN THE TRAVELED WAY.

THE CONTRACTOR SHALL PROVIDE COMPACTION TESTS FOR STORM SEWER MAIN/SERVICE LINE TRENCH AREAS, ROAD/CURB/SIDEWALK SUBGRADE, AND ASPHALT AS REQUESTED BY THE CITY.

MAKE ACCOMMODATIONS FOR MAIL DELIVERY PER THE PWDS AND CALL OUT ALL MAIL BOX LOCATIONS WITHIN THE ROW ON THE PLANS.

MAKE ACCOMMODATIONS FOR STREET NAME AND TRAFFIC SIGNS PER THE PWDS AND CALL OUT ALL SIGN LOCATIONS WITHIN THE ROW ON THE PLANS.

HANDICAP ACCESS RAMPS SHALL BE INSTALLED AT ALL INTERSECTIONS PER THE PWDS. CALL OUT ALL RAMP LOCATIONS ON THE PLANS.

EXISTING ASPHALT THAT IS TO MATCH NEW CONSTRUCTION SHALL BE SAWCUT AT THE MATCH POINT. SUBMIT A STRIPPING PLAN FOR ALL STREETS PER THE MUTCD FOR APPROVAL BY THE CITY. PROVIDE STATIONING AND OFFSETS FOR ALL SIGNS.

INSTALL PERMANENT SIGNS PER PWDS. ENSURE THE SIGN MATERIAL DOES NOT ENCRONCH THE SIDEWALK AREA EXTENDED VERTICALLY.

INSURE THE MINIMUM VERTICAL CLEARANCE BETWEEN WATER MAINS AND STORM DRAIN MAINS IS SIX INCHES AT POINTS WHERE THE MAINS CROSS. ALSO, THE MINIMUM COVER FOR DUCTILE IRON STORM DRAIN PIPE IS EIGHTEEN INCHES.

NOTE WHETHER THE ELEVATIONS CALLED OUT ON THE VERTICAL LINES IN THE PROFILE ARE EXISTING OR FINISH GRADES.

EROSION AND SEDIMENTATION CONTROL STANDARD PLAN NOTES

THE FOLLOWING TESC STANDARD PLAN NOTES ORIGINATE FROM THE STORMWATER MANAGEMENT MANUAL FOR EASTERN WASHINGTON. THESE NOTES ARE AN OVERALL SET; USE ONLY WHAT APPLIES TO THE GIVEN PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY SITE INSPECTIONS AND FOR IMPLEMENTING ADDITIONAL BEST MANAGEMENT PRACTICES WHEN NECESSARY TO STABILIZE THE SITE DURING THE CONSTRUCTION PROCESS.

- THE CONSTRUCTION SEQUENCE SHALL BE FOLLOWED IN ORDER TO BEST MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENTATION CONTROL PROBLEMS, SEE CONSTRUCTION SEQUENCE ON THIS SHEET;
- PERMANENT ESC CONTROLS, WHEN APPLICABLE, HAVE BEEN COMPLETELY INSTALLED AND ARE MAINTAINED;
- ALL LAND-DISTURBING ACTIVITIES THAT HAVE THE POTENTIAL TO CAUSE EROSION OR SEDIMENTATION PROBLEMS HAVE CEASED;
- VEGETATION HAD BEEN ESTABLISHED IN THE AREAS NOTED AS REQUIRING VEGETATION ON THE ACCEPTED ESC PLAN ON FILE WITH THE LOCAL JURISDICTION (CONTRACTOR TO BE RESPONSIBLE FOR FILING ALL NOI'S REQUIRED FOR THIS PROJECT);
- INSPECT ALL ROADWAYS, AT THE END OF EACH DAY, ADJACENT TO THE CONSTRUCTION ACCESS ROUTE. IF IT IS EVIDENT THAT SEDIMENT HAS BEEN TRACKED OFF SITE AND/OR BEYOND THE ROADWAY APPROACH, CLEANING IS REQUIRED;
- IF SEDIMENT REMOVAL IS NECESSARY PRIOR TO STREET WASHING, IT SHALL BE REMOVED BY SHOVELING OR PICKUP SWEEPING AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA;
- IF STREET WASHING IS REQUIRED TO CLEAN SEDIMENT TRACKED OFF SITE, ONCE SEDIMENT HAS BEEN REMOVED, STREET WASH WASTEWATER SHALL BE CONTROLLED BY PUMPING BACK ON-SITE OR OTHERWISE PREVENTED FROM DISCHARGING INTO SYSTEMS TRIBUTARY TO WATERS OF THE STATE;
- RESTORE CONSTRUCTION ACCESS ROUTE EQUAL TO OR BETTER THAN THE PRE-CONSTRUCTION CONDITION;
- RETAIN THE DUFF LAYER, NATIVE TOPSOIL, AND NATURAL VEGETATION IN AN UNDISTURBED STATE TO THE MAXIMUM EXTENT PRACTICAL;
- INSPECT SEDIMENT CONTROL BMP'S WEEKLY AT A MINIMUM, DAILY DURING A STORM EVENT, AND AFTER ANY DISCHARGE FROM THE SITE (STORMWATER OR NON-STORMWATER). THE INSPECTION FREQUENCY MAY BE REDUCED TO ONCE A MONTH IF THE SITE IS STABILIZED AND INACTIVE;
- CONTROL FUGITIVE DUST FROM CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE STATE AND/OR LOCAL AIR QUALITY CONTROL AUTHORITIES WITH JURISDICTION OVER THE PROJECT AREA;
- STABILIZE EXPOSED UNWORKED SOILS (INCLUDING STOCKPILES), WHETHER AT FINAL GRADE OR NOT, WITHIN 10 DAYS DURING THE REGIONAL DRY SEASON (JULY 1 THROUGH SEPTEMBER 30) AND WITHIN 5 DAYS DURING THE REGIONAL WET SEASON (OCTOBER 1 THROUGH JUNE 30). SOILS MUST BE STABILIZED AT THE END OF A SHIFT BEFORE A HOLIDAY WEEKEND IF NEEDED BASED ON THE WEATHER FORECAST. THIS TIME LIMIT MAY ONLY BE ADJUSTED BY A LOCAL JURISDICTION WITH A "QUALIFIED LOCAL PROGRAM" IF IT CAN BE DEMONSTRATED THAT THE RECENT PRECIPITATION JUSTIFIES A DIFFERENT STANDARD AND MEETS THE REQUIREMENTS SET FORTH IN THE CONSTRUCTION STORMWATER GENERAL PERMIT. STOCKPILED MATERIALS SHALL BE MANAGED FOR WEED CONTROL BY THE CONTRACTOR;
- PROTECT INLETS, DRYWELL'S, CATCH BASINS AND OTHER STORMWATER MANAGEMENT FACILITIES FROM SEDIMENT, WHETHER OR NOT FACILITIES ARE OPERABLE;
- KEEP ROADS ADJACENT TO INLETS CLEAN.
- INSPECT INLETS BI-WEEKLY AT A MINIMUM AND DAILY DURING STORM EVENTS.
- CONSTRUCT STORMWATER CONTROL FACILITIES (SEECHAPTER 173-304 WAC FOR THE DEFINITION OF IMPERVIOUS SITE IMPROVEMENTS). THESE FACILITIES SHALL BE OPERATIONAL BEFORE THE CONSTRUCTION OF IMPERVIOUS SITE IMPROVEMENTS.
- STOCKPILE MATERIALS (SUCH AS TOPSOIL) ON SITE, KEEPING OFF OF ROADWAY AND SIDEWALKS.
- COVER, CONTAIN AND PROTECT ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCT, AND NONINERT WASTES PRESENT ON SITE FROM VANDALISM (SEE CHAPTER 173-304 WAC FOR THE DEFINITION OF INERT WASTE). USE SECONDARY CONTAINMENT FOR ON-SITE FUELING TANKS.
- CONDUCT MAINTENANCE AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM REPAIRS, SOLVENT AND DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWNS AND REMOVAL AND REPAIR ACTIVITIES THAT MAY REQUIRE DISCHARGE OR SPILLAGE OF POLLUTANTS. THE GROUND ON INTO STORMWATER RUNOFF USING SPILL PREVENTION MEASURES, SUCH AS Drip PANS. CLEAN ALL CONTAMINATED SURFACES IMMEDIATELY FOLLOWING ANY DISCHARGE OR SPILL INCIDENT. IF RAINING OVER EQUIPMENT OR VEHICLE, PERFORM EMERGENCY REPAIRS ON SITE USING TEMPORARY PLASTIC BENEATH THE VEHICLE.
- CONDUCT APPLICATION OF AGRICULTURAL CHEMICALS, INCLUDING FERTILIZERS AND PESTICIDES, IN SUCH A MANNER, AND AT APPLICATION RATES, THAT INHIBITS THE LOSS OF CHEMICALS INTO STORMWATER RUNOFF FACILITIES. AMEND MANUFACTURER'S RECOMMENDED APPLICATION RATES AND PROCEDURES TO MEET THIS REQUIREMENT, IF NECESSARY.
- INSPECT ON A REGULAR BASIS (AT A MINIMUM WEEKLY, AND DAILY DURING/ AFTER A RUNOFF PRODUCING STORM EVENT) AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL BMP'S TO ENSURE SUCCESSFUL PERFORMANCE OF THE BMP'S. NOTE THAT INLET PROTECTION DEVICES SHALL BE CLEANED OR REMOVED AND REPLACE BEFORE SIX INCHES OF SEDIMENT CAN ACCUMULATE;
- REMOVE TEMPORARY ESC BMP'S WITHIN 60 DAYS AFTER THE TEMPORARY BMP'S ARE NO LONGER NEEDED. PERMANENTLY STABILIZE AREAS THAT ARE DISTURBED DURING THE REMOVAL PROCESS.

BEST MANAGEMENT PRACTICES & KEY NOTES

AT A MINIMUM THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPs) SHALL BE IMPLEMENTED ON THIS PROJECT BY THE CONTRACTOR TO PROTECT AND OR PREVENT EROSION AND SEDIMENTATION. ADDITIONAL BMPs SHALL BE IMPLEMENTED BY THE CONTRACTOR AS NEEDED TO STABILIZE SPECIFIC OR EMERGENCY EROSION CONTROL SITUATIONS. THE CONTRACTOR SHALL REFER TO CHAPTER 7 - CONSTRUCTION STORMWATER POLLUTION PREVENTION, STORMWATER MANAGEMENT MANUAL FOR EASTERN WASHINGTON (SEPTEMBER 2004) FOR INSTALLATION REQUIREMENTS AND DETAILS, AS WELL AS BMP MANAGEMENT REQUIREMENTS.

A **BMP C105: STABILIZED CONSTRUCTION ENTRANCE** - THE CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION ENTRANCES OFF OF N. 7TH AVE. AS SHOWN, THE ENTRANCE SHALL BE RELOCATED AS NEEDED TO COMPLETE THE PROPOSED IMPROVEMENTS AND RETAIN CONSTRUCTION DEBRIS WITHIN THE PROJECT SITE.

BMP C120: TEMPORARY AND PERMANENT SEEDING - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY SEEDING (WITH MULCH IF NEEDED), AND THE DEVELOPER WILL BE RESPONSIBLE FOR ALL PERMANENT SEEDING AND LANDSCAPING.

BMP C125: TOPSOILING - THE CONTRACTOR SHALL TOPSOIL ALL FINAL GRADED SLOPES, AFTER NATIVE SLOPE MATERIALS ARE TRACKED FOR SEED BEDDING. 4" MINIMUM TOPSOIL REQUIRED. ON SITE FARMING TOPSOIL MAY BE USED IF SAVED BY THE CONTRACTOR.

BMP C130: SURFACE ROUGHENING - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRACKING THE NATIVE MATERIAL AND TOPSOIL PRIOR TO SEED PLACEMENT TO PROVIDE A SEED BED. (NOT SWALE BOTTOMS)

BMP C140: DUST CONTROL - CONTRACTOR SHALL CONTROL ALL FUGITIVE DUST FROM PROJECT SITE WITH WATER OR CITY APPROVED METHOD.

BMP C150: MATERIALS ON HAND - THE CONTRACTOR LEAD SHALL VERIFY THAT A SUITABLE BACKUP SUPPLY OF EROSION AND SEDIMENT PROTECTION MATERIALS ARE ON SITE, OR READILY AVAILABLE IN THE EVENT THAT THE SITE REQUIRES IMMEDIATE ATTENTION PRIOR TO/ AFTER A LARGE RAIN EVENT. THE ENGINEER SUGGESTS THAT THE CONTRACTOR KEEP BACK-UP STRAW BALES ON SITE AND USE AS NEEDED TO UNIVERSALLY STABILIZE ANY INTERMITTENT EROSION CONCERN THAT ARISE DURING EXCAVATION EFFORTS.

BMP C151: CONCRETE HANDLING - THE CONTRACTOR LEAD SHALL BE RESPONSIBLE FOR IDENTIFYING THE CONCRETE WASHOUT LOCATION ON SITE. ALL WASHED OUT MATERIAL SHALL BE SECURED AND REMOVED FROM THE PROJECT SITE, AND DISPOSED OF AT AN APPROVED WASTE FACILITY. AFTER EACH CONCRETE POUR, THE LEAD SHALL VERIFY THAT ALL CONCRETE IS WASHED OUT IN THE DESIGNATED LOCATION, AND THAT NO FUGITIVE DEBRIS IS TRACKED OR DROPPED OUTSIDE OF THE PROJECT LIMITS, AND THAT THERE IS NO DAMAGE TO ANY EXISTING IMPROVEMENTS.

BMP C152: SAWCUTTING AND SURFACE POLLUTION PREVENTION - ADDITIONAL MEASURES SHALL BE IMPLEMENTED NEAR THE SAW-CUT AREAS TO INSURE THAT THE FINE PARTICLES AND DUST GENERATED BY THIS ACTION ARE COLLECTED AND DISPOSED OF ACCORDINGLY, AND THAT SAID DEBRIS IS NOT LEFT ON THE SURFACE TO CREATE A SLURRY THAT CAN MIGRATE TO THE STORMWATER COLLECTION SYSTEM.

BMP C160: CONTRACTOR EROSION AND SPILL CONTROL LEAD - THE CONTRACTOR HAS DESIGNATED:

NAME: _____ TEL: _____

AS THE PROJECT LEAD. THIS PERSON SHALL BE RESPONSIBLE FOR ALL BMP MANAGEMENT AND REPAIRS, AS WELL AS ALL NOI FILING AND SWPP DOCUMENT PREPARATION AND MANAGEMENT.

C **BMP C220: STORM DRAIN INLET PROTECTION** - THE CONTRACTOR SHALL PROTECT ALL EXISTING AND NEWLY INSTALLED MANHOLES, CATCH BASINS, VALVE BOXES ETC.

BMP C230: STRAW BALE BARRIER - THE CONTRACTOR SHALL INSTALL STRAW BALES AS NEEDED ON THE UP-STREAM SIDE OF ANY STORMWATER COLLECTION STRUCTURES/UTILITY VAULTS/SUBSURFACE ACCESS VENTS TO TEMPORARILY DIVERT CONTAMINATED STORMWATER TO THE DESIGNATED LOCATION.

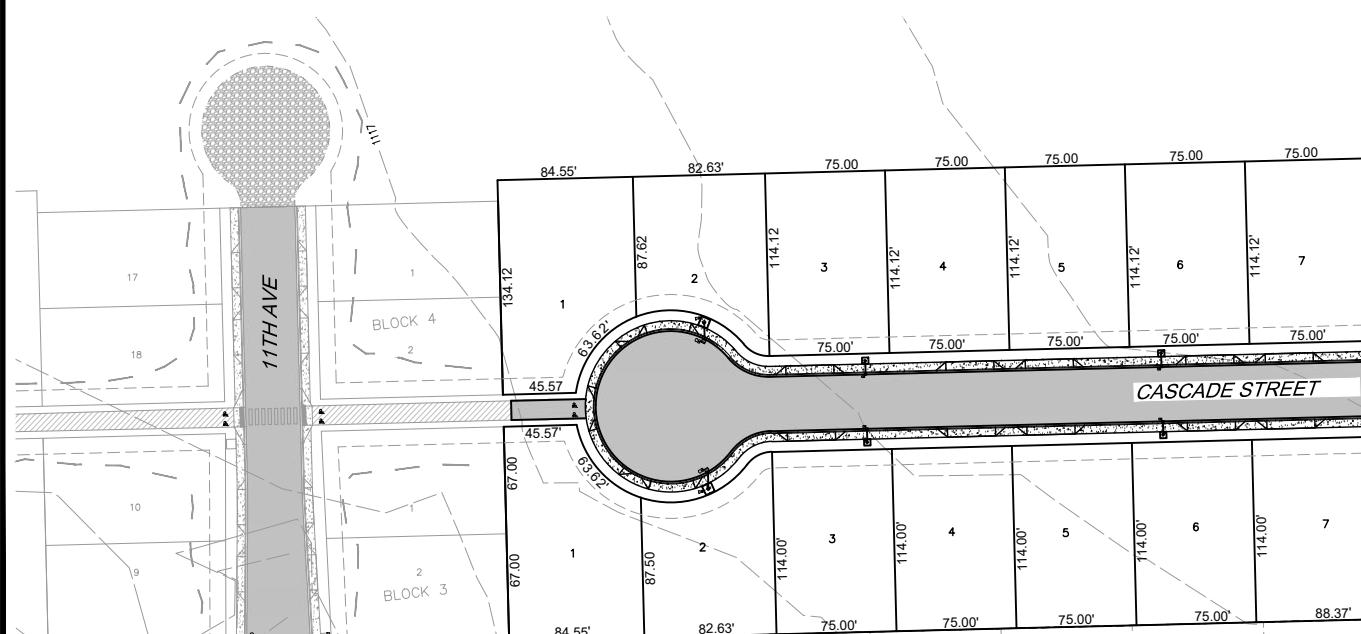
D **BMP C233: SILT FENCE** - THE CONTRACTOR SHALL INSTALL THE FENCING AS NEEDED TO CONTROL SEDIMENTATION NEAR THE EXISTING CONCRETE IRRIGATION DRAINAGE ON THE WEST SIDE OF THE ROAD. THE FENCE IS CONSIDERED THE MINIMUM, AND SHOULD BE VERIFIED BY THE CONTRACTOR PRIOR TO INSTALLATION. THE FENCE SHALL BE CLEARED OF ANY DEBRIS AS NEEDED TO KEEP THE FENCE FUNCTIONING PROPERLY.

THE CONTRACTOR LEAD SHALL BE RESPONSIBLE FOR MAINTAINING BMPs ON A DAILY BASIS, INCLUDING DAILY DOCUMENTATION OF BMP INSPECTIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE TEMPORARY ESC BMPs WITHIN 30-DAYS OF TESC PLAN ENGINEER NOTICE.

THE CONTRACTOR LEAD SHALL HAVE A COPY OF ALL PERTINENT BMP DETAILS/SPECIFICATIONS ON SITE DURING CONSTRUCTION AT ALL TIMES FOR REFERENCE.

THE CONTRACTOR AND THE LEAD SHALL COORDINATE WITH THE TESC ENGINEER OF RECORD AS NEEDED FOR GUIDANCE ON THIS PROJECT.



CONSTRUCTION SEQUENCE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE IMPLEMENTED AS A PART OF THIS PROJECT:

- CLEAR AND GRUB AS NEEDED TO INSTALL TEMPORARY ESC BMPs;
- INSTALL TEMPORARY ESC BMPs;
- CLEAR, GRUB, AND ROUGH GRADE FOR ROADS, TEMPORARY ACCESS POINTS AND UTILITY LOCATIONS;
- STABILIZE ROADWAY APPROACHES AND TEMPORARY ACCESS POINTS WITH THE APPROVED CONSTRUCTION ENTRY BMP;
- TEMPORARILY STABILIZE THROUGH RE-VEGETATION OR OTHER APPROPRIATE BMPs. THE PROJECT SITE WHERE SUBSTANTIAL CUT OR FILL SLOPES EXIST AS A RESULT OF NECESSARY SITE GRADING;
- CONSTRUCT COMBINED SEWER IMPROVEMENTS AND ROAD IMPROVEMENTS;
- PROTECT ALL EXISTING AND RECENTLY INSTALLED PERMANENT STORMWATER FACILITIES USING THE APPROPRIATE BMPs;
- IMPLEMENT PERMANENT ESC CONTROLS, WHEN APPLICABLE, PER THE CITY APPROVED CONSTRUCTION PLAN SET;
- REMOVE THE TEMPORARY ESC CONTROLS WHEN THE THE TEMPORARY ESC ENGINEER AGREES WITH THE FOLLOWING:
 - PERMANENT ESC CONTROLS ARE COMPLETELY INSTALLED;
 - ALL LAND DISTURBING ACTIVITIES THAT HAVE THE POTENTIAL TO CAUSE EROSION OR SEDIMENTATION PROBLEMS HAVE CEASED; AND,
 - VEGETATION, WHERE REQUIRED, HAS BEEN ESTABLISHED IN THE AREAS NOTED ON THE APPROVED CONSTRUCTION PLAN SET.
 THE CONTRACTOR SHALL CONTACT THE TESC ENGINEER FOR AN INSPECTION WHEN THE ABOVE CRITERIA HAS BEEN MET.

TEMPORARY EROSION CONTROL SUMMARY

THE PURPOSE OF THIS PLAN SHALL BE TO IDENTIFY THE TEMPORARY EROSION AND SEDIMENT CONTROL (T.E.S.C.) FEATURE REQUIREMENTS TO CONSTRUCT THE PROPOSED IMPROVEMENTS NECESSARY FOR PHASE IV OF THIS PROPOSED RESIDENTIAL DEVELOPMENT IN THE CITY OF OTHELLO. THIS PLAN IS SUPPORTED BY THE CONSTRUCTION STORMWATER POLLUTION PREVENTION REQUIREMENTS NOTED IN CHAPTER 7 OF THE STORMWATER MANAGEMENT MANUAL FOR EASTERN WASHINGTON (SEPTEMBER 2004 ED.).

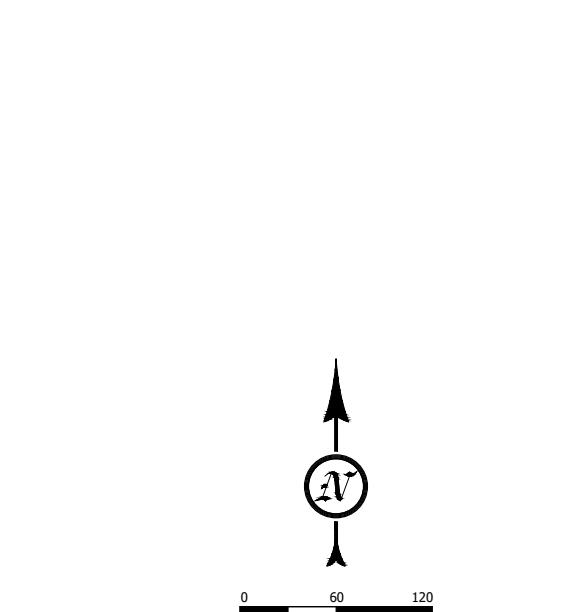
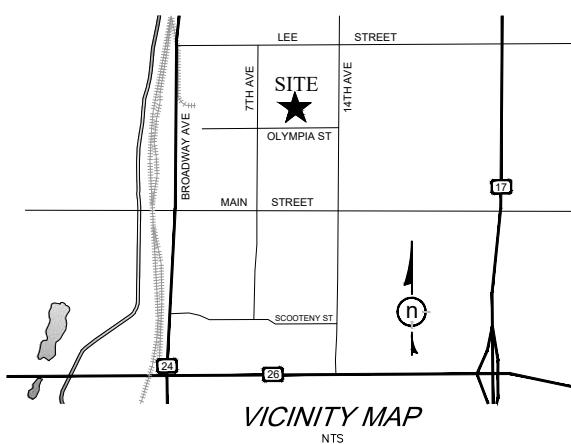
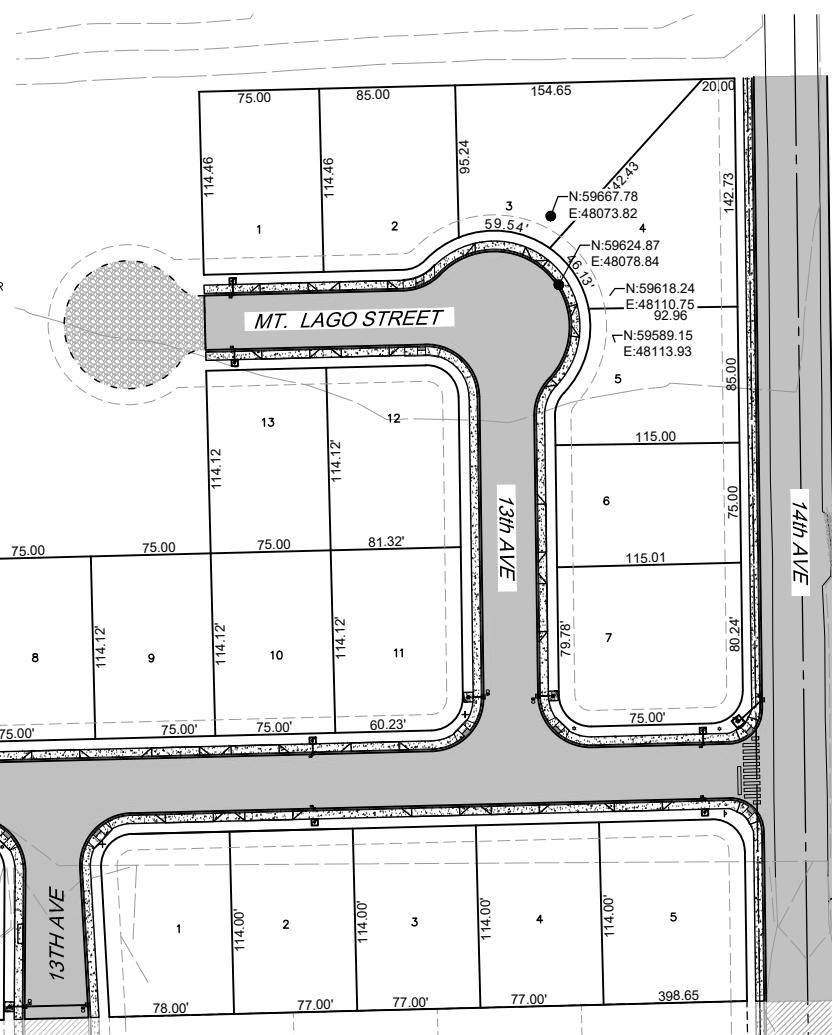
FURTHER, THE CONTRACTOR SHALL SECURE THE SITE DURING CONSTRUCTION SHOULD ADDITIONAL ISSUES ARISE THAT ARE NOT IDENTIFIED IN THIS PLAN.

EXISTING SITE CONDITIONS

THE SOUTH SIDE OF THE DEVELOPMENT IS AN EXISTING PHASE OF THE DEVELOPMENT, WITH EXISTING SINGLE FAMILY HOMES WITH EXISTING CONSTRUCTED STREET IMPROVEMENTS. NORTH OF THE DEVELOPMENT, AND THIS DEVELOPMENT SITE ARE UNDEVELOPED GRASS LANDS.

SOIL INFORMATION

THE USDA/NRCS SOIL RESOURCE REPORT IDENTIFIES THIS AREA AS BEING COMPRISED PRIMARILY OF "NEPPEL VERY FINE SANDY LOAM". ALL SITE SOILS ARE FURTHER DESCRIBED AS WELL DRAINED.



CONTACT INFORMATION

PROJECT ENGINEER: McARTHUR ENGINEERING COMPANY LLC
SCOTT McARTHUR, PE
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POST FALLS, IDAHO 83877
TEL: 208.964.0481

PROJECT DEVELOPER: PALOS VERDES LLC
ANGEL GARZA
PO BOX 464
OTHELLO, WASHINGTON 99344
TEL: 509.989.0555

CITY ENGINEER: CITY OF OTHELLO
SHAWN O'BRIEN
500 EAST MAIN STREET
OTHELLO, WASHINGTON 99344
TEL: 509.488.5686

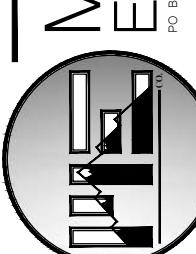
CITY INSPECTOR: CITY OF OTHELLO
CURT CARPENTER
500 EAST MAIN STREET
OTHELLO, WASHINGTON 99344
TEL: 509.488.5686

CITY OF OTHELLO
T.E.S.C.
APPROVED FOR CONSTRUCTION:

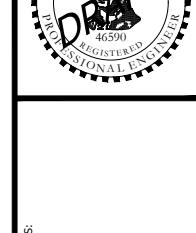
CITY ENGINEER _____ DATE _____
CITY ADMINISTRATOR _____ DATE _____



MCARTHUR
ENGINEERING
PO BOX 2488, POST FALLS, IDAHO 83877 • TEL: 208.446.3307

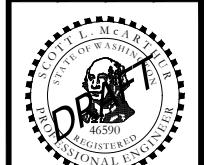
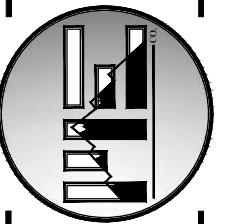


MCARTHUR
ENGINEERING
CITY OF OTHELLO, WASHINGTON
REGISTRATION NO. 4659
REGISTERED ENGINEER



SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON
CITY OF OTHELLO, WASHINGTON 99344

SHEET # C.0
PROJECT # ME2022-021
DATE 08/15/2022



SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON

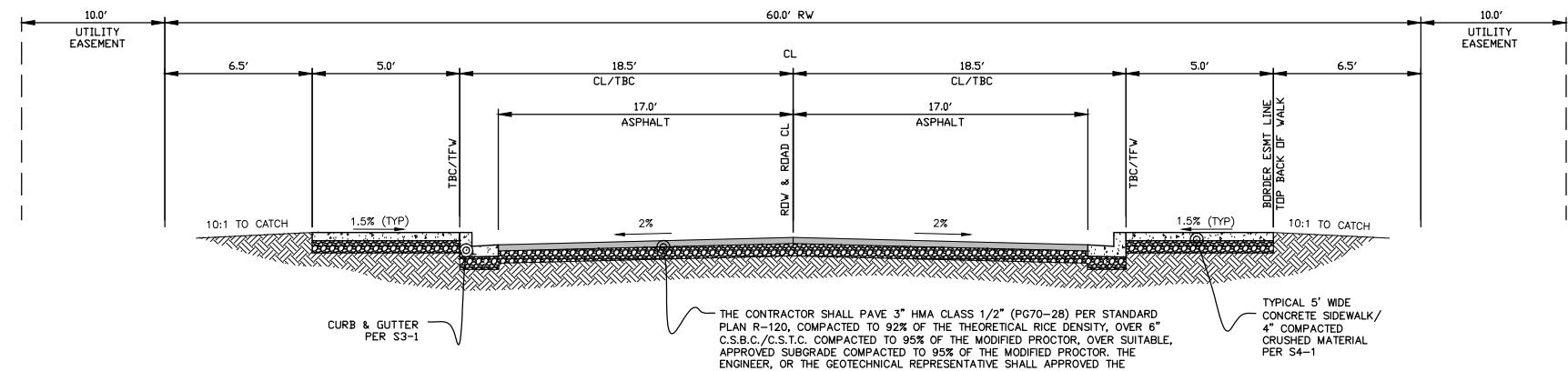
**TYPICAL
SECTIONS**

| | |
|-----------|------------|
| SHEET # | C3.0 |
| PROJECT # | ME2022-021 |
| DATE | 08/15/2022 |



CITY OF OTHELLO
APPROVED FOR CONSTRUCTION:

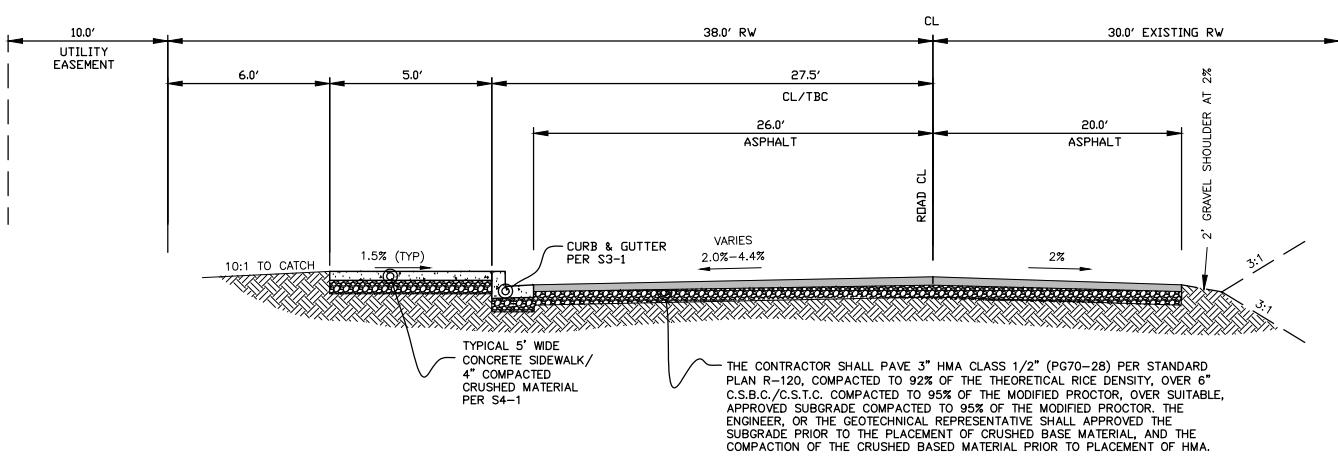
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|--------------------|------|
| CITY ENGINEER | DATE |
| CITY ADMINISTRATOR | DATE |



TYPICAL NEIGHBORHOOD STREET SECTION
MT CASCADE STREET, 9TH AVENUE, 11TH AVENUE, AND 13TH AVENUE

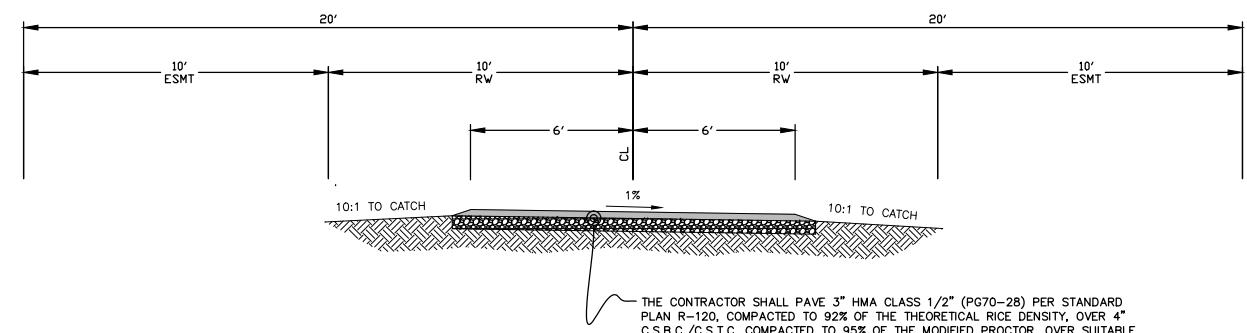
SECTION WILL TRANSITION ON 9TH, 11TH, AND 13TH TO MEET EXISTING IMPROVEMENTS TO THE SOUTH.
SECTION SUBJECT TO CITY APPROVAL OF THE REQUESTED VARIANCES.

NTS



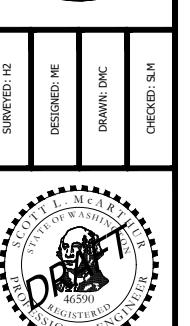
TYPICAL 14TH AVENUE STREET SECTION
STA: 107+00 - STA: 114+00

NTS



TYPICAL EMERGENCY ACCESS/PEDESTRIAN WALKWAY SECTION

NTS



SAND HILL ESTATES V
INFRASTRUCTURE PLAN

CITY OF OTHELLO, WASHINGTON

CONSTRUCTION NOTES

- ① 48" SEWER MANHOLE PER CITY OF OTHELLO STANDARD DETAIL C-1.
- ② 10" SDR35 PVC SEWER MAIN PER MANUFACTURERS SPECIFICATIONS, CITY OF OTHELLO REQUIREMENTS, AND TRENCHING DETAIL A-19.
- ③ 8" SDR35 PVC SEWER MAIN PER MANUFACTURERS SPECIFICATIONS, CITY OF OTHELLO REQUIREMENTS, AND TRENCHING DETAIL A-19.
- ④ 4" SDR35 PVC SEWER SERVICE PER CITY OF OTHELLO STANDARD DETAILS C-2/A-19.
- ⑤ 12" C900 PVC WATER MAIN PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAIL A-19.
- ⑥ 8" C900 PVC WATER MAIN PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAIL A-19.
- ⑦ 12"x12"x8" DI TEE PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO TRUST BLOCKING STANDARD DETAIL B-9.
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- ⑩ 12" RSGV AND VALVE BOX PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAILS B-9/B-13.
- ⑪ 8" RSGV AND VALVE BOX PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAILS B-9/B-13.
- ⑫ FIRE HYDRANT PER CITY OF OTHELLO STANDARD DETAILS B-6/B-9.
- ⑬ 1" WATER SERVICE AND METER SETTER PER CITY OF OTHELLO STANDARD DETAIL B-7. CONTRACTOR SHALL EXTEND SERVICE CONNECTION LINE BEYOND UTILITY EASEMENT.
- ⑭ WATER SAMPLING STATION PER CITY OF OTHELLO STANDARD DETAIL B-12.
- ⑮ BLOW-OFF ASSEMBLY PER CITY OF OTHELLO STANDARD DETAIL B-14.
- ⑯ PRECAST TYP B CONCRETE DRYWELL PER CITY OF OTHELLO STANDARD DETAIL A-16.
- ⑰ TYPE 1 CATCH BASIN PER CITY OF OTHELLO STANDARD DETAIL A-17.
- ⑱ 10" SDR35 STORM PIPE PER MANUFACTURER'S SPECIFICATIONS AND CITY OF OTHELLO REQUIREMENTS, AND CITY OF OTHELLO STANDARD DETAIL A-19. ($S=0.01\text{FT}/\text{FT}$).
- ⑲ 6" C900 PVC NON-POTABLE IRRIGATION WATER PER CITY OF OTHELLO STANDARDS AND REQUIREMENTS, AND CITY OF OTHELLO STANDARD DETAIL A-19. CONTRACTOR TO VERIFY NON-POTABLE VALVE AND SERVICE LOCATIONS WITH CITY PRIOR TO INSTALL.
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- ㉗ PEDESTRIAN CROSSWALK PER CITY OF OTHELLO AND MUTCD REQUIREMENTS.
- ㉘ RELOCATE TEMPORARY BARRICADE PER CITY OF OTHELLO STANDARD DETAIL A-8.
- ㉙ STREET LIGHTING PER CITY OF OTHELLO/UTILITY PROVIDER REQUIREMENTS.
- ㉚ CENTERLINE MONUMENT PER CITY OF OTHELLO STANDARD DETAIL A-7.
- ㉛ STOP SIGN (R1-1) PER CITY OF OTHELLO STANDARD DETAIL A-20.
- ㉜ STREET NAME SIGNAGE (PUBLIC) PER CITY OF OTHELLO STANDARD DETAIL A-20.
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- ㉟ APPROXIMATE MAILBOX CLUSTER LOCATION. DEVELOPER TO CONFIRM FINAL LOCATION WITH POST MASTER.

STATION OFFSET NOTES

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2. SEWER SERVICE: OFFSET TO END OF SERVICE
3. LEAD OUT: OFFSET TO CENTER OF ACTUAL
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6. BLOW-OFF ASSEMBLY: OFFSET TO CENTER OF ACTUAL
7. FIRE HYDRANT ASSEMBLY: OFFSET TO CENTER OF ACTUAL
8. DRYWELL: OFFSET TO CENTER OF ACTUAL
9. CATCH BASIN: OFFSET TO TBC AT CATCH BASIN
10. DRIVEWAY: OFFSET TO MIDPOINT AT TBW

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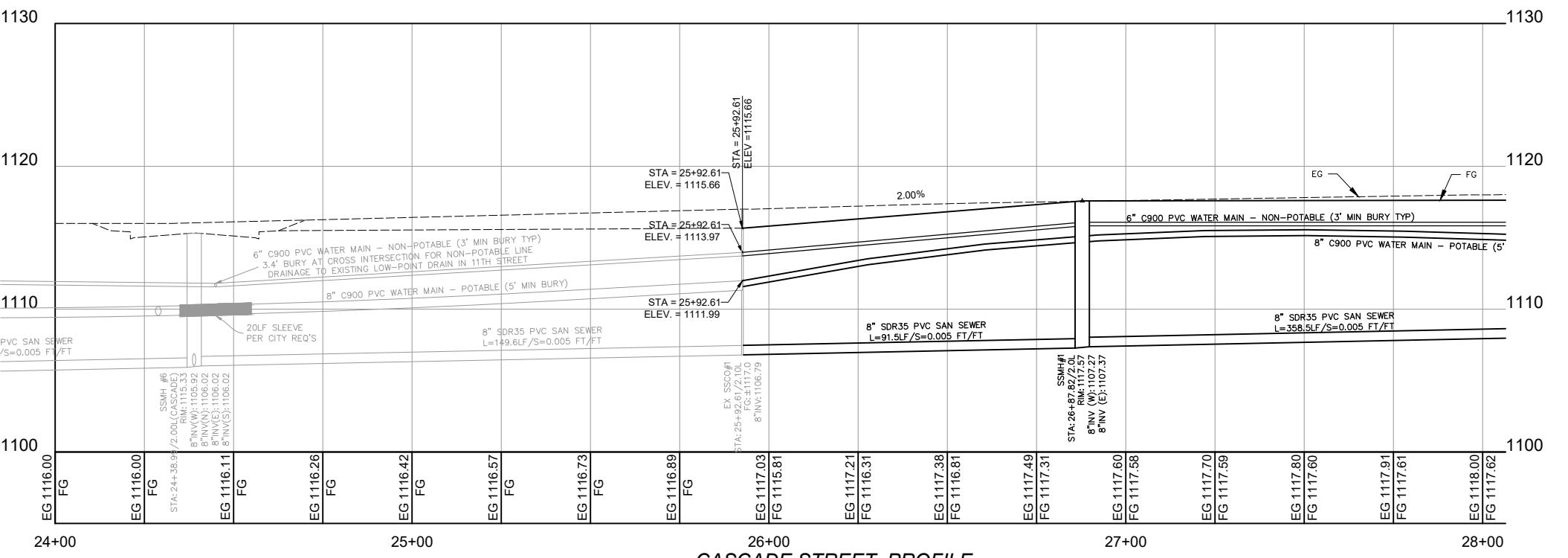
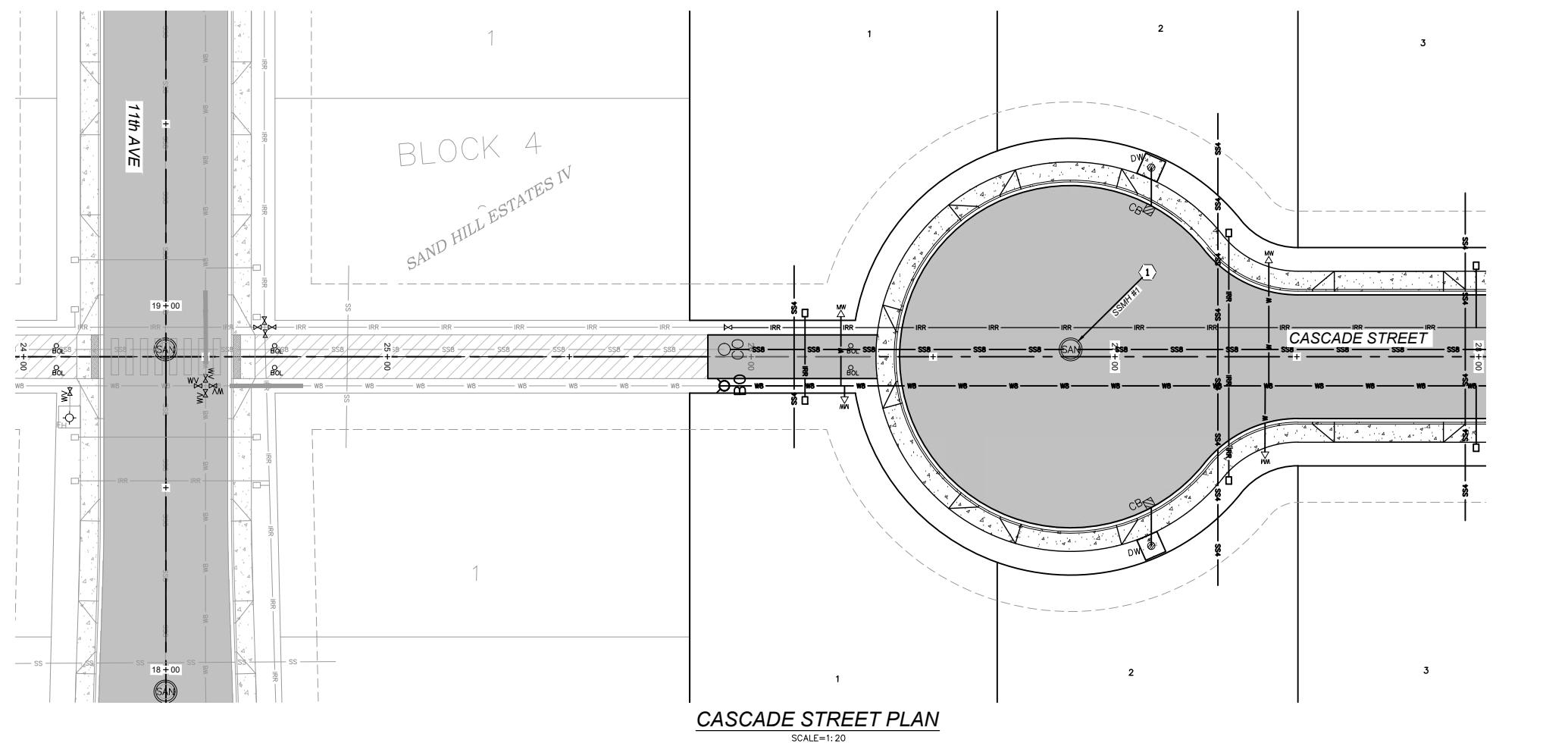


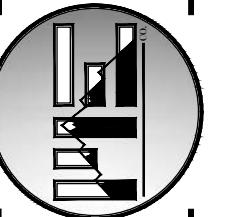
Know what's below.
Call before you dig.

CITY OF OTHELLO

APPROVED FOR CONSTRUCTION:

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| CITY ENGINEER | | DATE |
| CITY ADMINISTRATOR | | DATE |
| SHEET # | C4.0 | |
| PROJECT # | ME2022-021 | |
| DATE | 08/15/2022 | |





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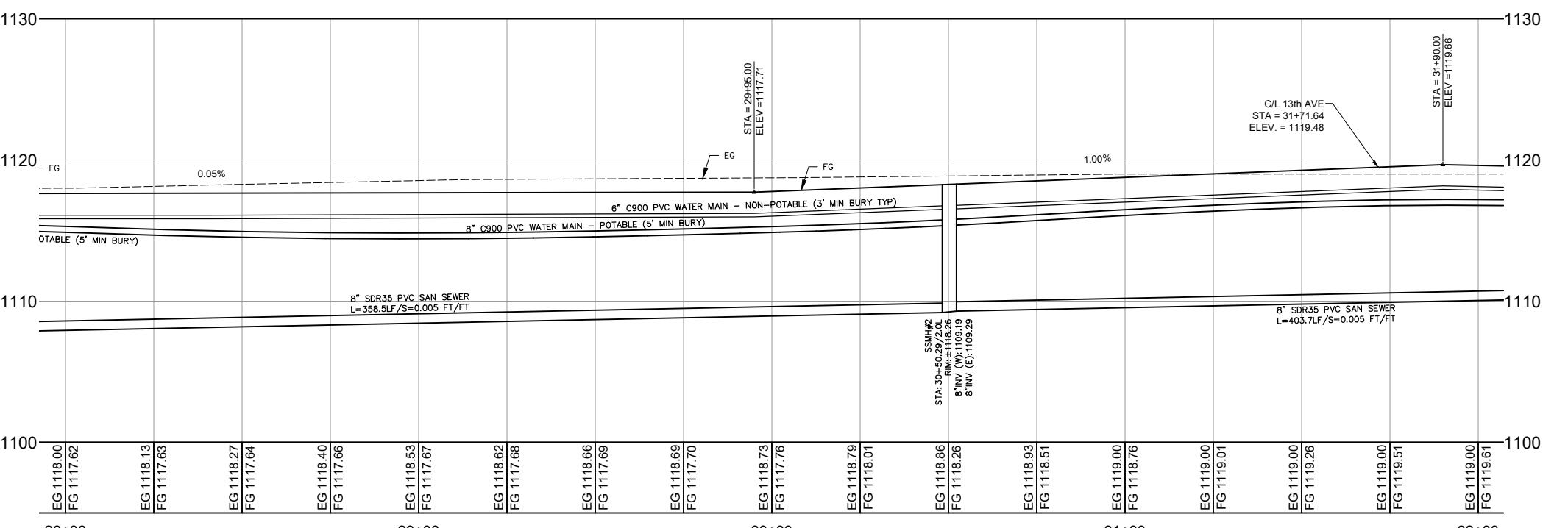
CITY OF OTHELLO

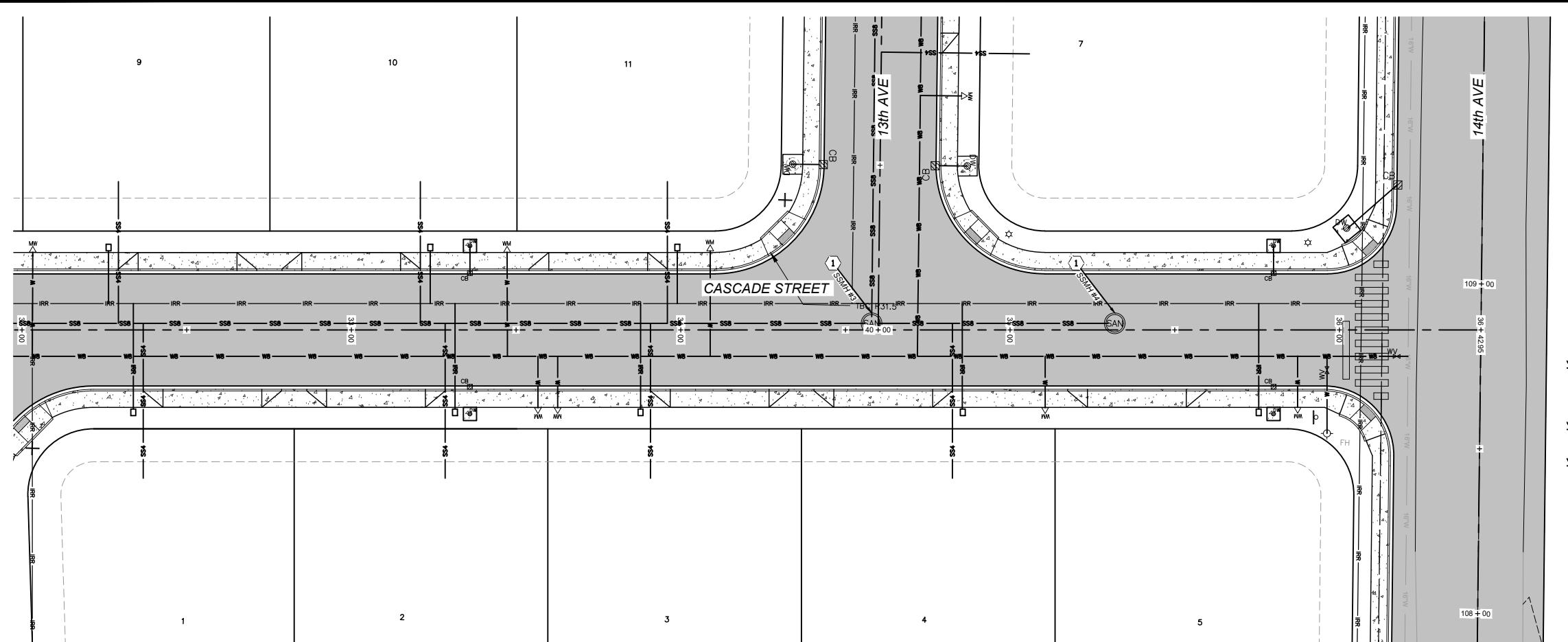
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| CITY ENGINEER | | |
| CITY ADMINISTRATOR | | |

SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON

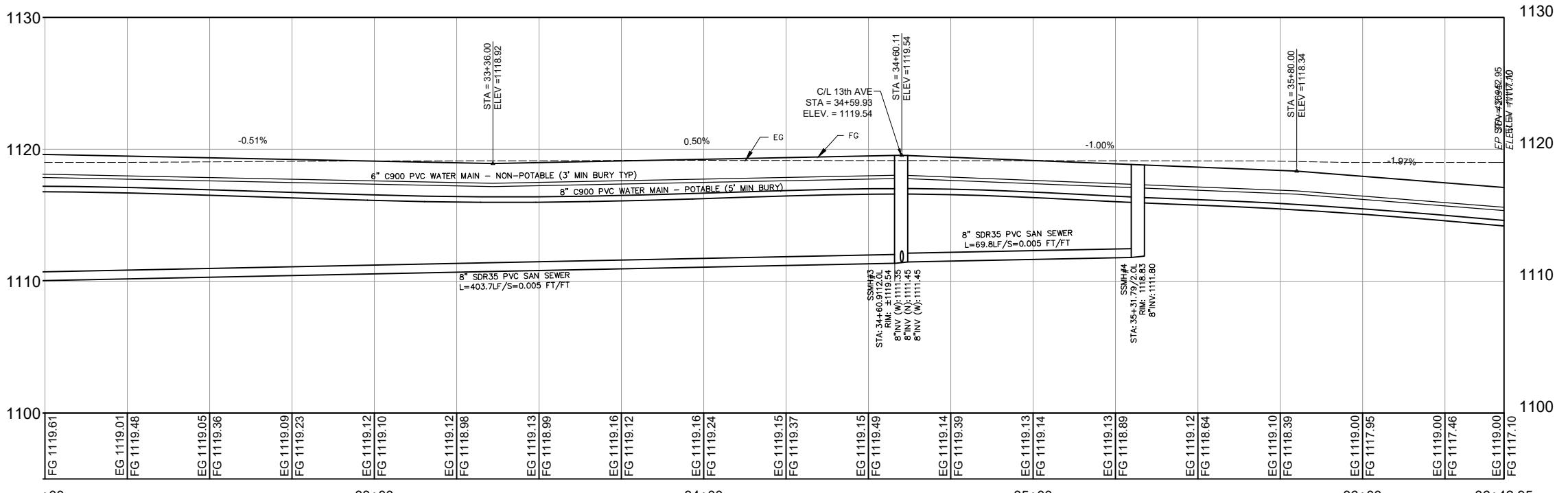
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| SHEET # C4.1 | PROJECT # ME2022-021 | DATE 08/15/2022 |
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CASCADE STREET PLAN

H-SCALE=1:20
V-SCALE=1:10



CASCADE STREET PROFILE

H-SCALE=1:20
V-SCALE=1:10

CONSTRUCTION NOTES

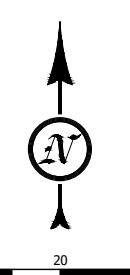
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CITY OF OTHELLO

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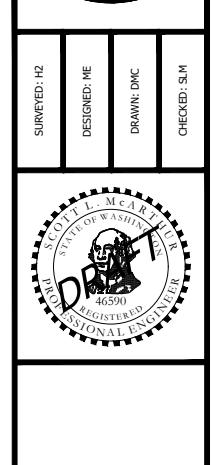
SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON
PROJECT # ME2022-021
DATE 08/15/2022

SHEET # C4.2
CITY ENGINEER
CITY ADMINISTRATOR

DATE
DATE

PROJECT # ME2022-021
DATE 08/15/2022

MARTHUR
ENGINEERING
PO BOX 2488, POST FALLS, IDAHO 83877 • TEL. 208.446.3307





SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON

13TH AVENUE &
CASCADE STREET
STA: 17+42 - STA: 18+86

CONSTRUCTION NOTES

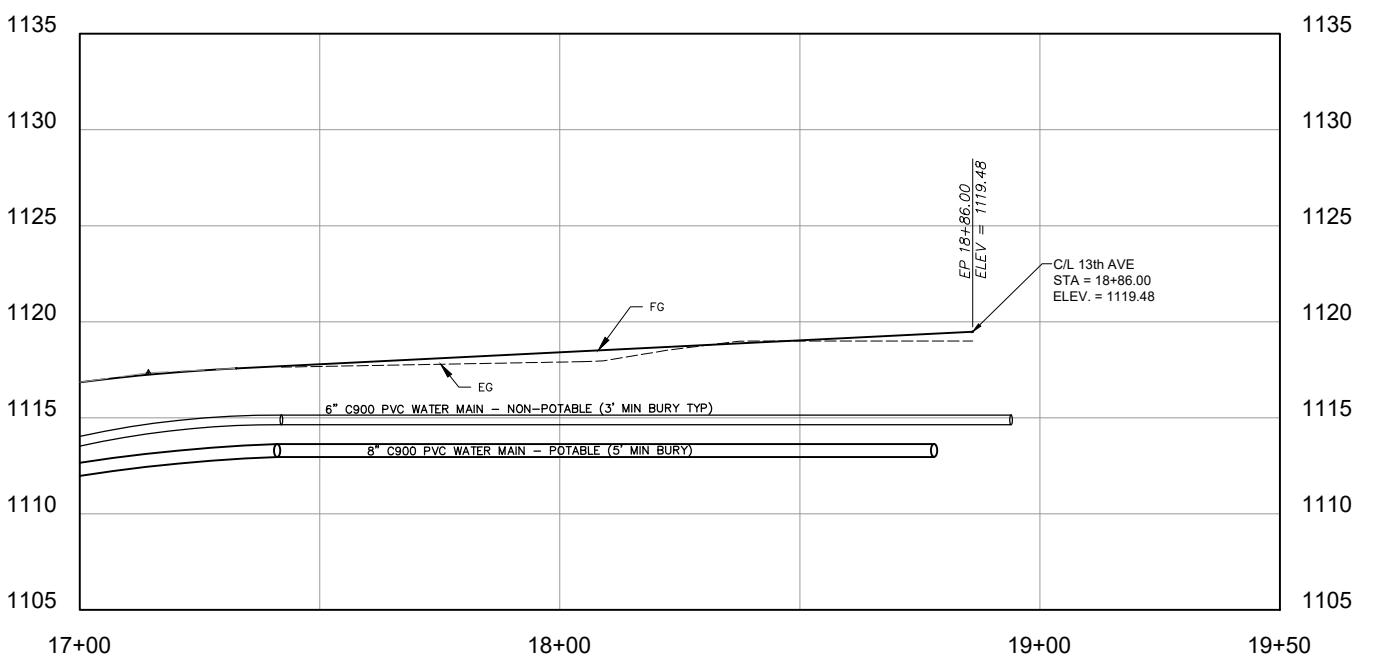
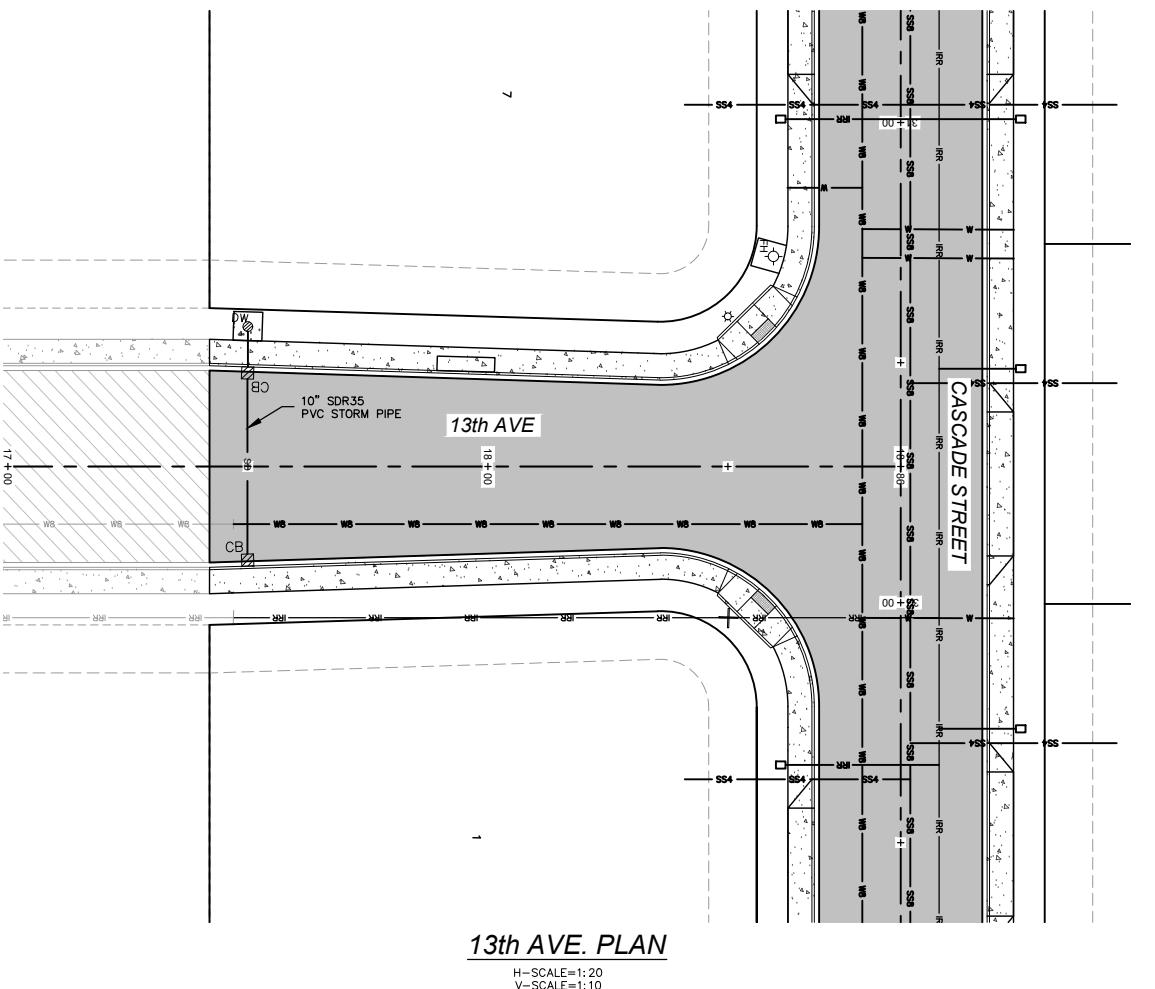
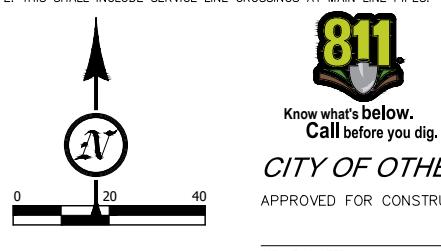
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- ⑰ TYPE 1 CATCH BASIN PER CITY OF OTHELLO STANDARD DETAIL A-17.
- ⑱ 10" SDR35 STORM PIPE PER MANUFACTURER'S SPECIFICATIONS AND CITY OF OTHELLO REQUIREMENTS, AND CITY OF OTHELLO STANDARD DETAIL A-19. ($S=0.01\text{FT/FT}$).
- ⑲ 6" C900 PVC NON-POTABLE IRRIGATION PIPE PER CITY OF OTHELLO STANDARDS AND REQUIREMENTS, AND CITY OF OTHELLO STANDARD DETAIL A-19. CONTRACTOR TO VERIFY NON-POTABLE VALVE AND SERVICE LOCATIONS WITH CITY PRIOR TO INSTALL.
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- ㉔ 22' WIDE (THROAT WIDTH) CONCRETE DRIVEWAY APPROACH PER CITY OF OTHELLO STANDARD DETAIL A-5.
- ㉕ CONCRETE DRIVEWAY APPROACH, THROAT WIDTH AS SPECIFIED, PER CITY OF OTHELLO STANDARD DETAIL A-5.
- ㉖ PEDESTRIAN RAMPS PER CITY OF OTHELLO STANDARD DETAIL A-6.
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- ㉚ CENTERLINE MONUMENT PER CITY OF OTHELLO STANDARD DETAIL A-7.
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- ㉜ STREET NAME SIGNAGE (PUBLIC) PER CITY OF OTHELLO STANDARD DETAIL A-20.
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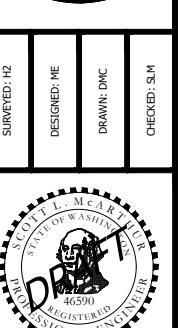
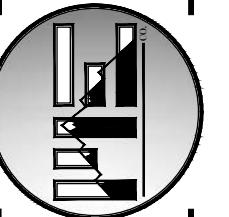
STATION OFFSET NOTES

1. SEWER MANHOLE: OFFSET TO CENTER OF MANHOLE
2. SEWER SERVICE: OFFSET TO END OF SERVICE
3. LID: OFFSET TO CENTER OF ACTUAL
4. WATER/IRRIGATION METER: OFFSET TO FACE OF METER
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9. CATCH BASIN: OFFSET TO TBC AT CATCH BASIN
10. DRIVEWAY: OFFSET TO MIDPOINT AT TBW

POTABLE/NON-POTABLE CROSSING

THE CONTRACTOR SHALL SLEEVE ALL POTABLE/NON-POTABLE WATER PIPE CROSSINGS THAT DO NOT MEET CITY OF OTHELLO SPACING REQUIREMENTS, BEING 10' HORIZONTAL, AND 18" VERTICAL, OUTSIDE OF PIPE TO OUTSIDE OF PIPE. THIS SHALL INCLUDE SERVICE LINE CROSSINGS AT MAIN LINE PIPES.





SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON

| | | | |
|---------|------------|-----------|------------|
| SHEET # | C4.4 | PROJECT # | ME2022-021 |
| DATE | 08/15/2022 | DATE | |

REVISIONS:

CONSTRUCTION NOTES

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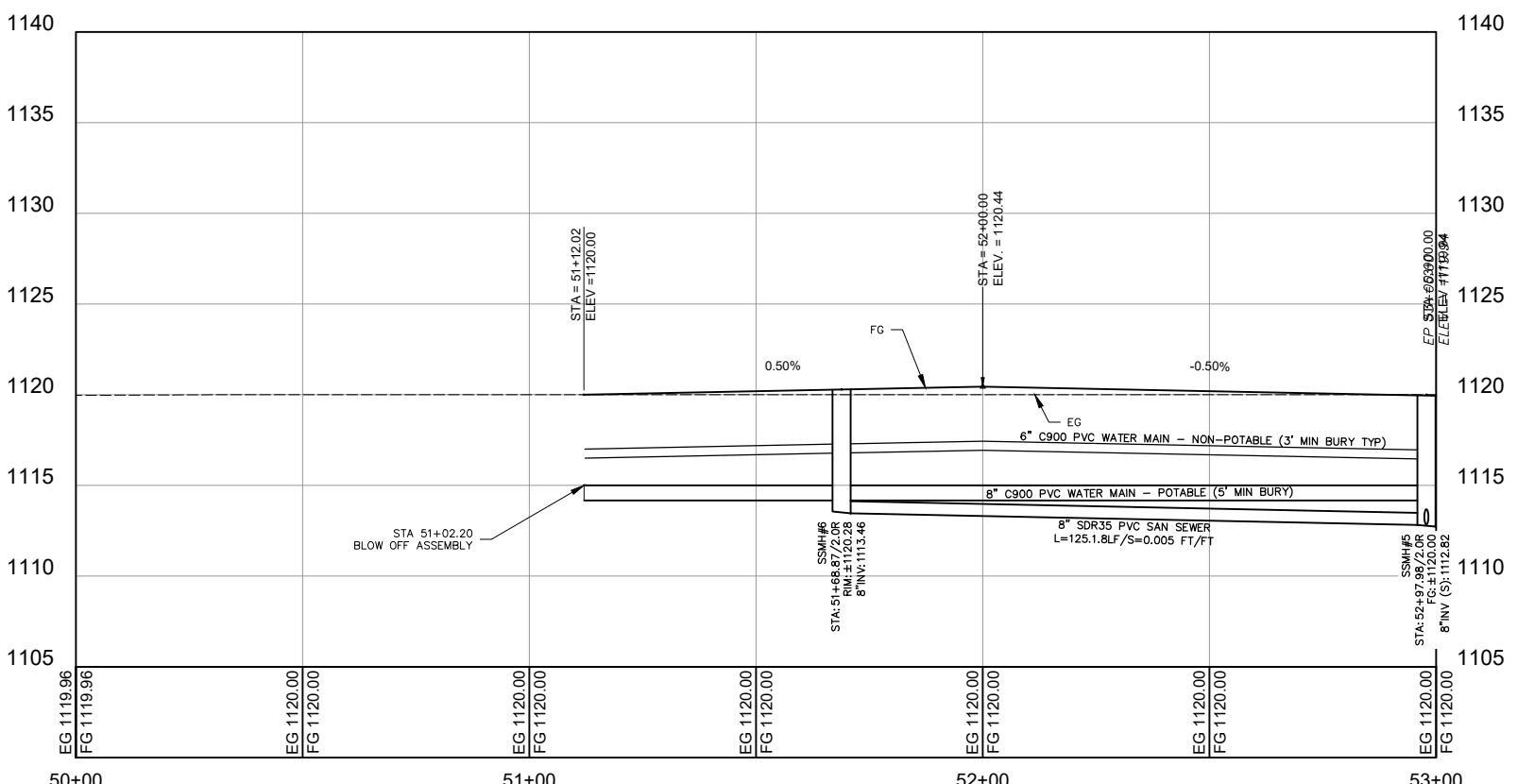
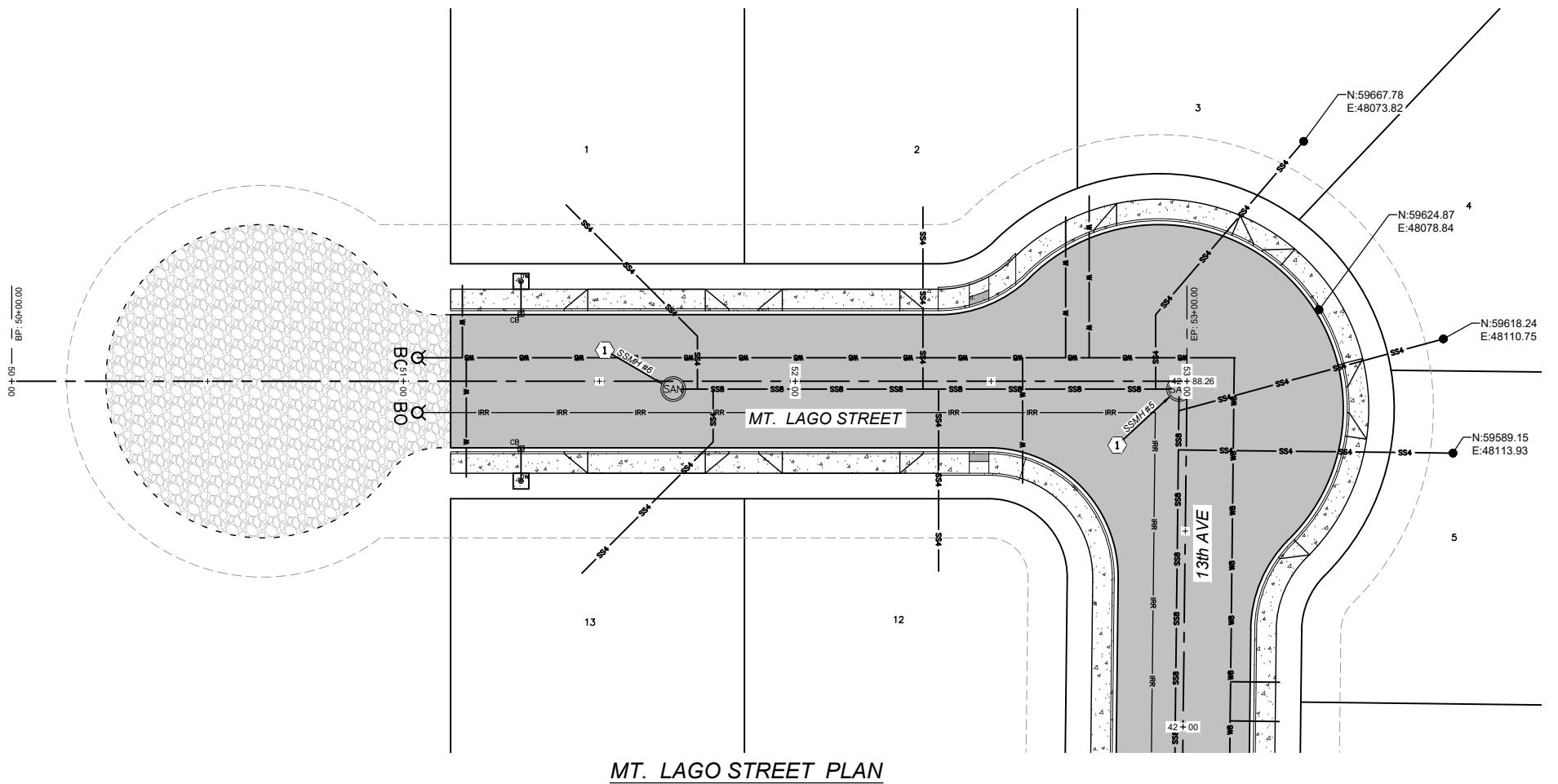


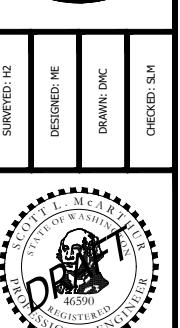
Know what's below.
Call before you dig.

CITY OF OTHELLO

APPROVED FOR CONSTRUCTION:

| | |
|--------------------|------|
| CITY ENGINEER | DATE |
| CITY ADMINISTRATOR | DATE |





REVISIONS:

SAND HILL ESTATES V
CITY OF OTHELLO, WASHINGTON
INFRASTRUCTURE PLAN

| | |
|-----------|------------|
| SHEET # | C4.5 |
| PROJECT # | ME2022-021 |
| DATE | 08/15/2022 |

CONSTRUCTION NOTES

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POTABLE/NON-POTABLE CROSSING

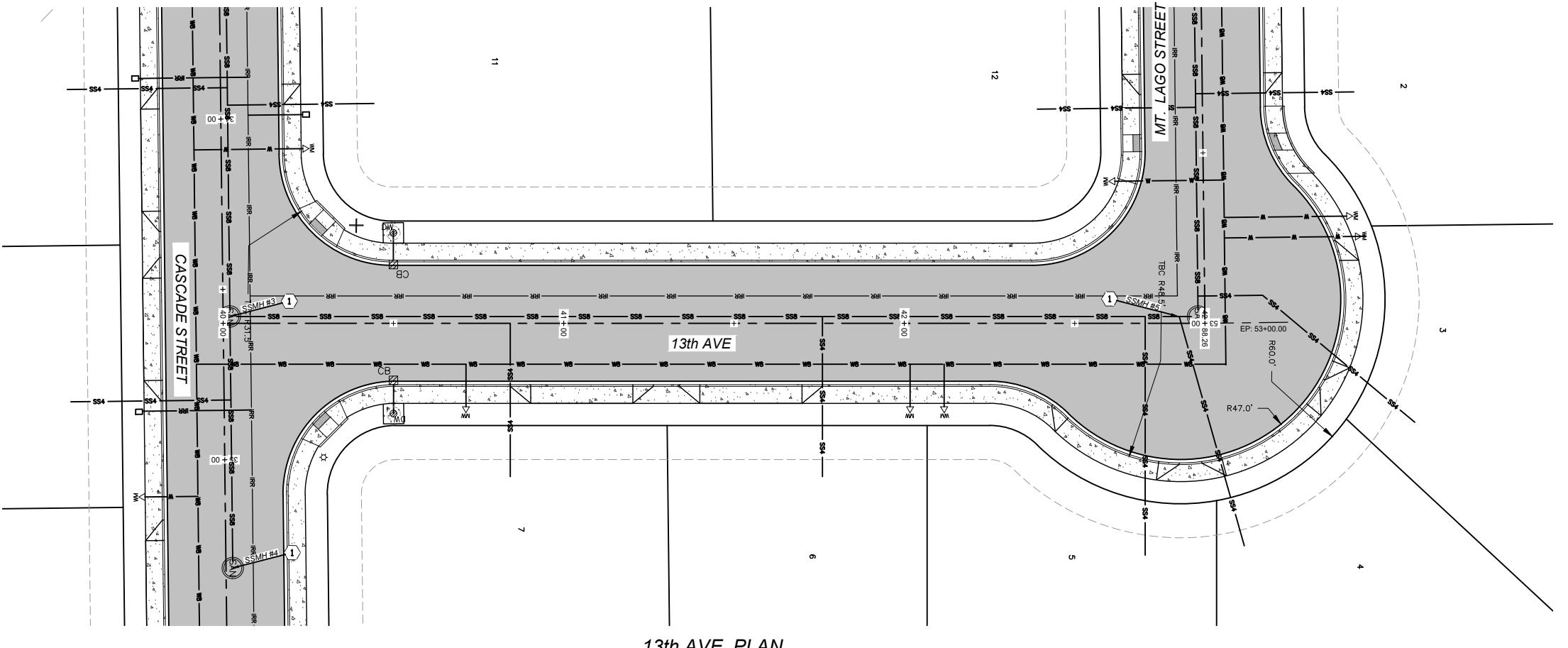
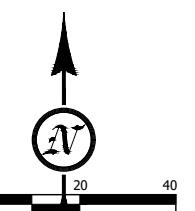
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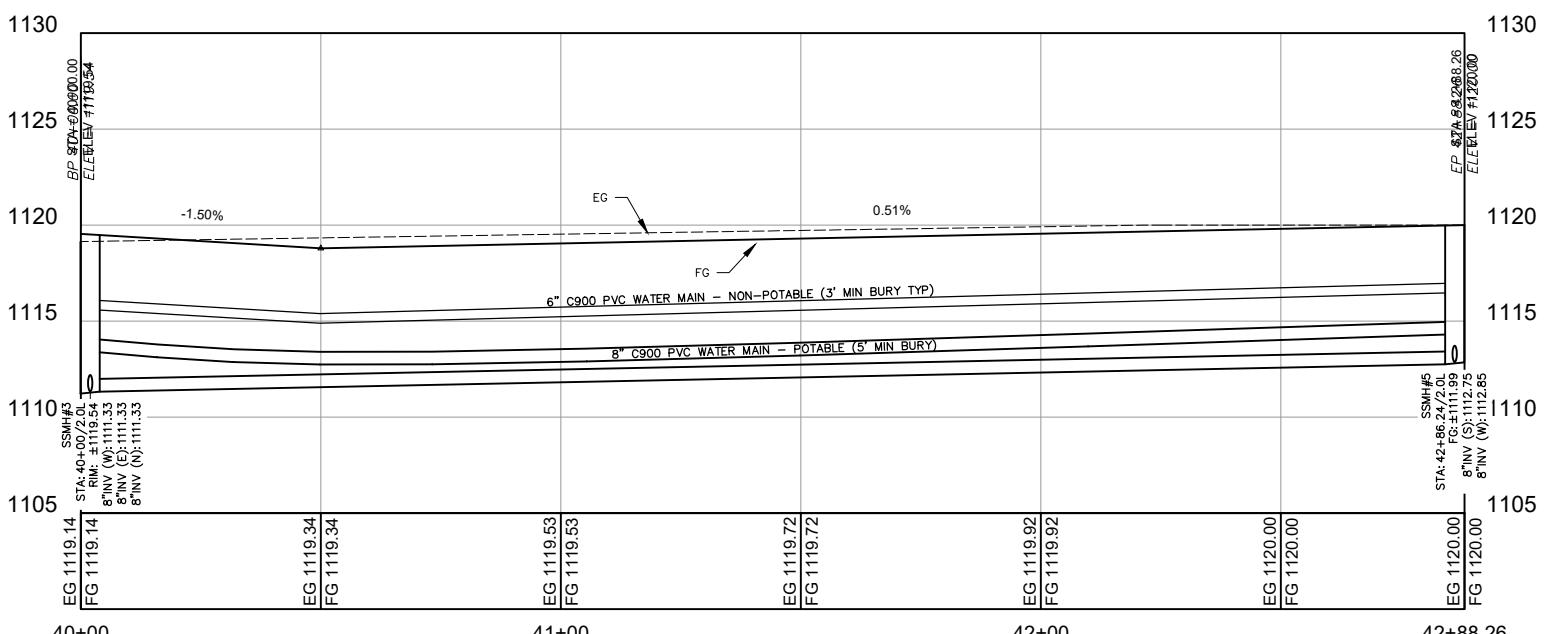
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Call before you dig.

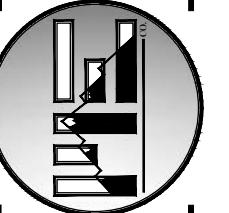
CITY OF OTHELLO

APPROVED FOR CONSTRUCTION:



13th AVE





SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON

CONSTRUCTION NOTES

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10. DRIVEWAY: OFFSET TO MIDPOINT AT TBW

POTABLE/NON-POTABLE CROSSING

THE CONTRACTOR SHALL SLEEVE ALL POTABLE/NON-POTABLE WATER PIPE CROSSINGS THAT DO NOT MEET CITY OF OTHELLO SPACING REQUIREMENTS, BEING 10' HORIZONTAL, AND 18" VERTICAL, OUTSIDE OF PIPE TO OUTSIDE OF PIPE. THIS SHALL INCLUDE SERVICE LINE CROSSINGS AT MAIN LINE PIPES.



Know what's below.
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CITY OF OTHELLO

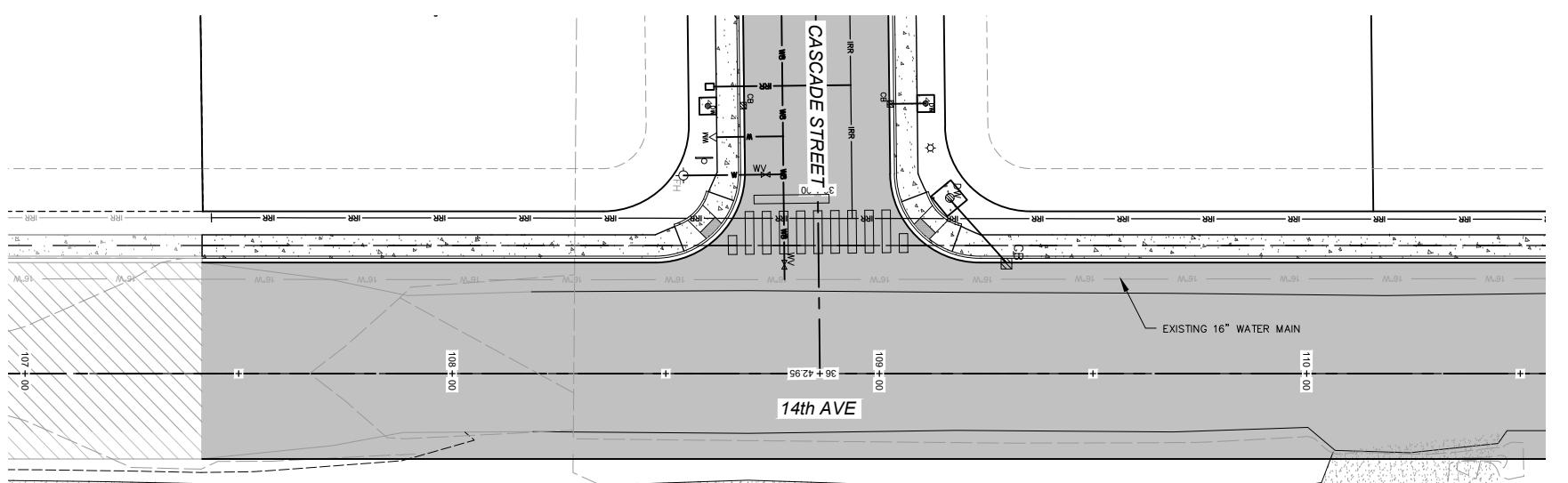
14TH AVENUE
STA: 107+00 - STA: 110+50

APPROVED FOR CONSTRUCTION:

CITY ENGINEER DATE

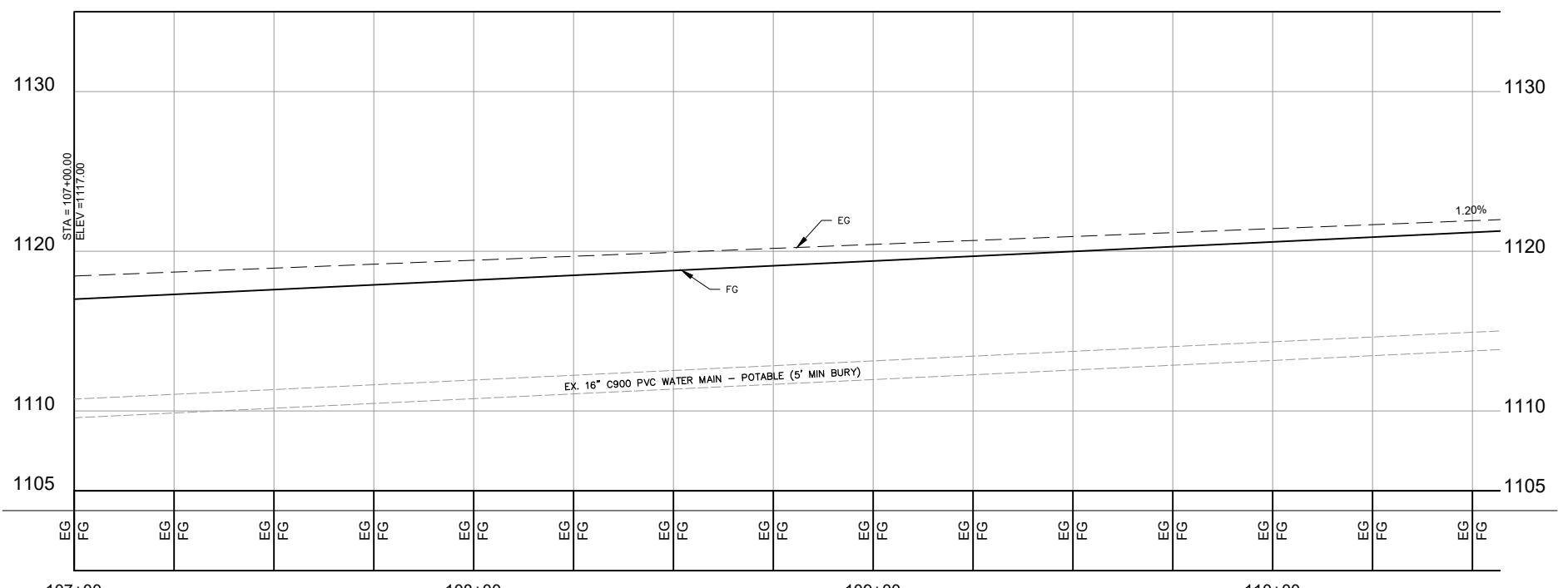
CITY ADMINISTRATOR DATE

SHEET # C4.6
PROJECT # ME2022-021
DATE 08/15/2022



14th AVE. PLAN

H-SCALE=1:20
V-SCALE=1:10

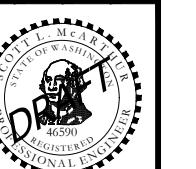


14th AVE PROFILE

H-SCALE=1:20
V-SCALE=1:10



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SAND HILL ESTATES V
INFRASTRUCTURE PLAN
CITY OF OTHELLO, WASHINGTON

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| SHEET # | C4.7 |
| PROJECT # | ME2022-021 |
| DATE | 08/15/2022 |

CONSTRUCTION NOTES

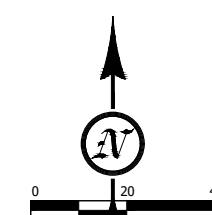
- ① 48" SEWER MANHOLE PER CITY OF OTHELLO STANDARD DETAIL C-1.
- ② 10" SDR35 PVC SEWER MAIN PER MANUFACTURERS SPECIFICATIONS, CITY OF OTHELLO REQUIREMENTS, AND TRENCHING DETAIL A-19.
- ③ 8" SDR35 PVC SEWER MAIN PER MANUFACTURERS SPECIFICATIONS, CITY OF OTHELLO REQUIREMENTS, AND TRENCHING DETAIL A-19.
- ④ 4" SDR35 PVC SEWER SERVICE PER CITY OF OTHELLO STANDARD DETAILS C-2/A-19.
- ⑤ 12" C900 PVC WATER MAIN PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAIL A-19.
- ⑥ 8" C900 PVC WATER MAIN PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAIL A-19.
- ⑦ 12"x12"x8" DI TEE PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO TRUST BLOCKING STANDARD DETAIL B-9.
- ⑧ 8"x8"x8" DI CROSS PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO TRUST BLOCKING STANDARD DETAIL B-9.
- ⑨ 8"x8"x8" DI TEE PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO TRUST BLOCKING STANDARD DETAIL B-9.
- ⑩ 12" RSGV AND VALVE BOX PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAILS B-9/B-13.
- ⑪ 8" RSGV AND VALVE BOX PER MANUFACTURERS SPECIFICATIONS AND CITY OF OTHELLO STANDARD DETAILS B-9/B-13.
- ⑫ FIRE HYDRANT PER CITY OF OTHELLO STANDARD DETAILS B-6/B-9.
- ⑬ 1" WATER SERVICE AND METER SETTER PER CITY OF OTHELLO STANDARD DETAIL B-7. CONTRACTOR SHALL EXTEND SERVICE CONNECTION LINE BEYOND UTILITY EASEMENT.
- ⑭ WATER SAMPLING STATION PER CITY OF OTHELLO STANDARD DETAIL B-12.
- ⑮ BLOW-OFF ASSEMBLY PER CITY OF OTHELLO STANDARD DETAIL B-14.
- ⑯ PRECAST TYP B CONCRETE DRYWELL PER CITY OF OTHELLO STANDARD DETAIL A-16.
- ⑰ TYPE 1 CATCH BASIN PER CITY OF OTHELLO STANDARD DETAIL A-17.
- ⑱ 10" SDR35 STORM PIPE PER MANUFACTURER'S SPECIFICATIONS AND CITY OF OTHELLO REQUIREMENTS, AND CITY OF OTHELLO STANDARD DETAIL A-19. ($S=0.01FT/FT$).
- ⑲ 6" C900 PVC NON-POTABLE IRRIGATION WATER PER CITY OF OTHELLO STANDARDS AND REQUIREMENTS, AND CITY OF OTHELLO STANDARD DETAIL A-19. CONTRACTOR TO VERIFY NON-POTABLE VALVE AND SERVICE LOCATIONS WITH CITY PRIOR TO INSTALL.
- ⑳ NON-POTABLE IRRIGATION SERVICE PER CITY OF OTHELLO STANDARD DRAWING NP-1.
- ㉑ NON-POTABLE DISTRIBUTION DRAIN PER CITY OF OTHELLO STANDARD DRAWING NP-2.
- ㉒ 6"x6"x6"x6" DI CROSS (NON-POTABLE) PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO REQUIREMENTS, EACH TO BE FITTED WITH THREE (3) 6" RSGV CONTROL VALVES AND VALVE CAN RISERS PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO STANDARD DETAILS B-9/B-13.
- ㉓ 6"x6"x6" DI TEE (NON-POTABLE) PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO REQUIREMENTS, EACH TO BE FITTED WITH THREE (3) 6" RSGV CONTROL VALVES AND VALVE CAN RISERS PER MANUFACTURERS SPECIFICATIONS, AND CITY OF OTHELLO STANDARD DETAIL A-5.
- ㉔ 22' WIDE (THROAT WIDTH) CONCRETE DRIVEWAY APPROACH PER CITY OF OTHELLO STANDARD DETAIL A-5.
- ㉕ CONCRETE DRIVEWAY APPROACH, THROAT WIDTH AS SPECIFIED, PER CITY OF OTHELLO STANDARD DETAIL A-5.
- ㉖ PEDESTRIAN RAMP PER CITY OF OTHELLO STANDARD DETAIL A-6.
- ㉗ PEDESTRIAN CROSSWALK PER CITY OF OTHELLO AND MUTCD REQUIREMENTS.
- ㉘ RELOCATE TEMPORARY BARRICADE PER CITY OF OTHELLO STANDARD DETAIL A-8.
- ㉙ STREET LIGHTING PER CITY OF OTHELLO/UTILITY PROVIDER REQUIREMENTS.
- ㉚ CENTERLINE MONUMENT PER CITY OF OTHELLO STANDARD DETAIL A-7.
- ㉛ STOP SIGN (R1-1) PER CITY OF OTHELLO STANDARD DETAIL A-20.
- ㉜ STREET NAME SIGNAGE (PUBLIC) PER CITY OF OTHELLO STANDARD DETAIL A-20.
- ㉝ STOP BAR (12" WHITE) PER MUTCD REQUIREMENTS.
- ㉞ BOLLARD PER CITY OF OTHELLO STANDARDS AND REQUIREMENTS.
- ㉟ EMERGENCY VEHICLE/PEDESTRIAN ASPHALT WALKING PATH PER THE TYPICAL SECTION.
- ㉟ APPROXIMATE MAILBOX CLUSTER LOCATION. DEVELOPER TO CONFIRM FINAL LOCATION WITH POST MASTER.

STATION OFFSET NOTES

1. SEWER MANHOLE: OFFSET TO CENTER OF MANHOLE
2. SEWER SERVICE: OFFSET TO END OF SERVICE
3. CLEAN-OUT: OFFSET TO CENTER OF ACTUAL
4. WATER/IRRIGATION METER: OFFSET TO FACE OF METER
5. TEE/CROSS: OFFSET TO CENTER OF INTERSECTION
6. BLOW-OFF ASSEMBLY: OFFSET TO CENTER OF ACTUAL
7. FIRE HYDRANT ASSEMBLY: OFFSET TO CENTER OF ACTUAL
8. DRYWELL: OFFSET TO CENTER OF ACTUAL
9. CATCH BASIN: OFFSET TO TBC AT CATCH BASIN
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STA: 110+50 - STA: 114+00

APPROVED FOR CONSTRUCTION:

CITY ENGINEER DATE

CITY ADMINISTRATOR DATE

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: November 21, 2022

SUBJECT: Multi-Family Tax Exemption (MFTE) Program – Draft Ordinance

The City received a grant from the Department of Commerce to work toward implementing the adopted Housing Action Plan. We are using the grant to explore implementing the state's Multi-Family Tax Exemption (MFTE) program. Our consultant has prepared a draft MFTE ordinance for consideration.

Attachments

- Proposed OMC 3.40, "City of Othello Multifamily Tax Exemption Program Draft Ordinance", by David Stalheim, Mud Bay Consulting Services

Action: The Commission should review the draft ordinance and provide initial direction to staff on any changes needed. The Commission should also consider whether they are ready to hold a public hearing on this draft ordinance at the next meeting.

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Findings (in Ordinance preamble)

The City finds that:

- (1) Housing supply in Othello is limited, and homeownership is unaffordable for many households;
- (2) Rental housing costs are rising and restricting options for low- and moderate-income households;
- (3) There is a lack of housing options available to local households, including families with children and permanent housing for farmworkers, especially for low-income households;
- (4) The Washington State Legislature, in 2021, provided the first opportunity for Othello to offer the Multifamily Housing Tax Exemption (MFTE) Program (Chapter 84.14 RCW) within the city;
- (5) Adoption of this ordinance will help increase and improve residential opportunities, including affordable and multifamily housing opportunities; and
- (6) This ordinance meets all required provisions and procedures set forth in Chapter 84.14 RCW.

3.40.010 Purpose.

Limited exemptions from ad valorem property taxation for multifamily housing in urban centers are intended to:

- (a) Stimulate, with economic incentives, new construction or rehabilitation of existing buildings for multifamily housing in targeted residential areas to increase and improve housing opportunities, including affordable housing; and
- (b) Increase the supply of mixed-income multifamily housing opportunities within the city.

3.40.020 Definitions.

The definitions in this section apply throughout this chapter unless the context clearly requires otherwise.

- (a) "Affordable housing" means residential housing that is rented by an eligible household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent (30%) of the household's monthly income. For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low- or moderate-income households.
- (b) "Director" means the director of community development, or any other office, department or agency that shall succeed to its functions with respect to this chapter, or their authorized designee.
- (c) "Eligible household" means a household that certifies that their household income does not exceed the applicable percentage of the area median income, adjusted for household size, and who certify that they meet all qualifications for eligibility.
- (d) "Household" means a single person, family, or unrelated persons living together.
- (e) "Low-income household" means a household whose adjusted income is at or below eighty percent (80%) of the area median income adjusted for family size, for Adams County, as reported by the United States Department of Housing and Urban Development.
- (f) "MFTE" means multifamily housing property tax exemption.
- (g) "Moderate-income household" means a single person, family, or unrelated persons living together whose adjusted income is more than eighty percent (80%) but is at or below one hundred fifteen percent (115%) of the area median income adjusted for family size, for Adams County, as reported by the United States Department of Housing and Urban Development.
- (h) "Multifamily housing" means buildings having four (4) or more dwelling units designated for permanent residential occupancy resulting from new construction or rehabilitation or conversion of vacant, underutilized, or substandard buildings.
- (i) "Owner" means the property owner of record as filed with the county assessor's office.
- (j) "Permanent residential occupancy" means multifamily housing that provides either rental or owner occupancy for a period of at least one (1) month. This excludes hotels and motels that offer rental accommodation on a daily or weekly basis.
- (k) "Permanently affordable homeownership", for purposes of Section 3.40.030(b), means homeownership that, in addition to meeting the definition of "affordable housing", is:
 - (1) Sponsored by a nonprofit organization or governmental entity, which:
 - i. Executes a new ground lease or deed restriction with a duration of at least 99 years at the initial sale and with each successive sale; and
 - ii. Supports homeowners and enforces the ground lease or deed restriction.
 - (2) Subject to a ground lease or deed restriction that includes:
 - i. A resale restriction designed to provide affordability for future low- and moderate-income homebuyers; and
 - ii. A right of first refusal for the sponsor organization to purchase the home at resale; and
 - iii. A requirement that the sponsor must approve any refinancing, including home equity lines of credit.
- (l) "Project" means the multifamily housing or portion of the multifamily housing that is to receive the tax exemption.

- (m) "Qualified non-profit organization" means a non-profit organization or any subsidiary or affiliate of such organization.
- (n) "Residential targeted area" means an area designated by the City as a residential targeted area in accordance with, and within the meaning of, Chapter 84.14 RCW.
- (o) "Support" for homeowners by an organization includes homebuyer education, home maintenance classes, financial education, or similar programs.

3.40.030 Tax exemption.

The value of new multifamily housing construction, conversion, and rehabilitation improvements qualifying under this section is exempt from ad valorem property taxation, as follows:

- (a) **Twelve-Year Exemption.** For twelve (12) successive years beginning January 1st of the year immediately following the calendar year of issuance of the final certificate of tax exemption if the property otherwise qualifies for the exemption and meets the conditions in this subsection. For the property to qualify for the twelve-year exemption under this subsection:
 - (1) the applicant must commit to renting at least twenty percent (20%) of the multifamily housing units as affordable housing units to eligible low- and moderate-income households, and the property must satisfy that commitment; or
 - (2) the applicant must commit to selling at least twenty percent (20%) of the multifamily housing units as affordable housing units exclusively for owner occupancy to eligible low- or moderate-income households, and the property must satisfy that commitment. Affordable units intended for owner occupancy must be sold by the applicant with a covenant running with the land that prevents the use of the property as a rental unit and includes a resale restriction designed to maintain affordability for future low- or moderate-income homebuyers until the expiration of the exemption.
 - (3) At the expiration of the exemption the applicant must provide tenant relocation assistance in an amount equal to one month's rent to a qualified tenant within the final month of the qualified tenant's lease. To be eligible for tenant relocation assistance under this subsection, the tenant must occupy an income-restricted unit at the time the exemption expires and must qualify as a low-income household under this chapter at the time relocation assistance is sought.
- (b) **Twenty-Year Exemption.** For twenty (20) successive years beginning January 1st of the year immediately following the calendar year of issuance of the final certificate of tax exemption if the property otherwise qualifies for the exemption and meets the conditions in this subsection. For the property to qualify for the twenty-year exemption under this subsection, at least twenty-five percent (25%) of the units must be built by or sold to a qualified nonprofit or local government partner that will assure permanent affordable homeownership for eligible low- or moderate-income households and support the residents of these units. The remaining seventy-five percent (75%) of units may be rented or sold at market rates. All units receive the tax exemption as long as the conditions in the final certificate of tax exemption are met for the duration of the exemption.
- (c) If, in calculating the minimum proportion of the multi-family housing units in the project for affordable housing in this section, the number contains a fraction, then the minimum number of multi-family housing units for affordable housing shall be rounded up to the next whole number.

3.40.040 Residential target areas.

(a) A residential targeted area must meet the following criteria:

- (1) The residential targeted area is within an urban center as defined by Chapter 84.14 RCW;
- (2) The residential targeted area lacks sufficient available, desirable, and convenient residential housing to meet the needs of the public who would be likely to live in the urban center if affordable, desirable, attractive, and livable residences were available; and
- (3) Providing additional housing opportunity in the residential targeted area will assist in achieving one or more of the following purposes:
 - i. Encourage increased residential opportunities within the city; or
 - ii. Stimulate the construction of new multifamily housing; or
 - iii. Encourage the rehabilitation of existing vacant and underutilized buildings for multifamily housing.
- (4) In designating a residential targeted area, the council may also consider other factors, including:
 - i. Whether additional housing in the residential targeted area will attract and maintain an increase in the number of permanent residents;
 - ii. Whether providing additional housing opportunities for low- and moderate-income households would meet the needs of citizens likely to live in the area if affordable housing were available;
 - iii. Whether an increased permanent residential population in the residential targeted area will help to achieve the planning goals through the City's comprehensive plan; or
 - iv. Whether encouraging additional housing in the residential targeted area supports significant public investment in public transit or a better jobs and housing balance.
- (5) The residential targeted area must allow an average minimum density equivalent to 15 dwelling units or more per gross acre.
- (6) At any time, the council may, by ordinance, amend or rescind the designation of a residential targeted area pursuant to the same procedural requirements as set forth in this chapter for original designation.

(b) The boundaries of the designated residential target areas located within the urban center of Othello are depicted in the maps below.

Figure 1: Residential Target Area A (North)

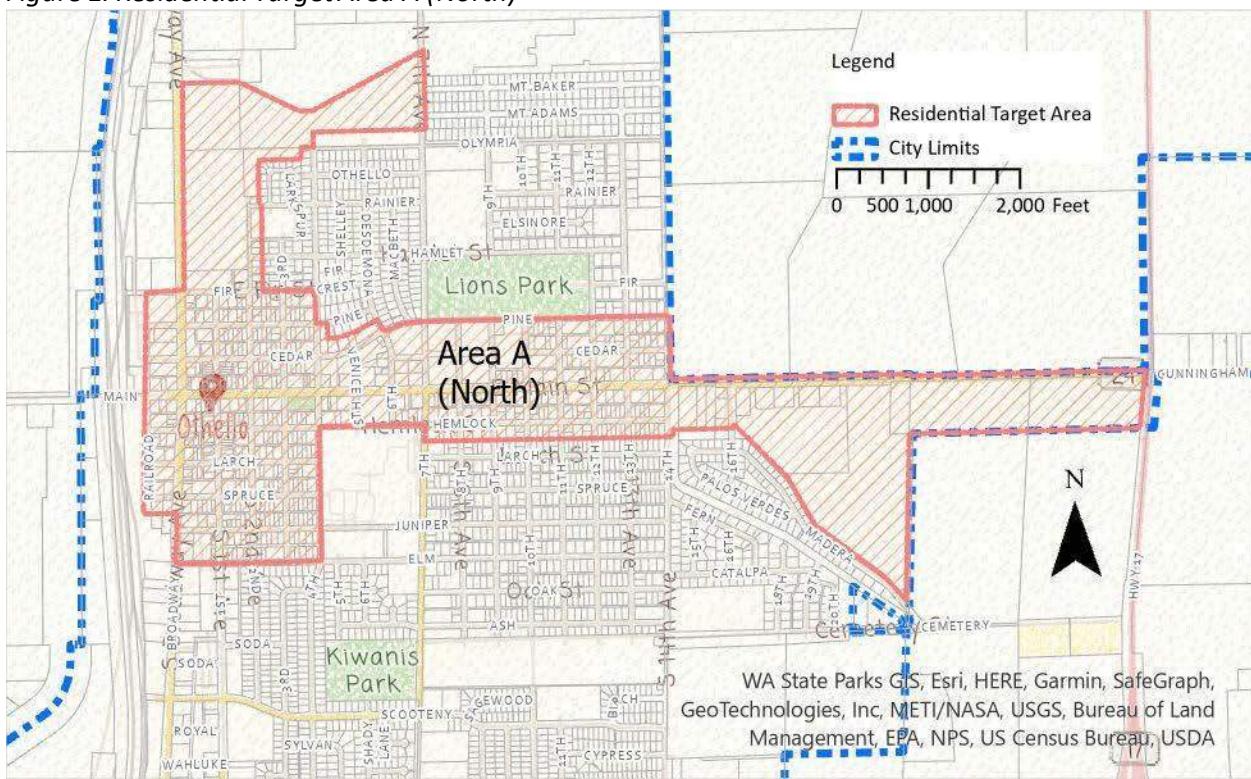


Figure 2: Residential Target Area B (South)

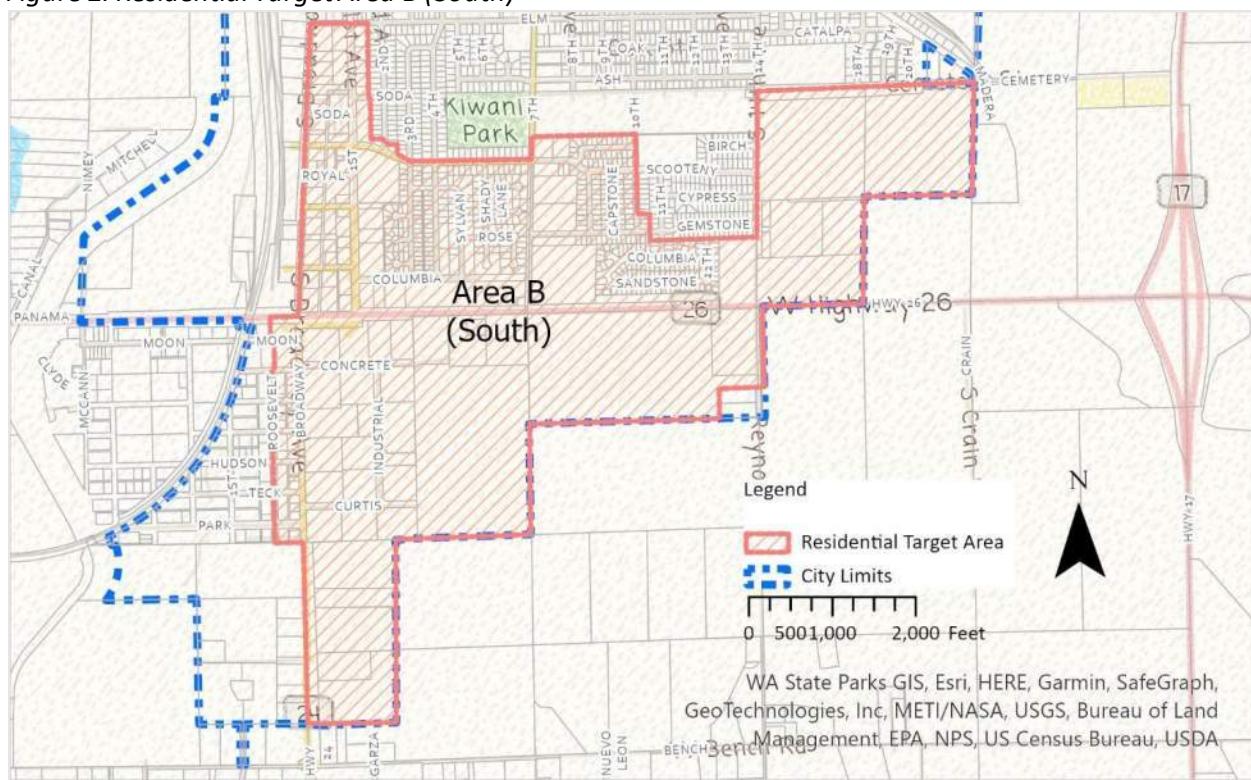


Figure 3: Residential Target Area C (Ash St)



3.40.050 Project eligibility.

An owner of property applying under this chapter must meet the following requirements:

- (a) The new or rehabilitated multiple-unit housing must be located in a designated residential targeted area.
- (b) The project must be multifamily housing consisting of at least four (4) dwelling units within a residential structure or as part of a mixed-use development, in which at least fifty percent (50%) of the space within such residential structure or mixed-use development is intended for permanent residential occupancy.
- (c) For new construction, a minimum of four (4) new dwelling units must be created; for rehabilitation or conversion of existing occupied structures, a minimum of four additional dwelling units must be added.
- (d) Rehabilitation:
 - (1) Property proposed to be rehabilitated must fail to comply with one or more standards of the City's building or housing codes.
 - (2) Property proposed to be rehabilitated with existing multifamily housing that has been vacant for twelve (12) months or more does not have to provide additional multifamily units.
 - (3) If the property proposed to be rehabilitated is not vacant, an applicant must provide each existing tenant housing of comparable size, quality, and price and a reasonable opportunity to relocate.
- (e) The project shall be completed within three (3) years from the date of approval of the contract by the Director as provided in 3.40.070(b) or by any extended deadline granted by the Director as provided in 3.40.070(c).

- (f) As per RCW 84.14.030(6), the applicant must enter into a contract approved by the Director, under which the applicant has agreed to implement the development.
- (g) The project must achieve a minimum of fifteen (15) residential units per gross acre.
- (h) **Optional clause:** No new applications may be accepted for inclusion into this program after 1 December 31, 20XX or 2) after the City has received MFTE applications which would result in 500 units of new multifamily housing, whichever comes first.

3.40.060 Application procedure.

A property owner who wishes to propose a project for a multifamily property tax exemption shall comply with the following procedures:

- (a) Prior to the application for any building permit, the applicant shall submit an application to the Director, on a form established by the Director along with required application fees.
- (b) A complete application shall contain such information as the Director may deem necessary or useful, and shall include:
 - (1) A brief written description of the project;
 - (2) A preliminary schematic site and floor plans of the multifamily units and the structure(s) in which they are proposed to be located;
 - (3) A brief statement setting forth the grounds for qualification for exemption;
 - (4) A statement from the owner acknowledging the tax liability when the project ceases to be eligible under this chapter;
 - (5) Verification by oath or affirmation of the information submitted;
 - (6) For rehabilitation projects, the applicant shall also submit an affidavit that existing dwelling units have been unoccupied for a period of twelve months prior to filing the application, or that housing of comparable size, quality, and price and a reasonable opportunity to relocate has been provided to tenants, and shall secure from the City verification of property noncompliance with the City's local housing standard; and
 - (7) Any application fee as established by the City for review and consideration of the MFTE application.

3.40.070 Application review.

- (a) The Director may certify as eligible an application which is determined to comply with the requirements of this chapter. A decision to approve or deny an application shall be made within ninety (90) days of receipt of a complete application. An application may be approved subject to such terms and conditions as deemed appropriate by the Director to ensure the project meets the land use regulations of the City.
- (b) **Approval.** If an application is approved by the Director, the approval, together with a contract between the applicant and the City regarding the terms and conditions of the project, signed by the applicant, shall be signed by the Director or designee. Once the contract is fully executed, the Director shall issue a conditional certificate of acceptance of tax exemption. The conditional certificate expires three (3) years from the date of approval unless an extension is granted as provided in this chapter.
- (c) **Extension of Conditional Certificate.** The conditional certificate may be extended by the Director for a period not to exceed twenty-four (24) consecutive months. The applicant must submit a written

request stating the grounds for the extension, accompanied by a processing fee, if required. An extension may be granted if the Director determines that:

- (1) The anticipated failure to complete construction or rehabilitation within the required time period is due to circumstances beyond the control of the owner;
- (2) The owner has been acting and could reasonably be expected to continue to act in good faith and with due diligence; and
- (3) All the conditions of the original contract between the applicant and the City will be satisfied upon completion of the project.

(d) Denial of Application. If the application is denied, the Director shall state in writing the reasons for denial and shall send notice to the applicant at the applicant's last known address within ten (10) days of the denial. An applicant may appeal a denial to the hearing examiner by filing a written appeal, together with any fees required, within thirty (30) days of notification by the City. The appeal will be based upon the record made before the Director with the burden of proof on the applicant to show that there is no substantial evidence on the record to support the Director's decision. The decision of the hearing examiner in denying or approving the application is final.

(e) Amendments. An owner may request amendments to the contract by submitting a request in writing to the Director, along with the any fees established by the City, at any time within three (3) years of the date of the approval of the contract. The Director may approve amendments to the MFTE contract between the owner and the City that are reasonably within the scope and intent of the MFTE contract. The date for expiration of the conditional certificate shall not be extended by contract amendment unless all the conditions for extension set forth in subsection (c) of this section are met.

3.40.080 Final certificate.

(a) Application. Upon completion of the improvements provided in the contract between the applicant and the city and upon issuance of a temporary or permanent certificate of occupancy, the applicant may request a final certificate of tax exemption. The applicant must file with the Director such information as the Director may deem necessary or useful to evaluate eligibility for the final certificate and shall include:

- (1) A statement of expenditures made with respect to each multifamily housing unit and the total expenditures made with respect to the entire property;
- (2) A description of the completed work and a statement of qualification for the exemption;
- (3) A statement that the work was completed within the required three-year period or any authorized extension;
- (4) A statement that the project meets the affordable housing requirements as required by this chapter.

(b) Approval of final certificate.

- (1) Within thirty (30) days of receipt of all materials required for a final certificate, the Director shall determine whether the work completed and the affordability of the units satisfy the requirements of the application and the conditional contract approved by the City and is qualified for a limited tax exemption under this chapter. The City shall also determine which specific improvements completed meet the intent of this chapter and the required findings of RCW 84.14.060.

(2) If the Director determines that the project has been completed in accordance with this chapter and the contract between the applicant and the City and has been completed within the authorized period the City shall, within ten (10) calendar days of the expiration of the determination above, file a final certificate of tax exemption with the county assessor.

(c) Denial of final certificate.

(1) The Director shall notify the applicant in writing that a final certificate will not be filed if the Director determines that:

- i. The improvements were not completed within the authorized period;
- ii. The improvements were not completed in accordance with the contract between the applicant and the City; or
- iii. The owner's property is otherwise not qualified under this chapter.

(2) Within thirty (30) days of notification by the City to the owner of the Director's denial of a final certificate of tax exemption, the applicant may file a written appeal, together with any fees required, with the City hearing examiner specifying the factual and legal basis for the appeal.

3.40.090 Annual certification.

(a) Within thirty (30) days after the first anniversary of the date of filing the final certificate of tax exemption and each year thereafter, for the applicable tax exemption period, the property owner shall file a notarized declaration with the Director indicating the following:

- (1) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve (12) months ending with the anniversary date;
- (2) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the contract with the City;
- (3) A description of changes or improvements constructed after issuance of the certificate of tax exemption;
- (4) The total monthly rent of each unit;
- (5) Information demonstrating compliance with the affordability requirements of 3.40.030, and other applicable requirements under 3.40.050;
- (6) For the required affordable units, the household size and income of each household at the time of initial occupancy and their current household size and income; and
- (7) Any additional information requested regarding the units receiving a tax exemption and meeting any reporting requirements under Chapter 84.14 RCW.

3.40.100 Cancellation of tax exemption.

(a) The Director may cancel the tax exemption if the property owner breaches any term of the MFTE contract, covenant, or any part of this chapter. Reasons for cancellation include but are not limited to the following:

- (1) The property no longer complies with the terms of the contract or with the requirements of this chapter, including the provision of affordable units;
- (2) The use of the property is changed or will be changed to a use that is other than residential;
- (3) The project violates applicable zoning requirements, land use regulations or building code requirements;
- (4) The property for any other reason no longer qualifies for the tax exemption; or

(5) **Optional clause:** The property owner fails to submit the annual certification required under 3.40.090.

(b) Upon determining that a tax exemption shall be canceled, the Director shall notify the property owner or qualified non-profit organization, if applicable, by certified mail with a return receipt requested.

(c) The property owner or qualified non-profit organization, if applicable, may appeal the determination within thirty (30) days by filing a notice of appeal with the City hearing examiner, together with any fees required, specifying the factual and legal basis on which the determination of cancellation is alleged to be erroneous. The hearing examiner will conduct a hearing at which the applicant and the City will be heard and all competent evidence received. The hearing examiner will affirm, modify, or repeal the decision to cancel the exemption based on the evidence received.

(d) The Director shall notify the county assessor of the cancellation of the tax exemption thirty (30) days after the notification of the property owner or qualified non-profit organization, or upon an unsuccessful appeal under subsection (c).

(e) If the owner intends to convert multifamily housing receiving a tax exemption under this chapter to another use, the owner must notify the Director and the county assessor within sixty (60) days of the change in use. Upon such change in use, the tax exemption shall be canceled.

3.40.110 Hearing examiner.

(a) The city's land use hearing examiner is hereby provided jurisdiction to hear appeals of the decisions of the Director under this chapter. Said appeals shall be as follows:

(1) Appeal of a decision of the Director that the owner is not entitled to a final certificate of tax exemption, filed within thirty days of notification by the City to the owner of denial of a final certificate of tax exemption.

(2) Appeal of a cancellation of tax exemption, filed within thirty days of the notification by the City to the owner of cancellation.

(b) The hearing examiner's procedures shall apply to hearings under this chapter to the extent they are consistent with the requirement of this chapter and Chapter 84.14 RCW. The hearing examiner shall give substantial weight to the Director's decision and the burden of overcoming the weight shall be on the appellant. The decision of the examiner constitutes the final decision of the City. An aggrieved party may appeal the decision to superior court under RCW 34.05.510 through 34.05.598 if the appeal is properly filed within thirty days of notification by the City to the appellant of that decision.

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: November 21, 2022

SUBJECT: Active Transportation Plan – 1st Draft – Request for Direction

Our consultants, SCJ Alliance, are continuing to work on Othello's Active Transportation Plan (bicycle/pedestrian/non-motorized transportation) through a planning grant from QuadCo. After last month's review of the draft goals, policies, and framework, SCJ has submitted a first draft of the overall plan for review.

Staff Comments

1. The draft plan incorporates the Planning Commission's direction on changes to the goals and policies.
2. At this point, the Commission should just be reviewing the draft for content. The consultant will continue to proofread and also refine the language, formatting, color schemes, improve the graphics, and fill in items that are only placeholders for now. They are aware that figure and table numbers are not consistent currently but will be fixed for the final draft.
3. After the Commission's review this month, SCJ will revise the draft and provide an updated version in December that can be circulated for public review. This version will be provided to the Commission at the December meeting for any changes before the public hearing version in January.

Attachments

- 1st Draft of the Active Transportation Plan

Action: The Planning Commission should discuss the draft Plan and provide direction to staff and the consultants.

City of Othello, WA

Othello Active Transportation Plan

2023



SCJ Alliance



Introduction

The City of Othello has identified the need to enhance active transportation opportunities for pedestrians and cyclists. Major destinations such as schools, parks, downtown, and residential neighborhoods are not connected by safe active transportation infrastructure, making it difficult and risky to get around town without a car.

Through implementation of this plan, the City aims to improve the environment for cyclists and pedestrians, creating a reliable network that connects different destinations throughout the city. This plan establishes goals, policies, and prioritized projects that will help guide the city on a path forward to implementing the overall network and make getting around by foot or bike safer and more accessible.

This plan also lays out a strategy for achieving the goals of community access, physical activity, and promoting healthy lifestyles as required by the Growth Management Act.

What is Active Transportation?

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. While this plan mainly focuses on addressing the needs of people walking and cycling, active transportation improvements can benefit multiple other forms of transportation as well, such as skateboarding, scooters, and other micro-mobility methods, as well as wheelchairs and other mobility-assistance methods.



IMAGE: ACTIVE TRANSPORTATION METHODS

Demographics

To understand the growing need for active transportation, the following demographic analysis provides a snapshot of the current trends in Othello that impact the need for alternative transportation modes.

Population Growth

The 2020 Census reported a population of 8,549 in Othello. In Othello's 2015 Comprehensive Plan, it was projected that medium growth by 2020 would be a population of 8,262 and high growth would be 8,885. The fact that their population reached 8,549 in 2020 shows that Othello is experiencing medium to high population growth.

While the official population projection in the 2015 Comprehensive Plan was established as 17,825 people by the year 2035, more recent trends show that Othello is more on track with the OFM projections mentioned in the Comprehensive Plan than its separate official projection. For this reason, it is now assumed that Othello will have a population of between 9,896 and 11,007 by 2035, aligning with the OFM projections as stated in Table I-1 of the 2015 Comprehensive Plan. The City will likely update these numbers in the next periodic update of its Comprehensive Plan, but it is safe to assume that the City will continue to experience medium to high population growth in the foreseeable future.

As the population grows, there will be more and more opportunities to build and promote an active lifestyle in Othello. Citizens are already asking for alternative transportation options for commuting and/or recreation, and this demand is expected to increase as the population grows.

[insert chart of population growth and projected growth]

Age

In Table X below, it is notable how many young people, specifically under the age of 14, there are in Othello. Kids ages 0-14 make up 35.4% of the total population. People under 30 make up 59.5% of the total population. School-aged children and teenagers are more likely to get around town by foot or by bicycle, so the high number of people in these age groups must be taken into consideration while planning for transportation needs in Othello.

Table 2. Population by Age in Othello

| Age Group | Under 5 | 5 to 9 | 10 to 14 | 15 to 19 | 20 to 24 | 25 to 29 | 30 to 34 | 35 to 39 | 40 to 44 |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| % of Population | 12.0% | 13.0% | 10.4% | 5.6% | 9.4% | 9.1% | 6.6% | 6.6% | 4.0% |
| Age Group | 45 to 49 | 50 to 54 | 55 to 59 | 60 to 64 | 65 to 69 | 70 to 74 | 75 to 79 | 80 to 84 | 85+ |
| % of Population | 4.8% | 3.5% | 3.6% | 3.5% | 2.6% | 1.8% | 1.7% | 1.2% | 0.7% |

Source: ACS 2020 5-Year Estimates.

Language

Othello is home to many people who speak a language other than English. Of the population age 5 years and older, 34.9% of the population speaks only English, and 65.1% speaks a language other than English, whether that is in addition to English or not. The main language spoken apart from English is Spanish, with 59.8% of the population over the age of 5 speaking Spanish. The high percentage of people who speak Spanish in Othello should be taken into account when establishing informational signage, materials, and wayfinding for active transportation users. Active transportation options will be more accessible and more widely used if community members have the information they need in the language that they speak.

Disability

A major consideration in active transportation planning is ensuring that everybody in the community will be able to access what they need. Figure X notes that 6.2% of Othello's population experiences ambulatory difficulties, which means that they have trouble walking or climbing up stairs. 2.5% of the population have vision difficulties, and 2.6% have hearing difficulties.

By making infrastructure accessible to those who need extra support with their hearing, vision, or mobility, the city can ensure that its active transportation network is accessible by all. While ADA compliance is required in new infrastructure construction, the city should also consider strategic improvements and upgrades to existing sidewalks, crossings, and pathways to ensure that people with disabilities can access the active transportation network.

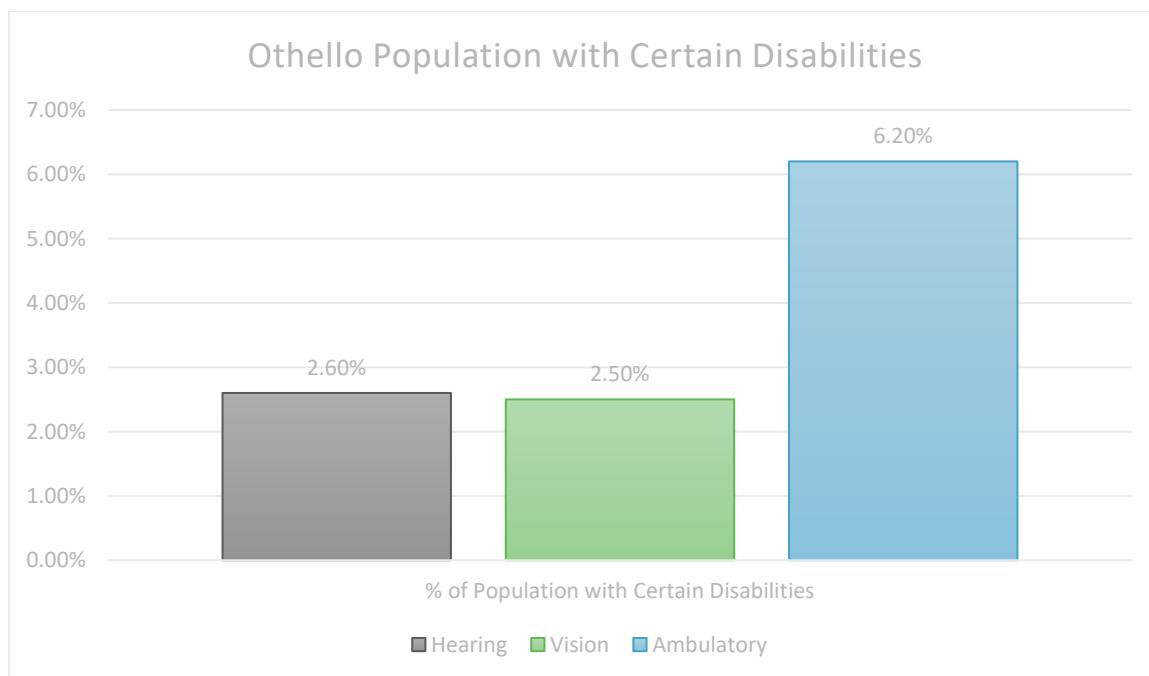


Figure 1. Percentage of people in Othello who experience certain disabilities.

Commuting Trends

Commuting trends are especially important to understand in an Active Transportation Plan. Based on 2019 data, Figure X shows inflow and outflow job counts. Based on this data, there are 1,510 people who live in Othello who also stay to work in Othello. There are 1,761 people who live in Othello but leave city limits for work, and there are 2,933 people who live elsewhere but work in Othello.

This is important for understanding how many people are commuting within Othello and outside city limits. 1,510 people stay within city limits, and since the city is not large in size, it is reasonable to assume that a portion of this population would be willing to walk or bike to work. In planning for active transportation improvements, it will be beneficial to consider how the city can both grow the number of people who both live and work in Othello and grow the portion of those people that walk or bike to work.

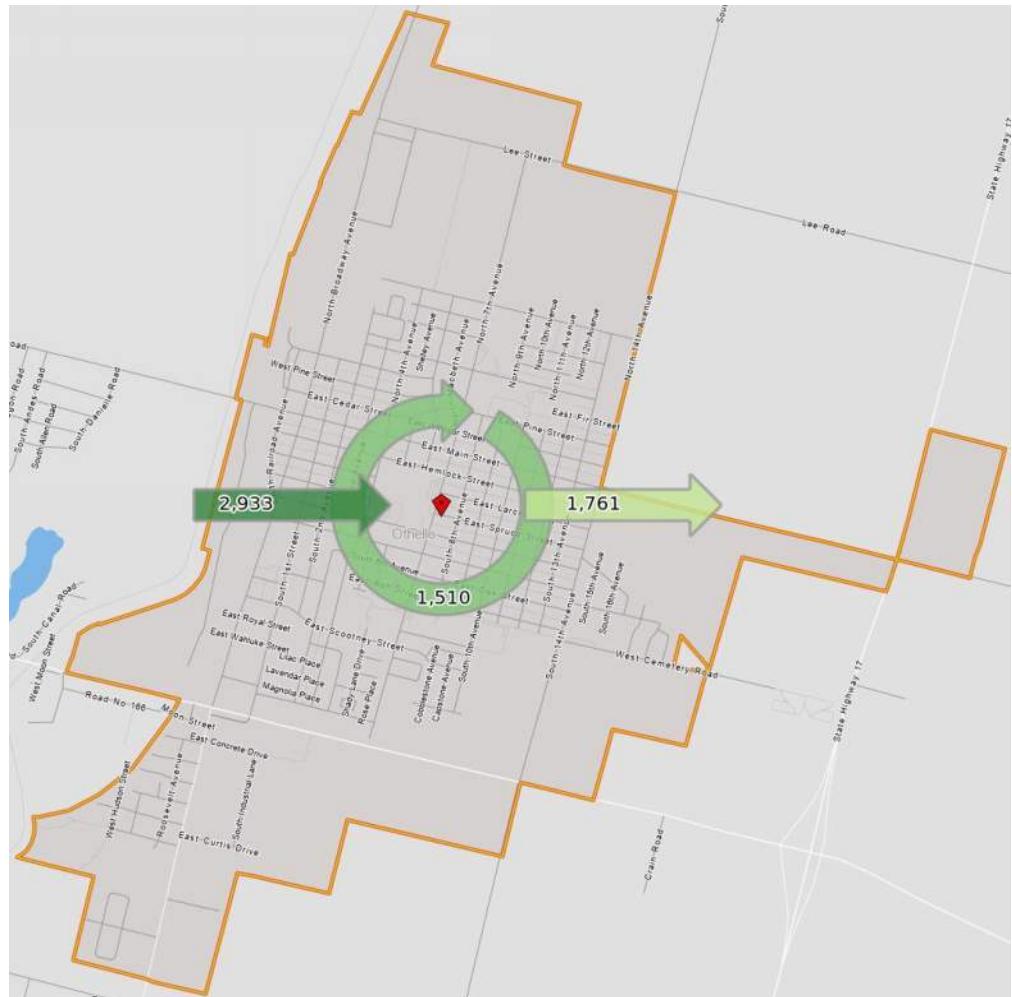


Figure 2. Inflow/Outflow Analysis of People who Live/Work in Othello.

Vehicle Ownership & Transportation to Work

The 2020 American Community Survey estimates that there are 2,967 workers over the age of 16 in Othello. Of these workers, 1.4% have no vehicle available, 12.1% have 1 vehicle available, 50.3% have 2 vehicles available, and 36.3% have 3 or more vehicles available.

While vehicle ownership is common among the majority of the working population in Othello, there are still at least 40-50 people without a car who need to figure out an alternative way of getting to work. This further emphasizes the need for active transportation improvements in Othello, indicating that not everyone has the option to drive themselves to work.

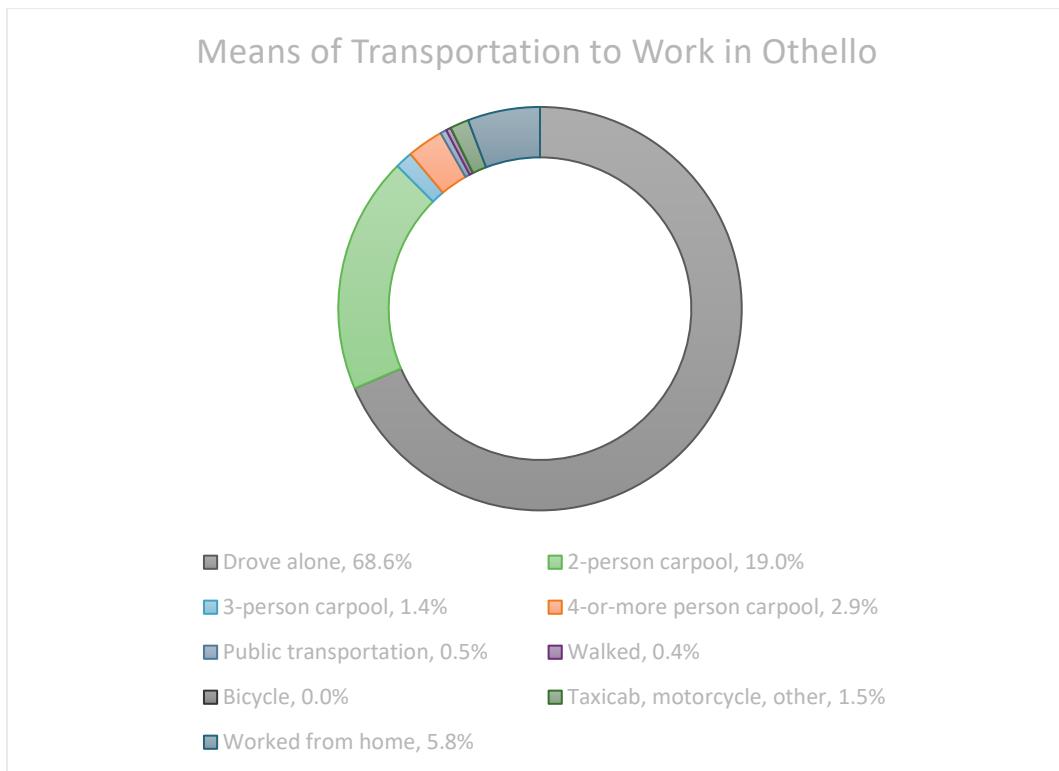


Figure 3. Means of Transportation to Work in Othello based on ACS 2020 5-Year Estimates.

Context Map

[Othello Base Map to be added]

Policy Review

The Department of Commerce states that “development of a community’s pedestrian and bicycle component occurs in the context of federal, state, and regional policies.” This section outlines those relevant policies and describes how Othello’s proposed active transportation network aligns with local, regional, state, and national transportation policies.

Othello Comprehensive Plan

Othello’s Comprehensive Plan provides context for how and where the city is looking to grow. As noted in the demographics section of this report, Othello is predicting a very high growth rate and needs to plan accordingly.

Some of the goals and objectives to note within Othello’s transportation section of the Comprehensive Plan are:

- Objective 4.2.3 – Pursue implementation of the Parks & Recreation trail plan within the growth area.
- Goal 4.3 – Incorporate ADA standards into all capital improvement projects and private development improvements that will become part of the City’s transportation infrastructure.
- Objective 4.4.2 – Implement the Parks & Recreation trail plan as part of any capital improvement project if the trail plan and street plan overlap.
- Objective 4.4.3 – Develop a greenway plan for Highway 26 and Highway 17.
- Goal 4.5 – Develop, prioritize, and implement an ongoing list of transportation Capital Improvement Projects.

Othello Complete Streets Policy

Othello adopted a Complete Streets Policy as Chapter 11.80 of the Municipal Code in 2020. This policy defines and outlines what complete streets in Othello will look like and the standards they are required to meet, emphasizing that the people of Othello should have options when it comes to transportation.

The policy ultimately aims to provide infrastructure for “pedestrians, bicyclists, transit users, emergency responders, freight, and users of all ages and abilities in new construction, retrofit, and reconstruction projects of public streets.” Additionally, the Complete Streets Policy “focuses not just on changing individual streets but on changing the decision-making process so that all users are considered during the planning, designing, building, and operation of roadways.”

Othello’s Complete Streets Policy sets a strong foundation for the work proposed in this plan. The recommendations set forth later in this plan will have the support of the city code behind them, providing an extra dimension of feasibility to the proposed recommendations.

Othello Housing Action Plan

Othello’s Housing Action Plan (HAP) was adopted in June 2021 with the purpose of providing clear direction on increasing production of market-rate and affordable housing, and the need for greater housing diversity, affordability, and access to opportunity for residents of all income levels. With a review of goals surrounding housing, transportation always needs to be addressed, as different housing options lead to a change in demand for specific types of transportation. Often, with increased density, active transportation options become more desirable.

In regards to parking and transportation standards, the HAP lays out strategic recommendations. It states, “The provision of parking and rights-of-way can affect the amount of land available for development and the costs of new projects. Adjusting these standards can help make developments more efficient, reducing costs and improving project feasibility”. They suggest to review of-street parking requirements, encourage or require alley-accessed, rear, or shared parking, and to reduce neighborhood street width requirements.

The overall HAP objectives are:

1. Make it easier to build affordable ownership and rental housing
2. Increase housing variety and choice
3. Ensure opportunities for families with children
4. Promote housing for agricultural workers

Active transportation can support these objectives in Othello, so that both housing options and active transportation opportunities can improve while making Othello an even better place to live and work.

Othello Parks & Recreation Plan

Othello’s Parks and Recreation Plan was adopted in February 2022. Included in the plan is a map that outlines Othello’s Parks & Trails Plan. That plan highlights existing trails, proposed trails, and greenway trails. This is helpful to identify some of the routes that have previously been decided would be prioritized. The addition of greenway trails is great to see, and in this plan we will aim to further define what a greenway trail might involve, since it looks different in each city or town. Additionally, this plan aims to re-create the maps for bicycle and pedestrian routes, aligning with the analysis and outreach conducted as part of this plan.

In the plan’s future needs analysis, it is noted that “More walking trails was highly desired by the community in the survey; however, the City doesn’t currently have much of a place to put them. It is hoped these trails could be incorporated into the proposed eco park/nature park. Therefore, the trail expenditure is scheduled out beyond the 6-year timeframe of this plan.”

The Parks and Recreation Plan, therefore, emphasizes the importance of expanding the existing sidewalk and pathway network to more fully connect throughout the city, which supports the goals stated in this plan.

Adams County Comprehensive Plan

Othello is located within Adams County. To provide a greater context to Othello’s planning, it’s important to look at plans that have done that are also relevant. The majority of Adams County’s Comprehensive Plan’s transportation chapter focuses on moving cars and trucks, without much of a focus on active transportation and what that may look like within the county.

The main policy that focuses on active transportation is Policy 14, which states the goal to “Provide alternative transportation choices for the traveling public by identifying suitable bicycle routes within the county where incompatibility issues with long haul truck traffic aren’t involved.”

This policy will be incorporated into Othello’s Active Transportation Plan as the most suitable routes for bike lanes are determined.

QUADCO Regional Transportation Plan

The QUADCO Regional Transportation Plan (RTP) includes Adams, Grant, Kittitas, and Lincoln Counties. This plan was adopted in December 2016 and plans for a 20-year period, from 2017 to 2037. The plan highlights six goals, under the themes of economic vitality, preservation, safety, mobility, environment, and stewardship. Within each of these categories, the plan highlights a goal that has to do with active transportation. This shows how moving toward better active transportation options is incorporated through the plan. The top goals identified in this plan are to:

- Protect the safety of our community
- Preserve and extend the life and utility of prior transportation system investments
- Enhance our region's economic vitality by promoting and developing transportation systems that stimulate, support, and enhance the movement of people and goods.
- Enhance the mobility of people and goods throughout the region by providing an interconnected transportation system and opportunities for choosing different transportation modes.
- Protect our region's environment and high quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- Improve the quality, effectiveness, and efficiency of our region's transportation system and growing communities with cost effective investments that have public support.

WSDOT Active Transportation Plan

In 2021, the Washington State Department of Transportation published the Washington State Active Transportation Plan: 2020 and Beyond. The plan discusses the importance of reliable active transportation options and the challenges in active transportation if certain facilities or amenities are not complete or are blocked from use. Since this plan is for the entire state, it focuses on both urban centers and the smaller, rural towns like Othello. The main goal it highlights for active transportation in the future is stated as, "The integrated transportation system of the future provides safe, welcoming, and connected networks that invite and enable everyone to walk and roll where they need to go".

There are important benefits of bicycling and walking and help work toward a stronger Washington for everybody, which the plan highlights to include health benefits, environmental benefits, economic benefits, and mobility, accessibility, and congestion relief benefits. WSDOT's plan is thorough and emphasizes the extent to which Washington is planning for a future that involves active transportation as a regular way to travel.

In one map in the plan, Othello is specifically labeled to show where there is an unplanned segment to complete the Great American Rail-Trail, which is planned by the Rails-to-Trails Conservancy. This is a cross-country trail project that has existing trails crossing much of Washington, but the largest missing segment is near Othello. A map can be found on page 91 of WSDOT's ATP. It would be helpful to consider if this connecting segment was completed, how Othello cyclists could connect to the trail and get to further destinations around Washington, even if for their daily commute to a nearby town.

Existing Conditions

Sidewalks

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space and are ADA compliant. Othello aims to have sidewalks on almost every street so that anywhere in town is safely accessible by foot.



Sidewalk Gap Analysis

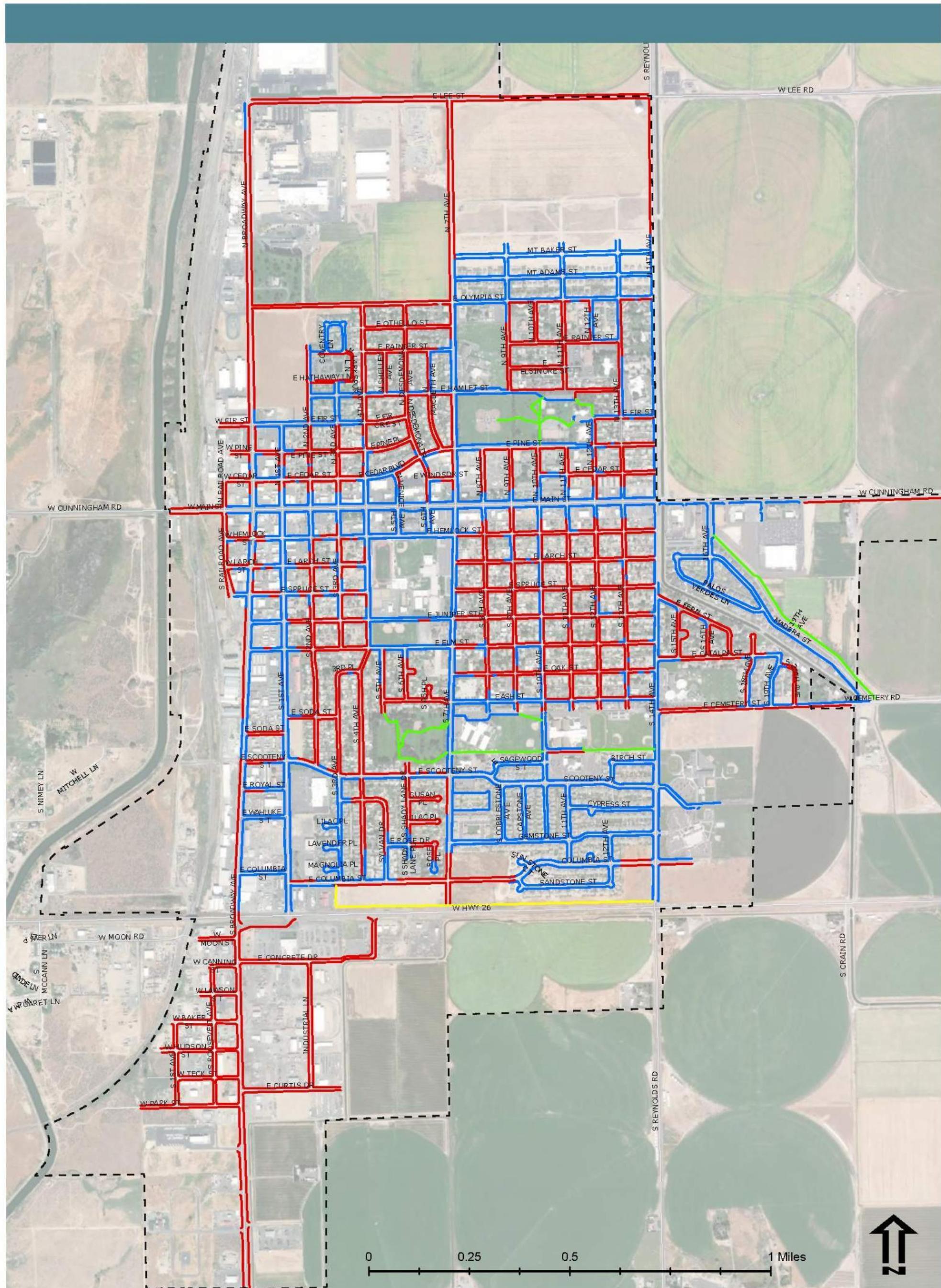
There are approximately 36 miles of completed sidewalks within Othello city limits. It is also estimated that there are *at least* 46 miles of additional sidewalk length needed to ensure a complete and connected pedestrian network throughout the City. This accounts for sidewalks being needed on both sides of the street for all of the city blocks displayed in Figure X.

Most of the gaps in Othello's sidewalk network are in the older, centrally located neighborhoods as well as the industrial areas on the outskirts of town. Newer neighborhoods and major arterials have fewer sidewalk gaps.

These gaps make it difficult for pedestrians to safely access many areas throughout Othello. Lack of sidewalks and sidewalks suddenly ending can lead to confusion for pedestrians, pushing them into the street where they have to contend with vehicles. In addition, since there are currently no bike lanes in Othello, people frequently

use the existing sidewalks to ride their bikes as a way to stay separated from passing vehicles. Until bike infrastructure is provided in Othello, bike riding on the sidewalks is expected to continue to occur. Therefore, sidewalk gaps also lead to challenges for those riding bikes in town.

These sidewalk gaps ultimately incentivize more driving as people decide they would rather drive than walk or bike on unsafe streets.



Bike Infrastructure

Othello currently has very little infrastructure for bicycles. There are about 2 miles of existing off-street pathways, as indicated in Figure X. These include the city park paths, the path on the south side of Lutacaga Elementary and McFarland Middle Schools, and the path on the east edge of town.

Apart from these unconnected paths, cyclists must share the roadway with vehicles. There are currently no bike lanes in the City of Othello. As with sidewalk gaps, this citywide gap in bicycle infrastructure makes cycling seem like a fairly risky activity, and there are not many people that bike in Othello because of this. Some school children bike to school, but as seen in the demographics review, zero percent of people commute by bicycle in Othello.

By adding some new bicycle infrastructure, such as more paths and bike lanes, that safely connect throughout the city, Othello will likely see an increase in the number of people that choose to get around by bike.

Paved Paths

Othello has been working to develop its paved pathway system. These paths are safe routes for cyclists and pedestrians to get around without the need to contend with vehicles.

Othello's city parks have paved path systems, and there is a paved path south of Lutacaga Elementary and McFarland Middle Schools, as well as one on the east edge of town, pictured in Image X.

Figure X shows a "Missing Paved Path" type, which outlines where paved paths are either planned to be developed or have been identified as a community need in the past. The missing path along SR 26 is partially planned as a linear park just south of the existing Sandstone Street. The remainder of the missing path along SR 26 is not currently planned, but is an ideal route to provide separation from the highway and a connection to the new linear park.



As Othello works to improve bicycle and pedestrian infrastructure, these pathways will be vital arteries for the active transportation network. It will be important to create a continuous network of pathways throughout the city to ensure cyclists and pedestrians have a safe, low stress environment in which to get around and recreate.

Amenities

Bike Parking

In addition to providing ways of getting around safely by bike, it is equally important to have a secure way of parking and locking up bikes throughout the city. New development and upgrades to major destinations such as parks, schools, and business districts, should be required to provide a minimum number of secure bike parking spots, or bike racks, in convenient locations to ensure cyclists have an accessible location to park and lock up their bikes.

Other Amenities

In addition to bike racks, the city should also consider addition of amenities such as bike repair stations, rest areas with benches, drinking fountains, and shade, as well as wayfinding information posted throughout the community to help guide cyclists to their destination. These extra amenities will ensure a positive, secure, and accessible experience when getting around Othello by bicycle.

Informal Paths & Trails

Othello also has a number of informal pathways, such as the dirt paths along the canal next to N 14th Ave. This is not a formal pathway or trail, but is still regularly used by pedestrians. This is evidenced by the Strava Heatmap in Figure X, which shows where walkers and runners tend to be the most active. This heatmap helps identify informal paths because it shows pedestrian and cyclist behavior, and where people gravitate toward when exercising. Strava data is limited to those who record their activity with Strava, so does not tend to capture more recreational walking or cycling, nor does it likely capture paths that children take to bike or walk to school.

Still, these heatmap paths demonstrate that people are using informal paths, such as those along the canals. It also shows which streets are more popular for pedestrian and cyclist activity.

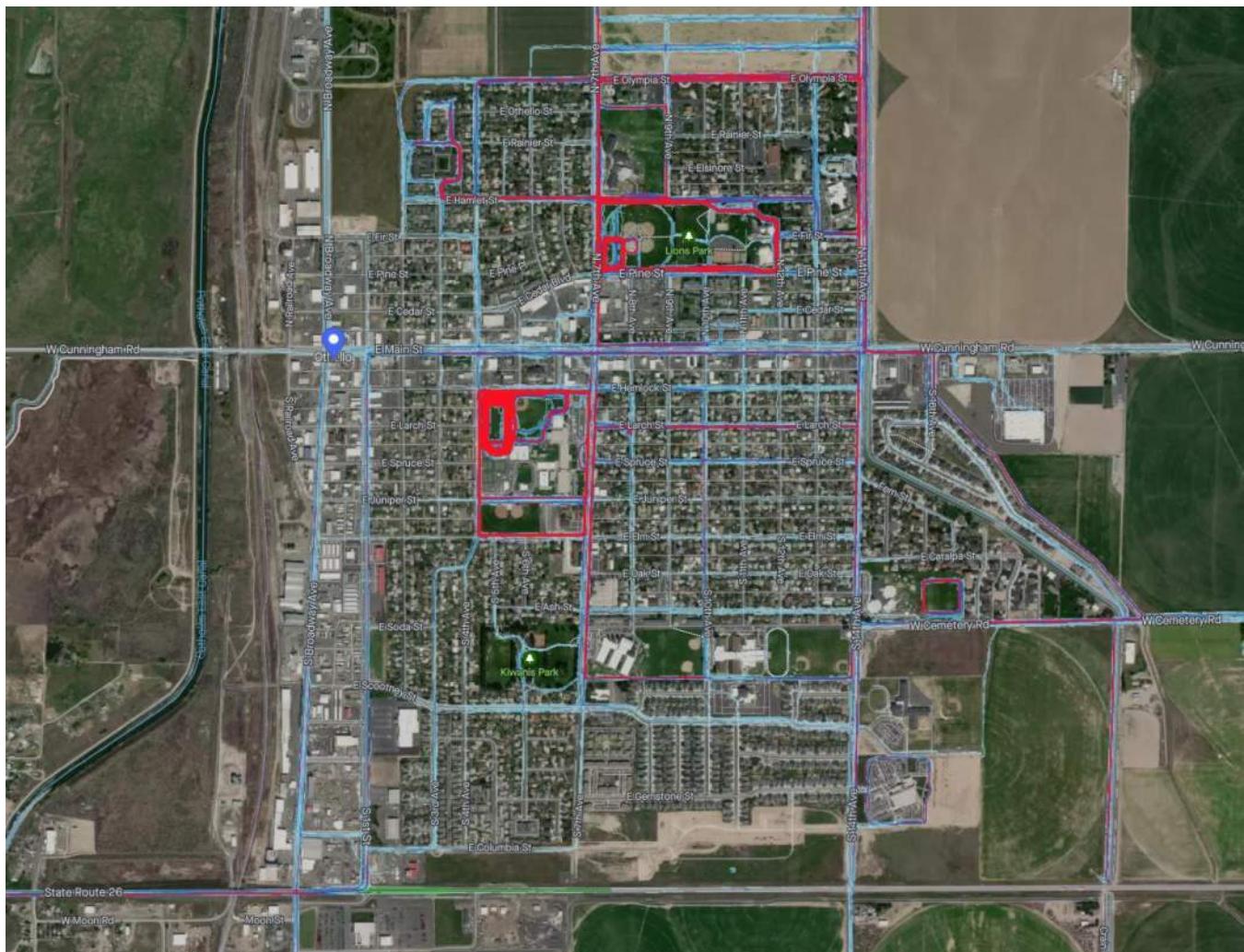


Figure 1: Strava Heatmap for Bicycle and Pedestrian Activity in Othello. The red lines indicate the most active routes used by Strava users, and light blue lines indicate less frequently used routes by Strava users. Dark blue lines fall in the middle. The green line along SR 26 is not part of the heatmap data.

Source: strava.com/heatmap

Opportunities

Wide Rights-of-Way

Othello's streets are very wide, and many of the streets have excess capacity for their current width. In other words, there is plenty of publicly-owned space, making it feasible to reallocate more space for sidewalks, bike lanes, and buffers between pedestrians, cyclists, and vehicles.

- Add bike lanes on streets with sufficient right-of-way
- Consider parking-protected bike lanes on arterials
- Make minor changes to low-traffic, slow-speed residential routes to make them bike and pedestrian friendly such as signage, traffic-calming, and sharrows.

Street Connectivity

The city's existing street network is largely in a grid pattern, so streets are well-connected with plenty of opportunities for route alternatives and greater accessibility to main routes.

- Add paved pathways to further connect the system of off-street active transportation network
- Connect bike and pedestrian infrastructure with major destinations
- Complete the sidewalk network
- Improve crossings at strategic locations to ensure safe connections across busy intersections

Flat Terrain

Othello is mostly flat, which makes cycling and walking more attractive options than other, hillier, cities.

Othello Walk Path

The Othello Walk Path creates a 4.8-mile loop around the east-central side of the city. This path was established[history of Othello Walk Path]..., and more recently it was included in the city's park plan and comprehensive plan updates.

The existing path consists of a mix of paved pathways and sidewalks. However, the City has an opportunity with this plan to focus on enhancing this loop by providing more paved pathways, improving crossings along the route, and installing wayfinding signage to make the loop trail more accessible and well-known.



Challenges

Auto-Oriented Roadways

Othello, like many small towns, has developed in a pattern that is largely dependent on cars. Streets are wide, but sidewalks are narrow and most buildings are oriented toward parking lots or driveways rather than the sidewalk. This focus on cars can discourage alternative modes of transportation.

Lack of Existing Transportation Options

There is a lack of facilities for people walking and biking in Othello. While there are sidewalks throughout the city, there are also many gaps in the sidewalk network and long stretches without safe pedestrian crossings.

Maintenance and Funding

Funding the development of appropriate bicycle and pedestrian facilities is always a challenge, as is the funding and logistics of maintenance for these facilities.

Planning Process

Spatial Analysis

A spatial analysis effort was undertaken in order to determine which routes within the city are most vital to the active transportation network. City staff and the planning consultant group looked at a map of major destinations throughout the city, how these destinations are connected by the existing street and pathway networks, and then determined which routes would be most appropriate for various bicycle and pedestrian infrastructure types.

Public Outreach

Public outreach was an important step to ensure that the residents of Othello had a chance to provide feedback on the vision for active transportation in Othello. The City gathered feedback through multiple methods of outreach, including a community survey, an in-person outreach event, and through multiple check-ins at planning commission meetings.

A survey was conducted during summer 2022 to gauge how people in Othello felt about active transportation needs in the community. A total of 218 respondents took the Othello Active Transportation Survey. Additionally, an in-person outreach event was held outside of Walmart on a Friday afternoon in July to ask people what they want to see from the active transportation plan. Approximately 50 people were engaged at the in-person outreach event.



Public Outreach

Priorities

The following list summarizes the themes that emerged from this public outreach process. These priorities helped establish this plan's vision, goals, and project prioritization.

- 1. Improve existing sidewalks and develop a sidewalk maintenance program to ensure sidewalks and pathways are well-maintained.**
- 2. Close gaps in the sidewalk network by adding sidewalks where there currently are none, especially around schools.**
- 3. Develop more opportunities to walk and bike on pathways around town.**
- 4. Ensure safe crossings on busy streets and near parks and schools.**
- 5. Increase traffic calming efforts to slow down car traffic and improve driver behavior.**

Vision

The vision for active transportation in Othello combines objectives from the demographics analysis, best practices, existing policy, inventory, and public feedback. This vision establishes the conditions that the City will strive for. The subsequent sections of this plan outline how the vision can be achieved by proposing a network, an action plan, and strategies for implementation.

Vision Statement

Othello aims to become a more walkable and bikeable city.

Othello's active transportation network will be safe, interconnected, and accessible, ensuring all who want to use it are able to. The City of Othello will have an established network of sidewalks, paved pathways, and bike lanes to ensure that there are equitable opportunities for people to get around town without needing a car. This network will connect major destinations throughout the city and enhance local and regional mobility. Active transportation routes are separated from vehicle traffic to the greatest extent possible and they connect safely across major intersections. Cyclists and pedestrians are valued and prioritized by the city and its transportation budget, which encourages residents to walk and bike more often, increasing the level of active transportation in Othello.

Goals & Policies

- ◆ **GOAL 1** -- Provide a complete, connected network of sidewalks, pathways, and bike lanes.
 - ◆ **POLICY 1.1** -- Ensure the bicycle and pedestrian facilities connect seamlessly to schools, parks, transit, employment centers, and higher-density neighborhoods.
 - ◆ **POLICY 1.2** -- Prioritize filling in gaps in existing networks, such as sidewalks, to provide continuous facilities and fulfill the Complete Streets Policy outlined in Othello City Code Chapter 11.80.
- ◆ **GOAL 2** -- Improve safety for people walking and bicycling on city streets.
 - ◆ **POLICY 2.1** -- Improve crossings where active transportation routes intersect with major arterials and where they connect to schools and parks.
 - ◆ **POLICY 2.2** -- Encourage traffic calming measures along all streets within the active transportation network.
- ◆ **GOAL 3** -- Provide equitable opportunities to access the active transportation network throughout the community.
 - ◆ **POLICY 3.1** -- Encourage amenities along bicycle and pedestrian routes that increase the comfort with using those facilities, such as street trees, lighting, bike racks, benches, and wayfinding/guidance signage.
 - ◆ **POLICY 3.2** -- Regularly monitor the active transportation network to ensure that travel lanes, signs, pavement markings, crossings, and ADA amenities are well maintained and cleared.
- ◆ **GOAL 4** -- Prioritize, fund, and maintain active transportation projects as the city grows.
 - ◆ **POLICY 4.1** -- Incorporate bicycle and pedestrian improvements where possible during scheduled street maintenance/construction.
 - ◆ **POLICY 4.2** -- Require development projects to provide their fair share of bicycle and pedestrian improvements if they are located along a designated active transportation route. (Othello City Code 16.33.130)
 - ◆ **POLICY 4.3** -- Identify and apply for funding to design, construct, and maintain active transportation facilities.
 - ◆ **POLICY 4.4** -- Include priority bicycle and pedestrian facilities in local improvement plans such as the CIP and TIP.
 - ◆ **POLICY 4.5** -- Where funding and/or time is short, utilize tactical urbanism approaches to initiate pilot projects. This includes installing temporary bicycle lanes, parklets, street furniture, & traffic calming to inspire long-term change and gauge community support.
- ◆ **GOAL 5** -- Increase awareness of the active transportation network.
 - ◆ **POLICY 5.1** -- Keep an updated map of bicycle and pedestrian routes available on the city's web page.
 - ◆ **POLICY 5.2** -- Develop a unified signage system for identifying routes and access points within the active transportation network that is consistent with established standards.
 - ◆ **POLICY 5.3** -- Once a sufficient network has been developed, organize educational and awareness programs such as a 'Bike to Work Month' to promote and increase the use and safety of active transportation.

Pedestrian Action Plan

It is Othello's goal to ultimately provide safe pedestrian access on nearly every publicly-owned street in the city. This will ensure that getting around town by foot is doable and safe for those of all ages and abilities.

Othello also recognizes that some streets need safe pedestrian access more than others. For example, ensuring there are safe, continuous sidewalks on local arterials is more important than ensuring there are safe, continuous sidewalks on residential streets because there is more traffic and faster speeds on the arterials. Because of this, Othello has identified two different priorities for pedestrian routes in town, Priority 1 Routes and Priority 2 Routes, as explained below and as shown in Figure X.

Priority 1 Routes

Priority 1 Routes are the highest priority pedestrian routes. These follow **arterial and collector streets** across the city and provide a **high degree of connection**. These are also busier streets, making it more important that there are safe and continuous sidewalks and crosswalks.

Priority 1 Routes should:

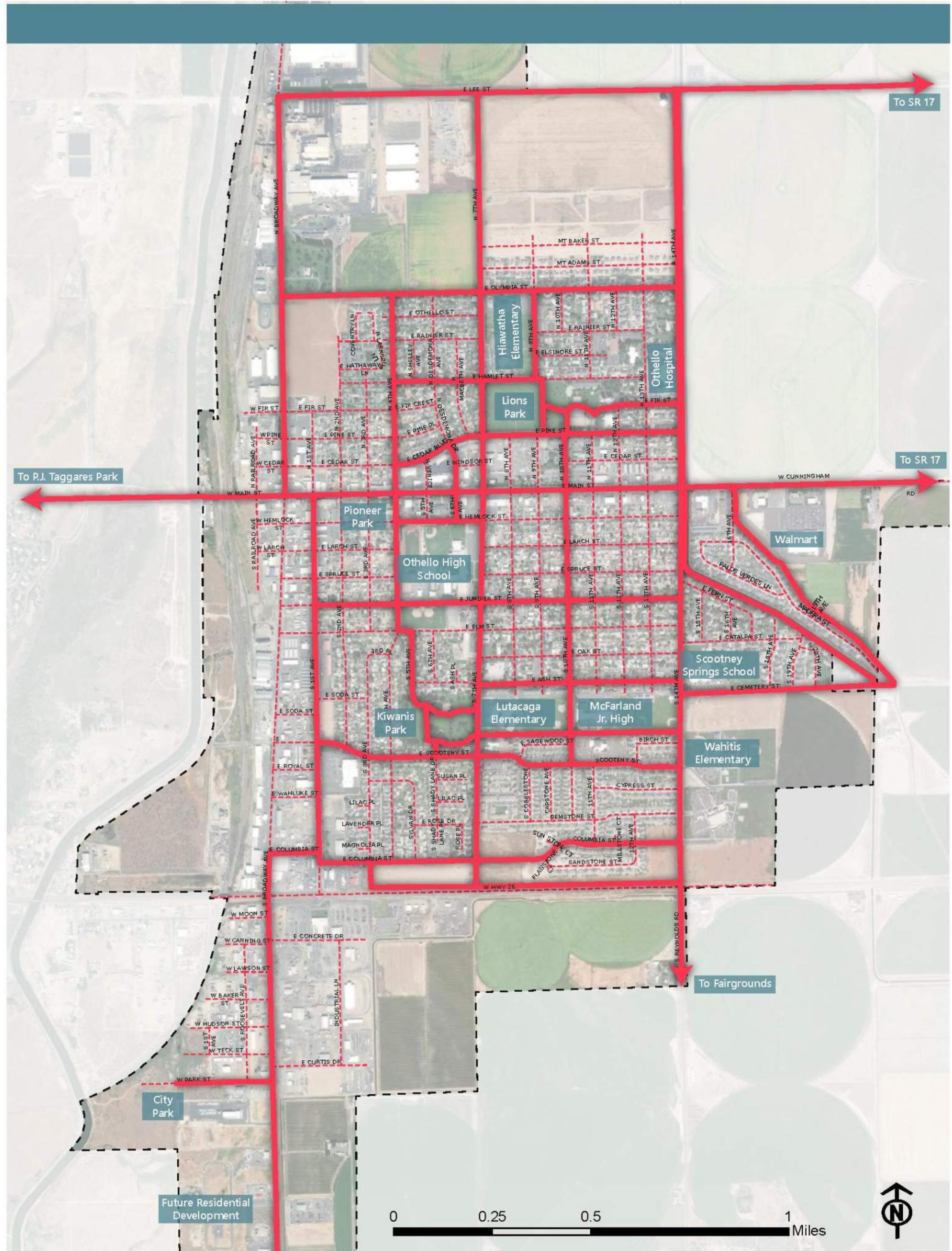
- ◆ include a buffer from the vehicle travel lanes wherever possible.
- ◆ have priority over Priority 2 Routes when filling in sidewalk gaps.
- ◆ have safe crosswalks and/or crossing signals wherever two Priority 1 Routes intersect.

Priority 2 Routes

Priority 2 Routes are all other city streets because pedestrians should have safe access to all parts of Othello. While it will be important to ensure these routes have sidewalks or safe spaces for pedestrians, they are the routes that provide a lower degree of connection, often connecting to residential areas or city outskirts.

Filling in sidewalk gaps on Priority 2 Routes should be considered whenever other street work is done, or where specific gaps will make a big difference in pedestrian connectivity.

Safe crosswalks and/or crossing signals should be considered where Priority 2 Routes intersect with Priority 1 Routes as some of these intersections may provide beneficial connection points for pedestrians.



Othello, WA Pedestrian Network

- Priority 1 Pedestrian Routes
- - - Priority 2 Pedestrian Routes
- [- -] City Limits



Pedestrian Conceptual Design

The following conceptual designs illustrate a general cross section for the identified facility type. **These concept designs focus on the pedestrian realm, and do not represent actual plans and are not to scale.**

Residential Street Concept



Figure 2

The Residential Street Concept shows what pedestrian facilities should look like on most residential streets in Othello. This concept illustrates a simple residential street with enough curb-to-curb width for street parking on both sides of the street as well as two vehicle travel lanes – one each direction. Sidewalks should be provided on both sides of the street, conforming to widths provided by Othello's City Code. Residential streets do not need a lot of changes to become safe streets for pedestrians since there are fewer cars driving by, and often a slower speeds.

By providing space for pedestrians on both sides of the street, even in residential areas, Othello will ensure that anyone can get around safely by foot, including children, seniors, and those with disabilities.

Collector/Arterial Street Concept



Figure 3

Unlike residential streets, collectors and arterials typically have higher volumes of traffic and higher speed limits. This creates conditions that feel less safe for pedestrians, making it more important that safe, continuous sidewalks are provided on both sides of the street. It also becomes important to ensure that there is a significant buffer between the vehicle travel lanes and the sidewalks. This buffer can either be a wide shoulder, a street parking lane, or landscape/street furniture buffer, such as pictured in Figure X.

Figure X shows a conceptual cross section of an arterial street with two travel lanes in each direction and a center turn lane, with no parking lane on the side. Because the vehicle travel lane is so close to the curb, an extra buffer is provided, and can be used for street trees, benches, signage, lighting, utility poles, etc.

This figure is not representative of any particular location in Othello, but simply aims to illustrate that anything that provides a physical buffer between the vehicle travel lane and the sidewalk will greatly increase pedestrian comfort and safety.

The concept depicts a HAWK crossing signal, like the ones at the intersections of Main at 4th and 5th. The concept also shows a pedestrian refuge island in the center lane. This is an option when the center turn lane is not needed for a particular section of roadway, such as at a mid-block crossing or where left turns are prohibited. These refuge islands help pedestrians cross busy streets where they need to navigate crossing multiple lanes of traffic in each direction.

Overall, collectors and arterials should provide buffered, accessible sidewalks on both sides of the street and regular safe crossing opportunities should be provided (see the section on “Choosing a Crossing Type” below).

Recommendations

The following recommendations are separated into short term and long term recommendations. Short term recommendations are those that are expected to be more feasible within a 5-6 year timeframe (aligning with the TIP), and the long term recommendations are those that may only be possible in a 10+ year timeframe.

Short Term

- ◆ Fill in the sidewalk gaps along Priority 1 Routes.
 - ◆ X miles
- ◆ Improve pedestrian street crossings where Priority 1 Routes intersect each other.
 - ◆ X instances w/ list of intersections
- ◆ Improve the sidewalk, paved paths, and crossings along the Othello Walk Path route.
 - ◆ X miles of gaps
 - ◆ X crossings needed

Long Term

- ◆ Add buffers between the street and the sidewalk along Priority 1 Routes.
- ◆ Fill in the sidewalk gaps along Priority 2 Routes
- ◆ Connect the pedestrian network to regional networks that connect to nearby communities and the Palouse to Cascades Trail.

Strategies

The following strategies can help inform how best to adapt to different situations and contexts for developing pedestrian facilities throughout Othello. **These are not prescriptive, and aim to provide guidance on dealing with different situations.**

Using the existing Right-of-Way

Lanes as narrow as 10 feet do not result in an increase in crashes or reduce vehicle capacity on roads with speeds of 45 mph or less. Narrower lane widths of 10 feet or less can contribute to lower vehicle operating speeds, which can increase safety for all roadway users. Othello has many streets with travel lanes much wider than 10 feet. Some of this extra space could be repurposed for pedestrian infrastructure.

Choosing a Crossing Type

Intersections pose unique challenges to a pedestrian network. Without proper treatment, an otherwise safe network can suffer from intersection crossings that do not properly accommodate pedestrians.

Different types of crossings will be appropriate in different places, but generally the longer the distance to cross and the higher traffic volume on the road, the greater degree of crossing infrastructure needed. Figure X provides some general criteria for determining crossing types. Othello does not measure pedestrian volumes at street crossings, but periodic analysis of crossing patterns and volumes may help to identify which crossings have higher demand, and which have more safety issues.

A few different crossing types and situations where each might be more appropriate are outlined below.

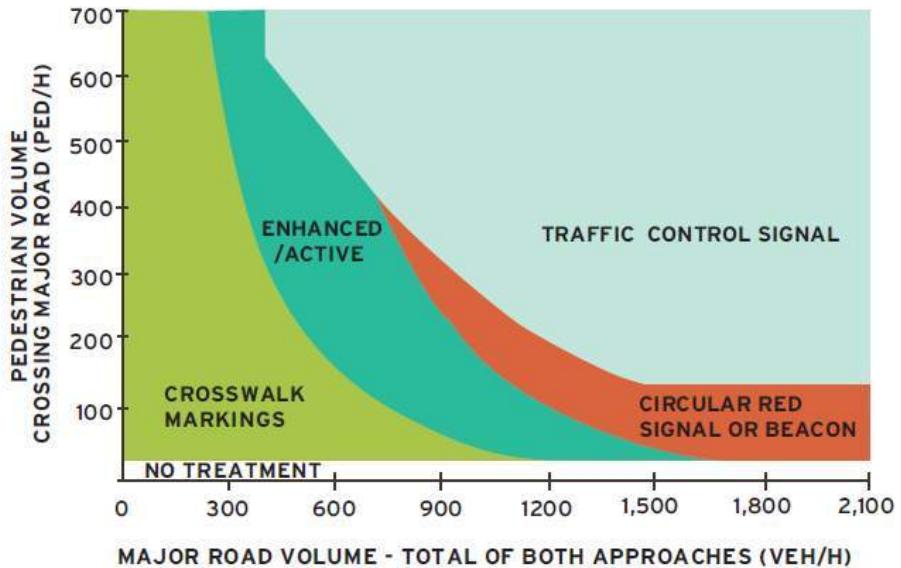


Figure 4 Example Guidelines for Pedestrian Crossing Treatments from the Small Town and Rural Multimodal Networks Guide

Crossing Types

1. Crosswalk Markings (Street Paint & Signs)

Painted crosswalks provide designated places for pedestrians to cross safely. They indicate pedestrian right-of-way through painted pavement and signage and are appropriate for low-volume intersections and residential streets.



2. Raised Crosswalks

These are painted crosswalks that double as speed bumps since they require vehicular traffic to slow down as they drive over the raised crosswalk. This also brings greater awareness to pedestrians attempting to cross at these locations and may be appropriate on low-speed streets with high pedestrian volumes.



3. Rectangular Rapid-Flashing Beacon (RRFB)

The RRFB is an enhanced/active crossing type that allows pedestrians to press a button that activates flashing beacons to let cars know to stop. These are particularly effective as mid-block crossings or at multi-lane crossings with speeds of less than 40 mph and may be appropriate at many locations along arterials.



4. High-Intensity Activated Crosswalk (HAWK)

HAWKs provide a high level of protection for pedestrians. These signals require vehicular traffic to stop long enough for a pedestrian to cross the street. These crossings are ideal for streets with high traffic volumes and multiple lanes in each direction. However, WSDOT is moving away from using HAWKs on state routes due to signaling issues and inconsistent driver behavior.



5. Grade-separated

Grade-separated crossings separate cars from cyclists and pedestrians. Examples are bridges and tunnels. These are appropriate for locations where it is unreasonable or impossible to slow down vehicle traffic, or where vehicle volumes are very high. They are also options for overcoming barriers such as railroads or rivers/canals, and can be ideal options for paths that aim to provide continuous travel without the need to make stops.



6. Traffic Control Signal

Pedestrian crossings at traffic signals are already usually provided. However, bicycle and pedestrian safety should be enhanced by adding bulb outs, crosswalks painted in vibrant colors, and signal timing that prohibits cars from turning while pedestrians and cyclists cross.

Adding Accessory Features

Ideally, pedestrian facilities in Othello will consist of more than just the sidewalk itself. The experience of walking should be comfortable and enjoyable, and there are a few things that can help improve that experience on Othello's streets:

Street Furniture

Street furniture is a broad term that describes the various amenities that people walking on sidewalks can use and/or benefit from. This includes things like benches, drinking fountains, garbage cans, light posts, mailboxes, and signage. By adding street furniture, the City will help increase interest and comfort when walking through town.

Wayfinding

Wayfinding signage helps pedestrians orient themselves within the City, and can make walking around much more comfortable while also keeping pedestrians on track and not distracted with trying to figure out where to go.

Landscaping and Shade

Having greenery lining the street makes walking much more enjoyable. Simply adding landscaping in the sidewalk buffer, or street trees along the roadway can make walking feel a lot safer, and can even encourage people to get out and walk more. Street trees also provide shade, which can be extra helpful for pedestrians out walking during the hot Othello summers.

Bicycle Action Plan

Bike Lanes

Bike lanes are stripes painted along existing roadways that designate space on the street for bicycle use. **Bike lanes will be prioritized on streets that have higher traffic volumes or faster speeds** to help cyclists maintain some distance from fast-moving cars.

Bike lanes can come in many different forms, and the decision to add bike lanes to streets in Othello will require looking at the specific context of the project and determining what is feasible. For example, it may be possible on streets with higher speeds and traffic volumes, to include a buffered bike lane, which is a bike lane with a painted buffer between it and the vehicle travel lane, helping provide space for safety between bikes and cars. Alternatively, bike lanes can be fully separated from the vehicle travel lane by including a physical barrier between the bike lane and vehicle travel lane. This can take multiple shapes, including a parking lane, where the parked cars provide a physical buffer, or some other sort of physical separation such as bollards, planter boxes, or jersey barriers. Separated bike lanes are best for high-speed, high volume streets.

These various types of bike lanes should be considered, and the safety of the cyclists should be top priority when adding bike lanes to existing streets. **The safer the bike lane, the more likely it is to be used.**

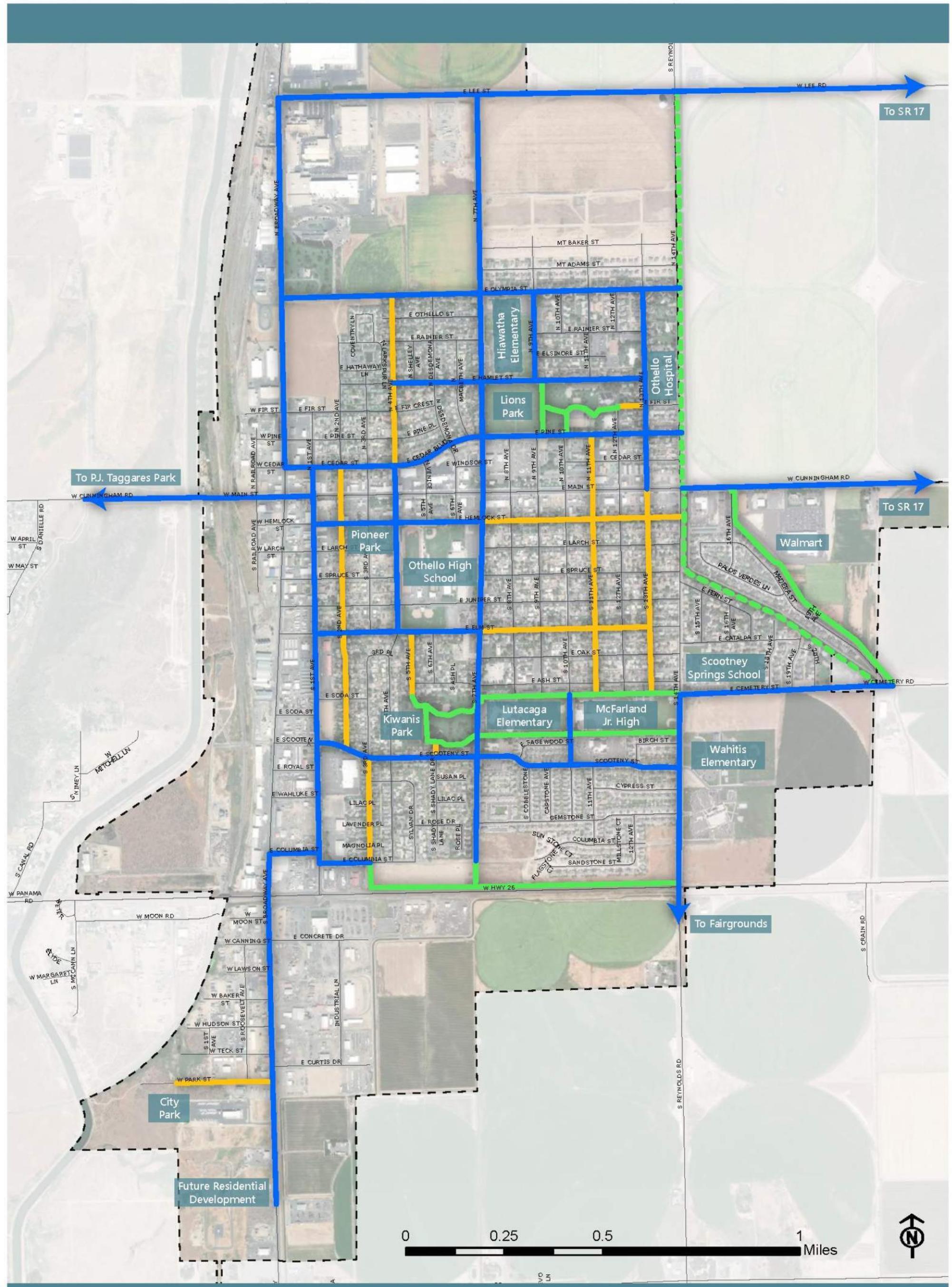
Bike Friendly Streets

Bike friendly streets are designated bike routes along **low-traffic, slow-speed streets**. These are often residential streets that connect across town. Some bike riders, such as kids riding to school, may already use these routes because of their calm and safe nature.

By designating these streets as “bicycle-friendly streets”, this plan would help ensure cyclists are continued to be prioritized through investments in safe crossings where these routes cross busier collectors and arterials, sharrows painted on streets to make drivers aware that the road is shared with bicycles, and other traffic calming measures where appropriate.

Paved Paths

Shared use paths are pathways or trails that allow both bike and pedestrian use. They are the safest facilities for bicycles because they are **physically separated from vehicle traffic**. These will be prioritized in recreational areas, such as in city parks or along canals, as well as wherever bike infrastructure aligns with roads with speed limits over 35 mph, such as along SR 26.



Bike Infrastructure Conceptual Designs

The following conceptual designs illustrate a general cross section for the identified facility type. **These concept designs focus on the bicycle realm, and do not represent actual plans or designs and are not to scale.**

Bike Friendly Street Conceptual Design



Bike Friendly Streets are typically low-speed, low-volume residential streets. Bike Friendly means that cyclists can ride anywhere in the street and feel relatively safe and comfortable. These are streets that most would feel comfortable letting their kids ride their bikes to school on.

Bike Friendly Streets can be configured multiple different ways – but the goal is essentially the same: to calm traffic and prioritize cyclists and pedestrians. Cars should feel like guests on these streets, and Othello can develop methods of accomplishing this, such as:

- ◆ Painting bike sharrows on the roadways to help notify drivers to be aware of cyclists
- ◆ Adding signs that indicate the street is a designated bike route – further signaling to drivers that bikes are the priority.
- ◆ Developing traffic calming measures that encourage drivers to slow down.
- ◆ Improving sidewalks, crossings, and other pedestrian facilities that are complementary to cycling infrastructure.

Bike Lane Conceptual Design

As stated earlier, bike lanes come in many different styles and contexts. The two concepts presented here represent the varying degrees of buffers that bike lanes can have from the moving vehicle lanes. Generally, on roads with more lanes of traffic, more traffic volume, and/or faster speeds, the greater the buffer between the vehicle and the bike lane, the better.

Paint Buffer

Painted buffers do little to actually protect cyclists, since there is nothing except paint on the roadway between vehicles and cyclists. Painted buffers do, however, provide cyclists with extra room to maneuver without feeling like they are competing for space with vehicles. Many cyclists may still feel unsafe on these facility types, but a painted buffer may be the most feasible or logical option for certain places in Othello, as determined at the time of project design.



Physical Buffer

A physical buffer is a material object that separates the bike lane from the vehicle travel lane. This can also take many forms, but a common and more feasible option is the parking lane buffer, as depicted in Figure X. In this situation, the parking lane is painted next to the vehicle travel lane, and the bike lane is designated between the sidewalk and the parking lane. This is one of the more feasible options because it does not require anything more than paint on the roadway, and instead utilizes the need for street parking as a way to keep bikes away from moving traffic. This is preferable over a painted buffer, but uses the same amount of resources: paint.



Other physical barriers could include:

- ◆ Grade separation (bike lane separated by a curb)
- ◆ Bollard buffer
- ◆ Jersey barrier buffer
- ◆ Landscape buffer

Paved Path Conceptual Design

Paved paths, sometimes known as “shared use paths” or “shared use trails”, are the ideal bicycle facility. These paths, such as the part of the Othello Walk Path on the east side of town, allow both pedestrians and cyclists to travel on them without any interference from cars (except where they cross streets).

These are the safest types of bike infrastructure, and are safe for all ages and abilities. Though, paved paths require the most space, as they are separated from existing roadways, and must be wider than the average sidewalk to ensure there is enough space for both cyclists and pedestrians.

Othello aims to expand its network of paved paths where there is room and where it is logical and feasible to do so.



Recommendations

Short Term

- ◆ Add bike lanes to designated bike lane routes when completing regular road maintenance work.
- ◆ Improve crossings where bike lanes and paved paths cross arterials and collector streets
- ◆ Outline a bike-friendly streets program
- ◆ Develop traffic calming measures on designated bike routes
- ◆ Implement a Bike Rack Program
 - ◆ Include bike rack locations on bike map

Long Term

- ◆ Develop a network of protected bike lanes
- ◆ Develop a wayfinding system
- ◆ Expand the paved pathway network
- ◆ Expand the bike network to new development

Strategies

The following strategies can help inform how best to adapt to different situations and contexts for developing bicycle facilities throughout Othello. **These are not prescriptive, and aim to provide guidance on dealing with different situations.**

Reorganizing Street Space

Street space can often be reconfigured to accommodate the same capacity of vehicle traffic while also adding safer active transportation facilities. The strategies below offer some examples of reconfiguring streets to accommodate new or safer facilities.

- A. In some cases, curbside on-street parking can be shifted away from the curb face to create parking-protected separated bike lanes. This type of project requires changes to pavement markings and attention to intersection design treatments.
- B. On streets with parking on both sides, adding bike lanes or shared use trails may not require the removal of all on-street parking if the parking is not being used efficiently. Deciding where to remove parking may depend on which side of the street has fewer or no businesses.
- C. Converting diagonal parking to parallel parking can generate road width for the creation of bikeways and improve bicyclist safety. Front-in, diagonal parking creates conflicts with bicycle travel.

"If a project is planned on a roadway that is a critical link in the bike network, including the appropriate bike infrastructure should be prioritized as a part of that project."

-FHWA Bikeway Selection Guide

Choosing Alternative Facility Types

When the proposed non-motorized facility type is determined not to be feasible, other facility types which maximize user safety and comfort should be considered. For example, if the preferred facility type is a shared use trail and the current project is a street resurfacing, it may not be feasible for that project to install the shared use trail. The only practical option may be the installation of a bike lane.

In circumstances where the preferred facility type is not feasible, and the provision of a lower quality facility will not provide sufficient safety, a parallel route should be evaluated as an alternative that provides a similar connection.

Installing Pop-Up or Temporary Facilities

Pop-up and temporary facilities can be good demonstration practices that provide immediate and inexpensive solutions. A pop-up bike lane, for example, can show the community what it

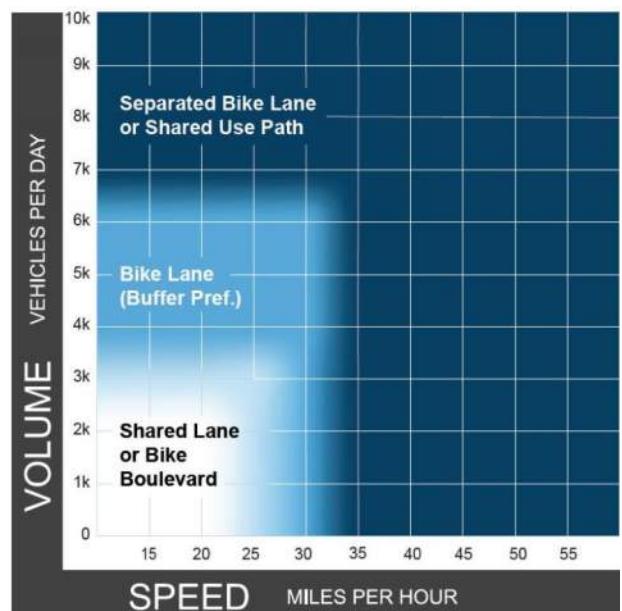


Figure 5: Preferred Bikeway Type Guide
(Source: FHWA Bikeway Selection Guide)

would be like to invest in a permanent bike lane or path on that segment. Doing this can be a good strategy to gauge the community's reaction to new bicycle and pedestrian facilities, and gain buy-in on projects where some may be skeptical.



Example of a pop-up bike lane using pavement tape to designate the lane, and planter boxes/public art as buffers between the bike lane and vehicle travel lanes. (Source: AARP Livable Communities, “Project: Pop-Up Protected Bike Lane”

These types of projects can be implemented almost immediately because they use inexpensive materials such as traffic cones, pavement tape, planter boxes, and flex delineators.

(Projects reallocating road space) ... “can be implemented as temporary, or pilot projects to test measures to determine if they meet the needs of all users. This can be an effective strategy to engage community members and build long-term support for more permanent solutions. “

-FHWA Bikeway Selection Guide

Adding Accessory Features

Ideally, bicycle facilities in Othello will consist of more than just the bike lane or paved path itself. The experience of biking should be comfortable and enjoyable, and there are a few things that can help improve that experience on Othello's streets:

Bike Racks

Bike racks are vital to the individual decision of whether to make a trip by bike or not. When people have a safe, convenient place to lock up their bikes, they will be much more likely to choose to travel by bike. Bike racks should be clearly identifiable, and this could even be coordinated with public art efforts. Bike racks should be identified on bicycle wayfinding maps, and the City should consider a bike rack program that works with local businesses to install bike racks outside their business.

Wayfinding

Wayfinding signage helps cyclists orient themselves within the City, and can make biking around much more comfortable. These signs can be coordinated with pedestrian wayfinding.

Safety Programs

Bicycle safety programs may include education and training on how to use the roadway, local and state bicycle laws, advice for being safe on the road, the importance of wearing a helmet, and how to be a respectful driver. Other programs could include local campaigns to get people to bike more often, such as a "Bike to Work Week" or a Helmet Distribution event. It is important to get the community involved and make them feel like a part of the changes in town, and show people how these efforts to improve cycling in Othello will be beneficial to them and their families.

Accommodating for Bikes in Street Crossings

Cyclists must also be considered in crossing improvements. Crosswalks, RRFBs, and HAWK signals that align with sidewalks may be difficult for cyclists to access. Therefore, Othello should consider placement of crossing infrastructure on arterials and collectors to be accessible by both pedestrians and cyclists on routes where the two align.

Funding Opportunities

There are various funding strategies and grant opportunities to pursue to complete projects in this plan. The City of Othello should monitor these opportunities regularly to ensure grant deadlines are met and program funding is identified well in advance of the proposed project development. The funding strategies listed here are just some of the options available, so looking for funding opportunities outside of this list will be beneficial to the development of the non-motorized network.

Taxes

Property Taxes

County governments collect property tax levy for the County Road Fund. The County Road Fund is limited to no more than \$2.25 per \$1,000 of assessed value to be used for “proper county road purposes.” These purposes include establishing, laying out, constructing, altering, repairing, improving, and maintaining county roads, bridges, and wharves for vehicle ferriage.

Motor Vehicle Fuel Taxes (MVFT)

The 49.4 cents/gallon gas tax revenues collected by the state are shared among cities, counties, and WSDOT. This includes a dedication of a portion of the MVFT to grant programs managed by the County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB). MVFT funds the following grant programs:

- Non-motorized vehicle tax. A portion of County’s motor vehicle fuel taxes are reserved for path and trail projects. This reserve is a percentage of motor vehicle fuel tax that can only be spent on non-motorized projects.
- Transportation Improvement Board (TIB). A small portion of the MVFT fund goes toward funding TIB. TIB provides funding for cities and towns with a population less than 5,000 through three grant programs: small city arterial program, small city preservation program, and small city sidewalk program. Additionally, TIB provides funding to cities with a population of 5,000 or more and counties with urban unincorporated areas through three grant programs: urban arterial program, urban sidewalk program, and arterial preservation program.

Sales and Use Tax for Public Facilities in Rural Counties

Monies collected in rural counties for the purpose of financing public facilities that serve economic development purposes in the rural county. These projects may include transportation improvements. Funded projects must be listed in the county or city economic development plan, comprehensive plan, or capital facilities plan.

Sidewalk Improvement Fund for Othello

Transportation Benefit Districts (TBD)

Cities and counties may establish TBDs to fund capital improvements and operations of transportation systems. Creation of the district requires a public hearing and a finding of public benefit for the formation. TBDs fund projects through voter-approved tax levies, bonds, sales taxes, motor vehicle fees, tolls, LIDs, and other fees.

Private Development Fees

A local source is from fees that are collected from a development that must provide mitigation for intersection or road improvements to meet transportation concurrency requirements.

Recreation Trails Program

This is a FHWA program that develops and maintains recreational trails and trail-related facilities. Funds for this program are from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use (snowmobiles, all-terrain vehicles, off highway motorcycles, and off-highway light trucks).

Federal Public Lands Access Program

This program funds transportation improvements that provide access to, on, or adjacent to federal lands. This program is an updated version of the Forest Highway Program. Transportation improvements may include public roads, bridges, trails, or transit systems.

Community Economic Revitalization Board (CERB)

CERB is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects. Rural communities may receive loans and grants for public infrastructure to enable future business development – all the jurisdictions in QUADCO qualify as a rural county or rural community.

WSDOT Funding

Surface Transportation Block Grant Program – Adams County / WSDOT Local Programs

- Surface Transportation Program (STP) funds can be used for the widest range of transportation projects including street or sidewalk construction projects, design, and right-of-way acquisition projects, etc.
- Transportation Alternatives Program (TAP) funds can only be used for bike and pedestrian facilities and programs, trails, some historic preservation projects related to transportation, some environmental mitigation activities, etc.
- Funding priorities and project selection process are established by the funding agency (Adams County). STP and TAP funds have different requirements as to which facilities are eligible based on functional classification and project type, with greater flexibility for TAP funds than STP. Putting any federal money onto a project – even a very small amount relative to the rest of the project funding – effectively federalizes the entire project and all monies must be used in ways that meet federal reporting and accounting requirements and the project must comply with all federal standards for design, testing, and

record keeping. A project designed with federal funds must go to construction within 10 years or else the earlier expenditure of funds must be repaid. Any federally-funded project other than a planning project must be managed by an agency certified by Highways and Local Programs for this purpose. Federally-funded projects have a minimum 20% local match requirement.

- For more information: <http://www.wsdot.wa.gov/localprograms/programming/stp.htm>

Pedestrian and Bicycle Program – WSDOT, Local Programs

- The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests.
- WSDOT issues a call for projects in the “even year” before the new biennium for selection by the legislature. For example, the application period closed in June 2020 for projects to be considered for funding in the 2021-2023 biennium. The most recent call for projects was in 2022. All public agencies in Washington are eligible to apply.
- For more information: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program>

Safe Routes to School (SRTS)

- The WSDOT Safe Routes to School program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. Eligible projects include infrastructure improvements within two miles of a school and education/encouragement projects.
- No match requirement but priority is given to projects with cash or in-kind match.
- The grant cycle is every two years. The most recent application was due June 2022.
- For more information: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>

Regional Mobility

WSDOT provides a grant program for projects that promote multimodal transportation and improve high occupancy travel in order to reduce travel delay for people and goods. Projects can be capital construction, equipment acquisition, and operating. Most projects are transit-related in this program.

Transportation Improvement Board (TIB) Funding

Complete Streets Funding

- The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.
- This program awards grants every two years, starting in 2017. Agencies with an adopted complete streets ordinance should confirm their eligibility.
- For more information: <http://www.tib.wa.gov/grants/grants.cfm>

Small City Sidewalk Program

- The Sidewalk Program was established by the Legislature in 1995 to provide funding for pedestrian projects. The program is available to both small city and urban agencies. Urban and small city projects compete separately.
- To be eligible for the program:
 - The intent of the project must be transportation and not recreation.
 - The project must be on or related to a TIB Small City Arterial.
 - Small City Sidewalk Program projects improve safety, access, connectivity, and address system continuity. Completed projects must be consistent with the Americans with Disabilities Act (ADA).
- For more information: <http://www.tib.wa.gov/grants/grants.cfm>

Washington State Department of Commerce Funding

Building Communities Fund

- This funding source provides grants for nonresidential community and social service capital projects. Eligible applicants must be registered as a nonprofit organization in the state of Washington with a legally constituted board of directors. The goal is to improve the economic, social, and educational climate in economically distressed communities. The program can defray up to 25% of eligible capital costs; there is no minimum or maximum grant award. Awards are of state funds.
- Commerce issues a call for projects in the “even year” before the new biennium. For example, the application period closed in August 2020 for projects to be considered for funding in the 2021-2023 biennium. The next funding opportunity will open in Fall 2022.
- For more information: <http://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-communities-fund/>

Community Development Block Grants (CDBG)

- One of the CDBG opportunities most pertinent to Othello’s Active Transportation Plan efforts:
 - General Purpose Grants can be used for the planning or construction of public infrastructure such as streets and sidewalks, community facilities that serve lower income populations, affordable housing, and economic development projects. Application materials are available in March and due in June.
- CDBG funds can be used as local match for other federal or state grant programs used to fund CDBG-eligible activities.
- For more information: <http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/>

Washington State Recreation and Conservation Office (RCO)

Land and Water Conservation Fund

- The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands.
- Applications are due annually in the spring.
- For more information: <https://rco.wa.gov/grant/land-and-water-conservation-fund/>

Volunteers and Donations

- While the local community may have limited funding resources to tap for capital improvement projects, a number of the projects developed in this plan would be appropriate for smaller-scale contributions from businesses and civic boosters, as well as provide opportunities for community involvement either for-hire or as volunteers on the design and/or installation.
- Local artists can be used in the design and fabrication of signage and wayfinding features.
- Local contractors or vendors may be appropriate for some of the smaller projects, trail furnishings, art and signage installation, landscaping and painting.
- There are a number of opportunities to partner with private property owners to enhance the streetscape or view corridors where there is no clear demarcation between the public right of way and private property.

Funding Opportunities by Facility Type

| Facility Type | Recommended Funding |
|-------------------|---|
| Shared Use Trails | <p><i>Funding opportunities for shared use trails come from complete streets opportunities, WSDOT funding, and increase opportunities for regional mobility.</i></p> <ul style="list-style-type: none"> • Surface Transportation Block Grant Program • Regional Mobility • Complete Streets Funding |
| Bike Lanes | <p><i>Bike lanes are funded mainly through larger program scopes and are a subset of why funding could be awarded to a project. WSDOT and Commerce have opportunities that integrate diverse modes of travel.</i></p> <ul style="list-style-type: none"> • Surface Transportation Block Grant Program • Pedestrian and Bicycle Program • Community Development Block Grants |
| Sidewalks | <p><i>Sidewalks can be funded through a variety of programs. The more connections that are made, such as schools, parks, low income residential districts, the more funding is available.</i></p> <ul style="list-style-type: none"> • Sidewalk Improvements Fund • Pedestrian and Bicycle Program • Small City Sidewalk Program • Community Development Block Grants |
| Routes to Schools | <p><i>Connections to schools, neighborhoods, essential services, and parks have a variety of funding options through WSDOT, Commerce, TIP, and others.</i></p> <ul style="list-style-type: none"> • Safe Routes to School • Small City Sidewalk Program • Building Communities Fund • Community Development Block Grants |

Conclusion

[to be added]

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: November 21, 2022

SUBJECT: Street Safety Plan Implementation – Traffic Circle Report - Informational

After a long process of trying to find ways to slow traffic, reduce traffic cutting through neighborhoods, and prevent accidents, the Planning Commission made some recommendations to the City Council in the summer of 2021. City Engineering staff installed traffic “circles” in fall 2021 in one neighborhood as a test of the concept. Attached is the City Engineer’s report to the Council, showing traffic volume and speed, before the installation and one year after installation.

Attachments

- City Engineer Agenda memo to City Council, Nov. 14, 2022
- Summary of Traffic Circle Data, before & 1 year after installation

Action: No action needed. Informational only

AGENDA MEMO

Attachments:

Council Meeting Date: November 14, 2022

1. Spreadsheet Summary

Agenda Item: Traffic Circle Data Summary

Presented by: Shawn O'Brien, City Engineer

ACTION REQUIRED: **Informational** **Motion** **Ordinance** **Resolution**

Why is it a legislative issue?

For City Council informational purposes only.

Explanation of issue:

City staff collected traffic count and speed data in the area of the Traffic Circle Pilot Study both prior to and after the installation of the materials. The pilot study installed traffic circle at every neighborhood street intersection in the area between Main and Ash Streets and 7th and 14 Avenues. Juniper Street and 10th Avenue, which are designated as collector street, did not have any traffic circles installed on them. Attached is a spreadsheet summarizing the data that was collected.

A few items to note:

- Every neighborhood street saw a drop in the maximum speed.
- Only two neighborhood streets experienced a maximum speed over 40 mph. Previously 16 of the 20 locations did.
- Every neighborhood street saw over a 20% reduction in the percentage of speeders.
- Thirteen of the 20 neighborhood street locations saw over a 50% reduction in the percentage of speeders.
- All neighborhood streets except 9th Avenue saw a reduction in the daily trips.
- Every traffic volume and speed category increased of the collector streets.

The goal of the Traffic Circle Pilot Study was to install traffic circles at cross traffic contact points to test the effectiveness on speeds, volumes, and accidents in a limited area before determining how to move forward. This information summarizes two of those three metrics. The 2022 WSDOT accident data will be available in the spring of 2023.

Budget:

No action is required at this time. The 2023 preliminary budget has a line item for traffic calming measures.

Staff Recommendation:

Staff has no recommendations for City Council at this time.

SUMMARY OF TRAFFIC DATA CHANGES DUE TO TRAFFIC CIRCLE INSTALLATION

| | | Hemlock @ 9th Ave. Facing West Prior (9-2021) | | Larch Street @ 9th Facing West Prior (10-2021) | | Spruce Street @ 13th Facing West Prior (10-2021) | | Elm @ 13th Avenue Facing West Prior (9-2021) | | Oak Street @ 13th Facing West Prior (10-2021) | |
|----------------------------------|--|--|----------|--|----------|--|----------|---|----------|---|----------|
| | | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing |
| 85th Percentile Speed | | 27 | 29 | 23 | 24 | 25 | 24 | 26 | 25 | 25 | 25 |
| Max Speed | | 56 | 57 | 40 | 47 | 35 | 46 | 40 | 49 | 40 | 44 |
| Average Daily Trips | | 340 | 512 | 68 | 162 | 80 | 112 | 154 | 165 | 102 | 201 |
| Average Speed | | 22.81 | 23.53 | 19.42 | 19.99 | 20.03 | 20.09 | 20.99 | 20.95 | 20.04 | 20.52 |
| % over limit | | 27.4% | 32.2% | 6.1% | 9.6% | 10.8% | 11.1% | 15.3% | 12.1% | 12.4% | 12.9% |
| | | Hemlock @ 9th Ave. Facing West After (10-2022) | | Larch Street @ 9th Facing West After (10-2022) | | Spruce Street @ 13th Facing West After (10-2022) | | Elm @ 13th Avenue Facing West After (10-2022) | | Oak Street @ 13th Facing West After (10-2022) | |
| | | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing |
| 85th Percentile Speed | | 25 | 24 | 22 | 21 | 23 | 21 | 24 | 23 | 23 | 20 |
| Max Speed | | 39 | 39 | 31 | 35 | 33 | 37 | 38 | 44 | 39 | 37 |
| Average Daily Trips | | 236 | 393 | 74 | 147 | 64 | 66 | 104 | 116 | 80 | 132 |
| Average Speed | | 21.20 | 20.07 | 18.16 | 17.26 | 18.59 | 17.79 | 20.49 | 19.16 | 19.17 | 17.42 |
| % over limit | | 13.6% | 7.5% | 3.1% | 2.1% | 4.0% | 2.3% | 9.4% | 4.7% | 6.4% | 1.3% |
| Comparisons | | | | | | | | | | | |
| SPEED REDUCTION | | | | | | | | | | | |
| 85 Percentile Speed | | -2 | -5 | -1 | -3 | -2 | -3 | -2 | -2 | -2 | -5 |
| Max Speed | | -17 | -18 | -9 | -12 | -2 | -9 | -2 | -5 | -1 | -7 |
| Average Speed | | -1.61 | -3.46 | -1.26 | -2.73 | -1.44 | -2.30 | -0.50 | -1.79 | -0.87 | -3.10 |
| SPEEDER REDUCTION | | | | | | | | | | | |
| Reduced Percentage | | 13.8% | 24.7% | 3.0% | 7.5% | 6.8% | 8.8% | 5.9% | 7.4% | 6.0% | 11.6% |
| Percentage Reduction | | 50.4% | 76.7% | 49.2% | 78.1% | 63.0% | 79.3% | 38.6% | 61.2% | 48.4% | 89.9% |
| Average Daily Trip Change | | | | | | | | | | | |
| Percent Reduction | | -104 | -119 | 6 | -15 | -16 | -46 | -50 | -49 | -22 | -69 |
| | | 31% | 23% | -9% | 9% | 20% | 41% | 32% | 30% | 21% | 34% |

SUMMARY OF TRAFFIC DATA CHANGES DUE TO TRAFFIC CIRCLE INSTALLATION

| | 8th @ Elm Street | | 9th Avenue @ Oak | | 11th @ Larch Street | | 12th Avenue @ Larch | | 13th Avenue @ Larch | |
|---------------------------|------------------|----------|------------------|----------|---------------------|----------|---------------------|----------|---------------------|----------|
| | Facing South | | Facing North | | Facing South | | Facing South | | Facing South | |
| | Prior (9-2021) | | Prior (10-2021) | | Prior (9-2021) | | Prior (10-2021) | | Prior (10-2021) | |
| | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing |
| 85th Percentile Speed | 23 | 24 | 23 | 25 | 30 | 30 | 24 | 25 | 26 | 24 |
| Max Speed | 37 | 39 | 36 | 42 | 67 | 64 | 45 | 53 | 43 | 40 |
| Average Daily Trips | 68 | 128 | 56 | 53 | 379 | 519 | 122 | 176 | 126 | 126 |
| Average Speed | 19.29 | 20.30 | 18.99 | 20.24 | 25.59 | 25.28 | 19.82 | 20.39 | 21.22 | 20.25 |
| % over limit | 6.7% | 9.5% | 6.0% | 14.4% | 50.6% | 46.0% | 9.9% | 13.6% | 17.5% | 10.4% |
| | 8th @ Elm Street | | 9th Avenue @ Oak | | 11th @ Larch Street | | 12th Avenue @ Larch | | 13th Avenue @ Larch | |
| | Facing South | | Facing North | | Facing South | | Facing South | | Facing South | |
| | After (10-2022) | | After (10-2022) | | After (10-2022) | | After (10-2022) | | After (10-2022) | |
| | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing | Incoming | Outgoing |
| 85th Percentile Speed | 23 | 24 | 21 | 22 | 26 | 25 | 23 | 23 | 23 | 23 |
| Max Speed | 36 | 32 | 33 | 32 | 37 | 48 | 34 | 38 | 31 | 37 |
| Average Daily Trips | 89 | 93 | 71 | 59 | 153 | 194 | 83 | 98 | 105 | 88 |
| Average Speed | 19.32 | 20.02 | 17.32 | 18.37 | 21.74 | 21.14 | 19.18 | 19.10 | 18.88 | 19.47 |
| % over limit | 5.3% | 7.2% | 2.9% | 3.3% | 16.6% | 11.6% | 7.1% | 6.6% | 3.6% | 6.3% |
| Comparisons | | | | | | | | | | |
| SPEED REDUCTION | | | | | | | | | | |
| 85 Percentile Speed | 0 | 0 | -2 | -3 | -4 | -5 | -1 | -2 | -3 | -1 |
| Max Speed | -1 | -7 | -3 | -10 | -30 | -16 | -11 | -15 | -12 | -3 |
| Average Speed | 0.03 | -0.28 | -1.67 | -1.87 | -3.85 | -4.14 | -0.64 | -1.29 | -2.34 | -0.78 |
| SPEEDER REDUCTION | | | | | | | | | | |
| Reduced Percentage | 1.4% | 2.3% | 3.1% | 11.1% | 34.0% | 34.4% | 2.8% | 7.0% | 13.9% | 4.1% |
| Percentage Reduction | 20.9% | 24.2% | 51.7% | 77.1% | 67.2% | 74.8% | 28.3% | 51.5% | 79.4% | 39.4% |
| Average Daily Trip Change | 21 | -35 | 15 | 6 | -226 | -325 | -39 | -78 | -21 | -38 |
| Percent Reduction | -31% | 27% | -26% | -12% | 60% | 63% | 32% | 44% | 16% | 30% |

SUMMARY OF TRAFFIC DATA CHANGES DUE TO TRAFFIC CIRCLE INSTALLATION

| 10th @ Elm Street | | Juniper @ 11th Ave. | |
|---------------------------|----------|---------------------|----------|
| Facing South | | Facing East | |
| Prior (9-2021) | | Prior (9-2021) | |
| | Incoming | Outgoing | Incoming |
| 85th Percentile Speed | 27 | 26 | 25 |
| Max Speed | 48 | 47 | 38 |
| Average Daily Trips | 256 | 239 | 168 |
| Average Speed | 22.50 | 21.49 | 20.74 |
| % over limit | 24.1% | 17.8% | 11.3% |
| | | | Outgoing |
| | | | 25 |
| | | | 50 |
| 10th @ Elm Street | | Juniper @ 11th Ave. | |
| Facing South | | Facing East | |
| After (10-2022) | | After (10-2022) | |
| | Incoming | Outgoing | Incoming |
| 85th Percentile Speed | 29 | 29 | 27 |
| Max Speed | 52 | 58 | 43 |
| Average Daily Trips | 465 | 440 | 253 |
| Average Speed | 24.79 | 24.61 | 22.17 |
| % over limit | 40.7% | 41.3% | 22.7% |
| | | | Outgoing |
| | | | 27 |
| | | | 55 |
| Comparisons | | | |
| SPEED REDUCTION | | | |
| 85 Percentile Speed | 2 | 3 | 2 |
| Max Speed | 4 | 11 | 5 |
| Average Speed | 2.29 | 3.12 | 1.43 |
| | | | 1.55 |
| SPEEDER REDUCTION | | | |
| Reduced Percentage | -16.6% | -23.5% | -11.4% |
| Percentage Reduction | -68.9% | -132.0% | -100.9% |
| | | | -115.7% |
| Average Daily Trip Change | 209 | 201 | 85 |
| Percent Reduction | -82% | -84% | -51% |
| | | | -53% |

City of Othello
Building and Planning Department
October 2022

| Building Permits | | | |
|-------------------------|----------------|-----------------|-----------------|
| | Applied | Issued | Final |
| Residential | 7 ¹ | 13 ⁴ | 19 ⁷ |
| Commercial | 3 ² | 3 ⁵ | 9 ⁸ |
| Industrial | 0 | 0 | 2 ⁹ |
| Total | 10 | 16 | 30 |

¹ 2 new single family, 1 enclose porch for bedroom, 1 patio cover, 2 mechanical (1 wood stove, 1 replace furnace), 1 fence

² Public Works building sign, reroof at Avista office, gas piping remodel to separate suites at 103 S. 1st Ave

⁴ 5 new single family, 3 single family foundation permits, 1 duplex, 1 enclose porch for bedroom, 2 patio cover, 1 HVAC

⁵ Reroof at Avista office, McDonald's HVAC, gas piping remodel to separate suites at 103 S. 1st Ave.

⁷ 1 new single family, 2 single family foundations, 1 garage, 1 enclose carport, 1 patio cover, 7 reroof, 2 siding, 1 fence, 2 HVAC, 1 demo (house fire/total loss)

⁸ 1207 E Main office remodel, 2 OSD food service storage containers, sewer line at Inspire, The Lighthouse coffee bar, Ace Hardware reroof, 3 signs (Basin Pacific Insurance/Community sign, Bethel sign remodel, 718 E Main roof sign)

⁹ Plumbing remodel at Lineage, roofing permit at McCain Foods

Inspections

- The Inspector completed 111 inspections in October.

| Land Use Permits | | |
|---|---|--|
| Project | Actions in October | Status as of October 31 |
| Charan Short Plat | No action (Prelim plat approved in June, owner put on hold in Sept.) | Next steps will be sidewalk and final plat. |
| M. Gomez Boundary Line Adjustment (Matching lines with businesses at 724-728-740 E. Main St) | No change (BLA approved in April.) | Waiting for copy of recorded BLA |
| Ochoa Short Plat | No change (Deferrals heard at Aug. 2021 Planning Commission meeting.) | Waiting for proposed covenant language from applicant's attorney, as specified in PC recommendation. |
| Sand Hill Estates #4 Final Plat | No action. (Notice of Incomplete sent in Sept.) Contractor finishing up items noted on Sept. street and utility construction punch list generated by City Engineering. | Missing application items must be provided before further review of final plat. Engineering will present street and utility improvements to Council for acceptance when finished. |

| Land Use Permits | | |
|---|---|---|
| Project | Actions in October | Status as of October 31 |
| Sand Hill Estates #5 preliminary plat | Some additional required documents submitted for plat application. Notice of Incomplete sent 10/27. Remaining items submitted. Notice of Complete sent 10/31. Notice of Application routed/posted/published for review. | Comment period ends Nov. 16. Public hearing scheduled for Dec. 5. |
| Story Rentals Short Plat (Ace Hardware) | Discussed next steps with proponent. | Now that sidewalk has been completed, final plat can be submitted. |
| Wahitis Short Plat | (History: May 2019 Plat approved. Dec. 2019 Scootney street/utility improvement plans approved by City. 5/26/20 USBR notified School District that it will be about a year before they have time to review it. Dec. 2021 OSD received paperwork releasing the USBR easement, but it had some errors that will need to be corrected by USBR.) | No change: Street improvements must be completed or bonded before accepting mylars for recording. USBR issues must be resolved before street improvements can proceed. |

Rental Licensing & Inspection Program

- No new applications in October.
- 1 unit was inspected and finalized in October.
- 67 locations with a total of 116 units have been fully approved so far.
- There are currently 86 active applications for a total of 188 units in various stages of inspection and correction.
- Permit Tech is working on getting inspections and re-inspections scheduled.

Development Projects

- Building Inspector Tim Unruh continues to manage the contractors and scheduling for the City Hall/Court remodel, painting, carpeting, temporary office relocation, etc.
- The STCU permit for their new location at Main & 14th is ready to issue, just waiting for payment.

Municipal Code

- Working on updating the fence regulations, OMC 14.36. Incorporated comments from Code Enforcement Officer. City Engineer will provide input on sight distance. Planning Commission discussed at their October meeting and provided direction for changes.
- Prepared information for Planning Commission on updating the landscaping code, OMC 17.74.

Housing

- Worked with the consultant on several iterations of a draft Multi-Family Tax Exemption (MFTE) ordinance for Planning Commission review in November.

Parks & Recreation

- RCO has a new grant program to fund parks planning. Attended webinar to get more information, made notes for other staff, we have been discussing our strategy.
- RCO has invited Community Development Director to be on the Technical Work Group for the Community Outdoor Athletic Facility Fund.
- Provided information to Finance on the Parks Capital Facilities Plan (CFP) that was adopted earlier this year as part of the Park Plan update, so it could be incorporated into the overall CFP for the upcoming budget.

Transportation

- Discussed consultant's draft goals and policies for the Active Transportation Plan with the Planning Commission.
- Working with Othello School District on their Walk Routes Map. They need an official committee for the map, so Community Development Director attended committee meeting. City Engineering will prepare the map.
- Issued SEPA exemption for Lions Park Connectivity Trail.

Training

- Building Inspector Tim Unruh attended a 2-day training on administering the International Existing Building Code. This code is used when a building is being remodeled.
- Building Inspector webinar about electrical code (for rental inspections).
- Webinar: The Essential Value of Street Trees in City Making and Sustainable Urban Design.
- ICMA Webinar: Alternatives to Silos: Leadership at Every Level
- Eastern WA Planners Forum sessions on new requirements for the Housing Element of Comp Plans (Othello's next mandated Comp Plan update will be due in June 2027; Commerce recommends starting on it 3 years before it is due), new Fish & Wildlife data on biodiversity and wildlife corridors.

Other

- In October, the front offices of City Hall were painted and carpeted, so staff had to work from other locations, such as conference rooms and the Police front counter. Much moving, arranging, packing and unpacking needed.
- Collected files for some records requests.
- Office of Financial Management paperwork and maps for the annexation of city-owned properties (Taggares Park, Well 8, old dog pound, canal ROW). Annexation is on track to take effect Nov. 9.
- Continued meetings with developer about possible master planned development.
- As a board member for the Planning Association of Washington, Community Development Director remotely participated in the annual strategic planning retreat.
- Provided some slides with maps and information for the Mayor's upcoming CERB presentation.
- Permit Tech Zuleica Morfin participated in the Othello High School Career Showcase along with about 7 other City Hall staff.
- Provided input on the Grant Writer/Administrator job description.