



# Spokane Plan Commission Agenda

April 11, 2018

2:00 PM to 4:30 PM

Council Chambers

808 W. Spokane Falls Blvd., Spokane WA 99201

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

## Public Comment Period:

3 minutes each      Citizens are invited to address the Plan Commission on any topic not on the agenda.

## Commission Briefing Session:

2:00 -2:15	1) Approve <a href="#">March 28<sup>th</sup>, 2018 meeting minutes</a>	All
	2) City Council Report	Lori Kinnear
	3) Community Assembly Liaison Report	(Greg Francis)
	4) President Report	Dennis Dellwo
	5) Transportation Sub- Committee Report	John Dietzman
	6) Secretary Report	Heather Trautman

## Workshops:

2:15 -3:00	1) <a href="#">6 Year Transportation Program Update</a>	Brandon Blankenagle
3:00 -3:30	2) <a href="#">Infill Dimensional and Transitional Standards Workshop</a>	Nathan Gwinn

## Items of Interest:

3:30-4:00	1) Member Items of Interest/Requests for Future Agenda	All
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## Hearings:

## Adjournment:

Next Plan Commission meeting will be on April 25, 2018 at 2:00 pm

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest Password: Vd2eTuWB**

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

# Spokane Plan Commission

March 28, 2018

## Meeting Minutes

Meeting called to order at 2:00 pm

### Attendance:

- Commission Members Present: Dennis Dellwo- President; Michael Baker; John Dietzman; Greg Francis; Sylvia St. Clair; Carole Shook; Lori Kinnear - City Council Liaison.
- Commission Members Absent: Todd Beyreuther; Christopher Batten; Patricia Kienholz Community Assembly Liaison (TBD).
- Quorum met.
- Staff Members Present: Heather Trautman; Jacqui Halvorson.

### Public Comment Period:

Carol Ellis

Carol asked that when redesigning the Post Street Bridge, the City considers adding a public transport tramway up and around Anthony's that rings around and crosses the river into the Park also incorporating the Arena. This could be a type of wayfinding for that area.

### Commission Briefing Session:

#### 1. Approve March 14, 2018 meeting minutes.

John made a motion to approve; Mike seconded. Minutes approved 6/0.

#### 2. City Council Report: Councilmember Kinnear

- a. Lori indicated they had a quiet Council meeting on Monday.
- b. There was a PeTT-organized forum regarding the posting of 20-mph speed limits around parks, to invite the community to join the conversation; four council members attended. With a traffic officer and Streets Department staff at the forum, it morphed into requesting that all residential streets be posted at 20-mph, and to add more police enforcement. City staff and City Council should gather data and costs and bring this information to PeTT in June/July, and resume the conversation with PeTT. As a community, folks have wanted Council to focus on property crime; and now there is a shift for us to focus on traffic speeds in neighborhoods, parks and schools.
- c. John asked if the problem is 25mph vs 20mph, or is it that folks aren't even going close to the speed limit, thus the need for enforcement.
- d. Lori indicated speed is a perception issue. This is why we need the data. To accurately identify the problem.
- e. Reducing the speed limit would pose enforcement issues, as we already have four officers that navigate around the city just focusing on schools.

#### 3. Community Assembly Liaison Report - PC member Greg Francis gave a status report. (CA Position is currently vacant and is in the recruiting process - hoping to have someone within three months.)

- a. CA didn't meet since our last meeting; LU did meet and were briefed by Melissa Owen on the electric fence ordinance.

#### 4. President Report - Dennis Dellwo:

Nothing at this time.

#### 5. Transportation Sub-Committee Report: John Dietzman

- a. The PCTS will meet April 10 and consider workshops for projects to add to the 6-Year Transportation Plan, after which we will bring a recommendation forward to the Plan Commission for approval on April 11<sup>th</sup>.
- b. Tax Transportation Impact Fee System Update Hearing update: A briefing must occur prior to it coming to the Plan Commission.

**6. Secretary Report:** Heather Trautman

- a. Heather introduced herself and summarized her transition and the various opportunities that will be presented with the department reorganization.
- b. She encouraged the commissioners to read the ONS Friday Newsletter on-line. She summarized the various meetings, volunteer opportunities, and projects discussed in the newsletter.
- c. Heather noted she is very available to all PC members on the 3<sup>rd</sup> floor, although the web site has the wrong phone number - correct number is 625-6854.
- d. Greg asked about the email archiving situation. IT suggested that you move emails over two month old onto your desktop at this time. You can make a request to IT to retrieve older emails. There may be new software later that allows more storage space for your emails at the City.
- e. Heather encouraged the commissioners to attend the two remaining North Spokane Corridor charrettes.

**Workshops:**

**1) Comprehensive Plan Amendments Overview 2017-2018 - Tirrell Black**

Tirrell gave a presentation and reviewed the amendment process to date. This topic was also briefed at the last Urban Development Committee meeting. There will be a public comment review period this spring that will include workshops. A SEPA determination will be made by staff. Tirrell reviewed the proposed amendments.

- Questions asked and answered.

**2) DTC-100 Zone Amendment Workshop - Kevin Freibott**

Kevin gave a presentation on the proposed amendments to the height requirements in the DTC-100 zone; a background and recap from the last meeting; and reviewed options and refinements from the original request. Today, he hoped the Plan Commission could provide a recommendation for amendment language that he can bring back for a full hearing at the PC meeting next month. Discussion centered on square footage maximum of floor plates, building heights, distance between buildings, mass, and shadows. Also discussed recommendations from the Working Group based around the applicants request. Options now are: 1) No restrictions in height or mass; 2) 15,000 sf 50 feet apart; 3) 12,000 sf at 75 feet apart; 4) No change to the code.

These four options were looked at in alignment with the comprehensive plan goals; the Downtown Plan goals and policies; results of our public engagement process; and with the desired outcomes of the Working Group including: connection to the park, activated streets, etc. He then reviewed potential code language changes. The Chair asked the commissioners for consensus on a recommendation. Mike indicated that the Working Group felt that 12,000 with 75 was a good compromise. Discussion ensued. The Chair suggested recommending a 12,000-sf floor plate with a 75-ft separation and the commissioners agreed. The Chair directed staff to bring the proposed amendment back to the PC with those numbers for a hearing.

- Questions asked and answered

**3) University Bridge Naming**

Denny noted that he had reviewed the language around the naming of the University Bridge, and felt the commissioners decision made sense, although he wasn't present during that discussion. He read the Plan Commission's recommendation (9/0) of naming the new bridge, either "University District

Gateway”, or “University Gateway Bridge”. He asked the commissioners if he could go ahead and sign the findings and conclusions. All agreed.

Heather indicated that, once signed, she could forward this recommendation to City Council as soon as possible for consideration; and brief on April 9<sup>th</sup> for the Economic Development Committee meeting.

### **Items of Interest**

Greg asked about City funding for registration for the APA Planning Retreat at Priest Lake May 31-June 1. Heather indicated that the conference is fully-funded. Dennis asked commissioners to email a request to Heather if they are interested in attending.

Heather asked if anyone had updates for the April PC Agenda.  
The next PC hearing is on April 25<sup>th</sup>.

The next Plan Commission meeting is scheduled for **April 11, 2018.**

Meeting adjourned 4:50 PM.

BRIEFING PAPER  
Plan Commission  
Integrated Capital Management  
April 11, 2018

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Subject

2019 - 2024 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Plan Commission then makes a recommendation to the City Council as to the program's consistency with the Comprehensive Plan. The City Council then accepts or modifies the plan accordingly.

Each new project to the 6-Year Program is assessed for compliance with the Comprehensive Plan by verifying fulfillment of the Transportation goals and policies (TR's). Staff have prepared an assessment, and seek recommendation to the City Council regarding program compliance.

Impact

Staff will present a draft assessment of new projects being brought into the 2019 – 2024 6-Year Comprehensive Street Program. The assessment includes a review of each project for consistency with the comprehensive plan, particularly the transportation chapter. This assessment has been reviewed by the Plan Commission Transportation Subcommittee.

Action

None, this is a workshop with the Plan Commission regarding 6-Year Capital Street Program compliance with the Comprehensive Plan.

Any recommendations that result from this workshop will be wrapped into the draft program which will then be brought to the Plan Commission for a Hearing to make an official recommendation to the City Council. The Hearing is scheduled to be held on May 9<sup>th</sup>.

STREET PROGRAM RECONCILIATION SHEET				
( Comparing 2019-24 against 2018-23 6yr. Program)				
New Projects Added to Six-Year Program (2019-2024)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
Capital Improvements 2020	Wellesley Ave, Freya St to Havana St	Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.	Pavement and utility updates to prepare infrastructure for economic development opportunities in this focal area.	\$2,000,000
Bridge Rehabilitation 2020	Hatch Rd Bridge Deck Replacement	Reconstruction of the Hatch Road deck to perpetuate the existing functionality.	Bridge maintenance and preservation.	\$1,878,750
Capital Improvements 2018 - 2020	Spokane Pavement Preservation - North	Pavement rehabilitation by grind and overlay of 6 street segments. The segments are: Wellesley - Driscoll to Milton; Sprague - Ivory to Scott; Nevada - Wellesley to Francis; Mission - Greene to Trent; Maple - Rowan to Country Homes; Ash - Rowan to Country Homes	Pavement preservation, keeping good streets good.	\$7,755,659
Capital Improvements 2024	Spokane Falls Blvd – Post to Division	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$3,700,000
Capital Improvements 2024	27 <sup>th</sup> Avenue – SE Blvd to Ray	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$2,550,000
Capital Improvements 2024	Mallon Avenue – Monroe to Howard	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$1,900,000
Capital Improvements 2024	Cedar Street – 11 <sup>th</sup> to 15 <sup>th</sup>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$2,000,000
Capital Improvements 2024	Broadway Avenue – Cedar to Post	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$2,550,000
Capital Improvements 2024	Wellesley Avenue – Division to Nevada	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$3,750,000
Capital Improvements 2024	Havana Street – Broadway to Sprague	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$4,580,000
Capital Improvements	I-90 / 195 Connection Improvements STUDY	Investigate feasible opportunities to improve the connection between Interstate 90 and Highway 195 to find a long-term build plan for updating and maintaining traffic flow between and through these important corridors.	A cross-jurisdictional look at how the Interstate, Highway, and arterial streets all impact one another in order to maximize future investments in this area.	\$50,000
Capital Improvements	North Gorge Trail STUDY - Post Bridge to Suspension Bridge	A study of the type and placement requirements to connect a trail along the north bank of the river between the Post Bridge and the Suspension bridge. This study will incorporate geotechnical, structural, and environmental look to determine feasible options for this trail connection	A trail connection along the north bank will activate the north bank, tying the recreational uses together and maximizing viewing opportunities of the Falls.	\$250,000
Capital Improvements 2021	Rowan Avenue, Sycamore to Myrtle	Paving of the street in coordination with utility updates prioritized ahead of WSDOT's NSC project.	Utility replacements and prioritization of street network needs in The Yard.	\$1,280,000
Pedestrian and Bikeways 2019	Driscoll Sidewalk, Wellesley to Bismark	Sidewalk infill along Driscoll Blvd.	Pedestrian priority within the vicinity of Browne Elementary.	\$490,500

<i>Capital Improvements 2021</i>	<b>Aubrey L White Parkway, Downriver to Treatment Plant</b>	Roadway reconstruction to include updates to retaining walls and stormwater management, as necessary.	Roadway and drainage conditions have deteriorated and need to be addressed.	<b>\$1,000,000</b>
<b>Projects Revised from Existing Projects</b>				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Bridge Rehabilitation 2019 - 2020</i>	<b>Post Bridge Replacement</b>	Full bridge reconstruction. \$8,000,000 federal grant will facilitate planned reconstruction project.	Bridge structural condition is very poor, with load limitations currently in place.	<b>\$19,300,000</b>
<i>Capital Improvements 2019 - 2020</i>	<b>Monroe / Riverside / Main / Spokane Falls Blvd Intersection</b>	Configure and re-pave the sections of Lincoln, Main, and Monroe required to tie all surrounding projects up and reconfigure the intersection to function as envisioned.	CSO 26 follow-up for already anticipated roadway updates. Transportation elements are now being reflected in this program	<b>\$500,000 &amp; Utility</b>
<i>Capital Improvements 2020</i>	<b>South Gorge Trail Connection - Main Ave to CSO 26</b>	Construct trail to connect Main Avenue to CSO 26 beneath the Monroe Bridge.	Phase III closing the loop on the gorge trail loop	<b>\$3,000,000</b>
<i>Capital Improvements 2023</i>	<b>Post Street and Bridge Ave Connections upon completion of (Post Bridge)</b>	Reconstruct pavement roadway along Post St and Bridge Avenue. Tie new configurations of traffic for all users into the street network. Restore pavement impacted by construction activities.	Completing the Post Bridge corridor by connecting all routes back into the bridge.	<b>\$2,250,000</b>
<b>Projects Completed and Removed from Six-Year Program</b>				
Section	Project Name	Project Description	Status	Cost Estimate
<i>Safety</i>	<b>Barnes Road from Phoebe to Strong Road</b>	Construct a new section of Barnes Road between Phoebe and Strong Road. Sidewalk, drainage facilities, two lanes for vehicular traffic, a bike lane going uphill and shared-use on the downhill side of the roadway.	Complete	<b>\$2,194,500</b>
<i>Safety</i>	<b>Regal/Bemiss/Shaw Pedestrian Safety</b>	Sidewalk and bumpout construction within the vicinity of two elementary schools and one middle school. The project will support safe walking routes and improve separation of vehicle traffic from pedestrian traffic. Also included are similar facilities to improve crossings near the community center.	Complete	<b>\$847,866</b>
<i>Safety</i>	<b>Ridgeview Elementary Pedestrian Safety</b>	Construct new sidewalk to facilitate pedestrian travel in the vicinity of Ridgeview Elementary School.	Complete	<b>\$829,207</b>
<i>Capital Improvements</i>	<b>37th Ave from Regal to East City Limits</b>	Reconstruct roadway to updated standards. Project includes separated sidewalks, left turn pockets, bike lanes, and stormwater facilities. A water line will also be included.	Complete	<b>\$5,200,932 &amp; Utility</b>
<i>Capital Improvements</i>	<b>Pettet Drive Reconstruction</b>	Reconstruct Pettet Drive full depth, stormwater management with construction of MS4 elimination facility, construct bio-retention swales for stormwater treatment, construct a mixed-use trail along the bluff-side of Pettet Drive.	Complete	<b>Utility Funded</b>
<i>Capital Improvements</i>	<b>Sprague Avenue Rebuild - Sprague Corridor Investment Strategy</b>	Reconstruct roadway to make the 3-lane section permanent. Also includes placement of streetscape, updating traffic signals, stormwater disposal and landscaping.	Complete	<b>\$4,111,150 &amp; Utility</b>
<i>Pedestrian and Bikeways</i>	<b>2016 - 2017 ADA Ramp Replacement Project</b>	ADA ramp replacement project to construct missing ramps within the Downtown and Council District areas. The Pedestrian Master Plan was utilized to identify project locations.	Complete	<b>\$900,000</b>
<i>Pedestrian and Bikeways</i>	<b>Division St, 3rd Ave to Spokane Falls Blvd</b>	Improve the pedestrian safety and traffic flow on Division Street with curb extensions, ADA curb ramps, traffic signal adjustments, merge area adjustment between 4th and 2nd, on-street parking improvements, pedestrian lighting, streetscape and sidewalk improvements.	Complete	<b>\$4,232,555</b>
<i>Pedestrian and Bikeways</i>	<b>Downtown Bicycle Network Completion</b>	Complete the on-street bicycle facilities in downtown Spokane, according to the adopted Master Bike Plan, with adjustments as necessary.	Complete	<b>\$896,000</b>

<b>STREET PROGRAM RECONCILIATION SHEET</b> <b>New Projects Added to Six-Year Program (2019-2024)</b>																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Comprehensive Plan Chapter 4 Policies TR:	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaign	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Wellesley Ave, Freya St to Havana St	X	X		X	X		X	X	X			X	X	X		X			X	X			X
Hatch Rd Bridge Deck Replacement							X	X				X				X			X				X
Spokane Pavement Preservation - North	X	X		X	X	X	X	X		X						X			X	X			X
Spokane Falls Blvd, Post to Division	X	X		X	X	X		X	X	X	X	X	X		X	X		X	X	X			X
27th Ave, SE Blvd to Ray	X	X		X	X	X		X	X				X	X		X			X	X			X
Mallon Ave, Monroe to Howard	X	X		X	X	X		X	X	X	X	X	X	X	X	X		X	X	X			X
Cedar St, 11th to 15th	X	X		X	X		X	X			X	X	X	X	X	X			X	X			X
Broadway Ave, Cedar to Post	X	X		X	X	X			X	X	X	X	X	X	X	X		X	X	X			X
Wellesley Ave, Division to Nevada	X	X		X	X		X			X	X	X	X		X	X			X	X			X
Havana St, Broadway to Sprague	X	X		X	X	X		X	X	X	X	X	X		X	X			X	X			X
I-90 / 195 Connection Improvements STUDY	X	X	X	X				X		X	X	X	X			X			X	X			X
North Gorge Trail STUDY - Post Bridge to Suspension Bridge	X	X		X	X		X		X						X				X	X			X
Rowan Avenue, Sycamore to Myrtle	X	X					X		X			X	X		X	X	X		X	X			X
Driscoll Sidewalk, Wellesley to Bismark	X	X			X		X				X			X	X	X			X	X			
Aubrey L White Parkway, Downriver to Treatment Plant	X				X							X	X			X			X	X			X



**Street**/Bridge Rehabilitation

## Hatch Rd Bridge Deck Replacement

STR-2018-4

### Executive Summary

Reconstruction of the Hatch Bridge deck to perpetuate the existing functionality.

### Project Justification

Existing bridge deck requires costly regular maintenance. The new deck will extend the life and lower maintenance costs.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goal C by maintaining a vital infrastructure link.

### Location

Other Location

Hatch Rd Bridge over Hangman Creek adjacent to Highway 195

### Project Status

Active

Project number: 2018085

### External Factors

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Bridge Rehabilitation****Hatch Rd Bridge Deck Replacement**

STR-2018-4

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
Design	\$0	\$208,750	\$300,000	\$0	\$0	\$0	\$0	\$508,750	\$508,750
Total	\$0	\$208,750	\$2,000,000	\$0	\$0	\$0	\$0	\$2,208,750	<b>\$2,208,750</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$30,000	\$300,000	\$0	\$0	\$0	\$0	\$330,000
BRIDGE	Federal	Funded	\$0	\$178,750	\$1,700,000	\$0	\$0	\$0	\$0	\$1,878,750
Total			\$0	\$208,750	\$2,000,000	\$0	\$0	\$0	\$0	<b>\$2,208,750</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street**/Pedestrian and Bikeways

## Driscoll Sidewalk, Wellesley to Bismark

STR-2018-16

### Executive Summary

Sidewalk infill along Driscoll Blvd.

### Project Justification

Pedestrian priority within the vicinity of Browne Elementary.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goal B by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

### Location

Other Location

Driscoll Boulevard between Wellesley Avenue and Bismark Avenue

### Project Status

Active

Project number: 2018095

### External Factors

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Pedestrian and Bikeways****Driscoll Sidewalk, Wellesley to Bismark**

STR-2018-16

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$426,498	\$0	\$0	\$0	\$0	\$0	\$426,498	\$426,498
Design	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,000
Total	\$64,000	\$426,498	\$0	\$0	\$0	\$0	\$0	\$426,498	<b>\$490,498</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$64,000	\$166,000	\$0	\$0	\$0	\$0	\$0	\$230,000
TIB	State	Funded	\$0	\$260,498	\$0	\$0	\$0	\$0	\$0	\$260,498
Total			\$64,000	\$426,498	\$0	\$0	\$0	\$0	\$0	<b>\$490,498</b>

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## North Gorge Trail STUDY - Post Bridge to Suspension Bridge

STR-2018-14

### Executive Summary

A study of the type and placement requirements to connect a trail along the north bank of the river. A look into geotechnical, structural, and environmental requirements.

### Project Justification

Connectivity of park and neighborhood assets is desirable.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals A, B, and F, by creating active transportation connections that the community can enjoy and take pride in while experiencing the natural assets of our City.

### Location

Other Location

North bank of the Spokane River between the Post Bridge and the Suspension Pedestrian Bridge

### Project Status

Active

Project number: 2018094

### External Factors

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

## Street/Pedestrian and Bikeways

### North Gorge Trail STUDY - Post Bridge to Suspension Bridge

STR-2018-14

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$250,000	\$250,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$250,000
Total			\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$250,000

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- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street**/Street Capital

## 27th Avenue – SE Blvd to Ray

STR-2018-7

### Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### Project Justification

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### Location

Other Location

27th Avenue between Southeast Boulevard and Ray Street

### Project Status

Active

Project number: 2018087

### External Factors

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****27th Avenue – SE Blvd to Ray**

STR-2018-7

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$2,300,000	\$2,300,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,300,000	\$2,550,000	<b>\$2,550,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$33,750	\$310,500	\$344,250
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$216,250	\$1,989,500	\$2,205,750
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,300,000	<b>\$2,550,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



**Street/Street Capital**

## **Aubrey L White Parkway, Downriver to Treatment Plant**

STR-2018-17

### **Executive Summary**

Roadway reconstruction to include updates to retaining walls and stormwater management, as necessary.

### **Project Justification**

Roadway and drainage conditions have deteriorated and need to be addressed.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals A and C by accommodating roadway access and taking care of the assets of our community.

### **Location**

Other Location

Aubrey L White Parkway between Downriver Drive and the Wastewater Treatment Plant

### **Project Status**

Active

Project number: 2018096

### **External Factors**

Work funded largely through wastewater treatment plant operations.

### **Maintenance**

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Aubrey L White Parkway, Downriver to Treatment Plant**

STR-2018-17

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street**/Street Capital

## Broadway Avenue – Cedar to Post

STR-2018-10

### Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### Project Justification

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### Location

Other Location

Broadway Avenue between Cedar Street and Post Street

### Project Status

Active

Project number: 2018090

### External Factors

Time around local development projects.

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****Broadway Avenue – Cedar to Post**

STR-2018-10

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,300,000	\$2,550,000	\$2,550,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,300,000	\$2,550,000	<b>\$2,550,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$33,750	\$310,500	\$344,250
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$216,250	\$1,989,500	\$2,205,750
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,300,000	<b>\$2,550,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street/Street Capital**

## **Cedar Street – 15th to 11th**

STR-2018-9

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and C by improving upon all modes of transportation while accommodating access to priority destinations.

### **Location**

Other Location

Cedar Street between 11th Avenue and 15th Avenue

### **Project Status**

Active

Project number: 2018089

### **External Factors**

### **Maintenance**

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Cedar Street – 15th to 11th**

STR-2018-9

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000	\$1,800,000
Design	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$200,000
Total	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,800,000	\$2,000,000	<b>\$2,000,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$27,000	\$243,000	\$270,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$173,000	\$1,557,000	\$1,730,000
Total			\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,800,000	<b>\$2,000,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street**/Street Capital

## Havana Street – Sprague to Broadway

STR-2018-12

### Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### Project Justification

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### Location

Other Location

Havana Street between Broadway Avenue and Sprague Avenue

### Project Status

Active

Project number: 2018092

### External Factors

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****Havana Street – Sprague to Broadway**

STR-2018-12

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	\$4,200,000	\$4,200,000
Design	\$0	\$0	\$0	\$0	\$0	\$380,000	\$0	\$380,000	\$380,000
Total	\$0	\$0	\$0	\$0	\$0	\$380,000	\$4,200,000	\$4,580,000	<b>\$4,580,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$76,000	\$840,000	\$916,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$304,000	\$3,360,000	\$3,664,000
Total			\$0	\$0	\$0	\$0	\$0	\$380,000	\$4,200,000	<b>\$4,580,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



## Street/Street Capital

### I-90 / 195 Connection Improvements STUDY

STR-2018-13

#### Executive Summary

Investigate feasible opportunities to improve the connection between Interstate 90 and Highway 195 to find a long-term build plan for updating and maintaining traffic flow between and through these important corridors.

#### Project Justification

Future conditions and maintenance requirements of interstate facilities require a coordinated look into effective solutions.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

#### Location

Other Location

Interstate-90 / Highway 195 and surrounding street network.

#### Project Status

Active

Project number: 2018093

#### External Factors

Coordination of this project will happen on a regional level through SRTC.

#### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## I-90 / 195 Connection Improvements STUDY

STR-2018-13

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000

### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Total			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

\*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street**/Street Capital

## Mallon Avenue – Monroe to Howard

STR-2018-8

### Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### Project Justification

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### Location

Other Location

Mallon Avenue between Monroe Street and Howard Street

### Project Status

Active

Project number: 2018088

### External Factors

Time around local development projects.

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****Mallon Avenue – Monroe to Howard**

STR-2018-8

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,700,000	\$1,900,000	\$1,900,000
Total	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,700,000	\$1,900,000	<b>\$1,900,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$40,000	\$340,000	\$380,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$160,000	\$1,360,000	\$1,520,000
Total			\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,700,000	<b>\$1,900,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street/Street Capital**

## Rowan Avenue, Sycamore to Myrtle

STR-2018-15

### Executive Summary

Paving of the street in coordination with utility updates prioritized ahead of WSDOT's NSC project.

### Project Justification

Utility replacements and prioritization of street network needs in The Yard.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and G by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices.

### Location

Other Location

Rowan Avenue between Sycamore Street and Myrtle Street

### Project Status

Active

Project number: 2017141

### External Factors

Timing coordinated with NSC utility update needs.

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital**

**Rowan Avenue, Sycamore to Myrtle**

STR-2018-15

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Design	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000
Total			\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000

\*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street/Street Capital**

## Spokane Falls Blvd – Post to Division

STR-2018-6

### Executive Summary

Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates.

### Project Justification

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### Location

Other Location

Spokane Falls Boulevard between Post Street and Division Street

### Project Status

Active

Project number: 2018086

### External Factors

After Riverfront Park improvements are complete.

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****Spokane Falls Blvd – Post to Division**

STR-2018-6

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000	\$3,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$3,400,000	\$3,700,000	<b>\$3,700,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$60,000	\$680,000	\$740,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$240,000	\$2,720,000	\$2,960,000
Total			\$0	\$0	\$0	\$0	\$0	\$300,000	\$3,400,000	<b>\$3,700,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



## Street/Street Capital

### Spokane Pavement Preservation - North

STR-2018-5

#### Executive Summary

Pavement rehabilitation by grind and overlay of 6 street segments. The segments are: Wellesley - Driscoll to Milton; Sprague - Ivory to Scott; Nevada - Wellesley to Francis; Mission - Greene to Trent; Maple - Rowan to Country Homes; Ash - Rowan to Country Homes

#### Project Justification

Pavement maintenance project to prolong the life expectancy of these road segments.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals A and C by accommodating roadway access and taking care of the assets of our community.

#### Location

Other Location

Miscellaneous street segments including Wellesley, Sprague, Nevada, Mission, Maple, and Ash

#### Project Status

Active

Project number: 2017148

Design in 2018; Construction 2018 - 2020

#### External Factors

Time such that best roadways are completed last. Must be delivered under one contract, but the work can span multiple years. Sprague between Ivory and Helena also needs to be resurfaced.

#### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Spokane Pavement Preservation - North

STR-2018-5

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$1,700,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$5,705,659	\$7,405,659
Design	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Total	\$2,050,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$5,705,659	<b>\$7,755,659</b>

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$728,384	\$1,065,928	\$961,346	\$0	\$0	\$0	\$0	\$2,755,658
NHS	Federal	Funded	\$1,321,616	\$1,934,072	\$1,744,313	\$0	\$0	\$0	\$0	\$5,000,001
Total			\$2,050,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	<b>\$7,755,659</b>

## \*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

## Street/Street Capital

### Wellesley Ave, Freya St to Havana St

STR-2018-3

#### Executive Summary

Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.

#### Project Justification

Industrial freight connection from 'The Yard' to the adjacent T-1 and Interstate truck routes.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding industrial development. Also promotes active transport; TR goal F.

#### Location

Other Location

Wellesley Avenue between Freya Street and Havana Street

#### Project Status

Active

Project number: 2018076

#### External Factors

NSC timing will have Wellesley Avenue closed for a 3-year period between Freya and Market.

#### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital**

**Wellesley Ave, Freya St to Havana St**

STR-2018-3

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
Design	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Total	\$0	\$150,000	\$1,250,000	\$0	\$0	\$0	\$0	\$1,400,000	<b>\$1,400,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$75,000	\$625,000	\$0	\$0	\$0	\$700,000
FMSIB	Identified	Unfunded	\$0	\$0	\$75,000	\$625,000	\$0	\$0	\$0	\$700,000
Total			\$0	\$0	\$150,000	\$1,250,000	\$0	\$0	\$0	<b>\$1,400,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**Street**/Street Capital

## Wellesley Avenue – Division to Nevada

STR-2018-11

### Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### Project Justification

Roadway and utility deterioration require attention.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

### Location

Other Location

Wellesley Avenue between Division Street and Nevada Street

### Project Status

Active

Project number: 2018091

### External Factors

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****Wellesley Avenue – Division to Nevada**

STR-2018-11

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000	\$3,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$0	\$0	\$350,000	\$3,400,000	\$3,750,000	<b>\$3,750,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$47,250	\$459,000	\$506,250
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$302,750	\$2,941,000	\$3,243,750
Total			\$0	\$0	\$0	\$0	\$0	\$350,000	\$3,400,000	<b>\$3,750,000</b>

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**BRIEFING PAPER**  
**City of Spokane**  
**Plan Commission Workshop**  
**April 11, 2018**

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**Subject:** Infill Code Revisions – Dimension and Transition Standards

**Background**

In 2016, the Infill Development Steering Committee called for a review and potential regulatory update of development standards to support attached housing and more efficient use of land. This proposal follows adoption of a first phase of code revisions related to residential development for cottage housing, pocket residential, and compact lot standards, which went into effect in March 2018. This second package of text amendments supports attached housing, and other development that can achieve the densities established by the Comprehensive Plan, as viable options in additional residential zones.

The Comprehensive Plan emphasizes design guidelines in regulations as primary tools to ensure that infill and redevelopment projects are well-designed and compatible with their surroundings, while allowing more compact and affordable housing (LU 2.2, LU 3.6, LU 5.5). A plan policy review packet is available [online](#). The revisions also align with the Strategic Plan's Urban Experience Initiative by encouraging high-quality and diverse residential investment, while strengthening residential character and encouraging adequate usable open space.

**Impact**

The proposal may enable some sites in multifamily zones to be developed with additional units and make development of attached housing in all residential zones more likely. Increasing the supply of housing stock helps preserve housing affordability, and helps to meet the housing demand for the city's growing population, while local businesses and existing residents benefit from the investment in vacant and underutilized properties within their neighborhoods. The number of housing units per acre designated by the Comprehensive Plan would not be changed by this proposal.

**Key Changes outlined in PC draft amendments to chapter 17C.110 ([attached](#)) for review:**

- Remove the 30-foot maximum exterior [wall height](#) for the primary structure in the Residential Multifamily (RMF) zone, resulting in the same maximum wall height of 35 feet as accessory structures and the [roof height](#) of 35 feet for all structures.
  - To assist blending new buildings with surrounding development, design guidelines and standards for multi-family structures would continue to incorporate pitched roof forms where adjoining a single-family use ([SMC 17C.110.450](#)), and in established and historic neighborhoods, housing types such as homes on narrow lots, duplexes, and attached housing would continue to incorporate forms from nearby buildings ([SMC 17C.110.310](#)).
  - Height transition compatibility with surrounding RSF and RTF zones would continue to be provided at the zoning district boundary, maintaining a building height lower than 35 feet within ten feet of any RSF or RTF zone as provided under [SMC 17C.110.215\(C\)\(3\)](#).

- Reduce the minimum [lot width](#) and front [lot line](#) for attached housing without alley parking in the RTF, RMF, and RHD zones, from 36 feet, to the same minimum as for duplexes (25 feet). Also, reduce these standards for detached houses in the RTF zone to match the minimum of 25 feet required for duplexes.
- Remove the requirement to double the [side setback](#) on the side of an attached house that is opposite a common, shared wall. This change would result in attached housing, where the units are owned separately, having the same setback as a duplex or other development in the zone.

As part of the subject package of text amendments, additional potential amendments are identified in the discussion text embedded in the draft for chapter 17C.110 SMC. The amendments may also include parking area setbacks and/or parking access standards in chapter 17C.230 SMC, to be discussed at a future workshop.

### **Action**

The Plan Commission workshop discussions at the April 11 and April 25, 2018 meetings will prepare for the public hearing on this next ordinance, tentatively scheduled for May 23, 2018.



ORDINANCE NO. \_\_\_\_\_

An ordinance relating to relating to development standards for attached housing and multifamily development standards, amending Spokane Municipal Code (SMC) sections 17C.110.200 and 17C.110.310.

The City of Spokane does ordain:

Section 1. That SMC section 17C.110.200 is amended to read as follows:

**17C.110.200            Lot Size**

A.    Purpose.

The standards of this section allow for development on lots, but do not legitimize lots that were divided in violation of [chapter 17G.080 SMC](#), Subdivisions. The required minimum lot size, lot depth, lot width and frontage requirements for new lots ensure that development will, in most cases, be able to comply with all site development standards. The standards also prevent the creation of very small lots that are difficult to develop at their full density potential. Finally, the standards also allow development on lots that were reduced by condemnation or required dedications for right-of-way.

B.    Existing Lot Size.

1.    Development is prohibited on lots that are not of sufficient area, dimension and frontage to meet minimum zoning requirements in the base zone. Except:
  - a.    one single-family residence may be developed on a lot that was legally created under the provisions of chapter 58.17 RCW, Plats – Subdivisions – Dedications, or applicable platting statutes;
  - b.    a PUD lot may be less than the minimum size of the base zone, if such lot is delineated on a PUD plan, which has been approved by the hearing examiner. All use and development standards of the zone wherein such lot is located, shall be complied with, unless modified through the PUD process by the hearing examiner. A PUD shall comply with the requirements of subsection (C) of this section.
2.    No lot in any zone may be reduced so that the dimension, minimum lot area, frontage or area per dwelling unit is less than that required by this chapter, except as modified through the PUD process by the hearing examiner.
3.    Lots Reduced by Condemnation or Required Dedication for Right-of-way. Development that meets the standards of this chapter is permitted on lots, or combinations of lots, that were legally created and met the minimum

size requirements at the time of subdivision, but were reduced below one or more of those requirements solely because of condemnation or required dedication by a public agency for right-of-way.

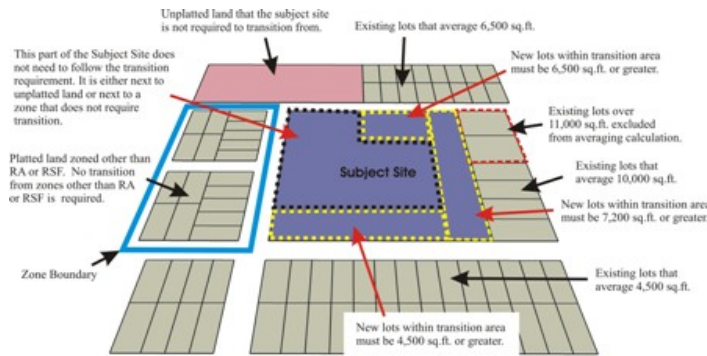
C. Land Division.

All new lots created through subdivision must comply with the standards for the base zone listed in Table 17C.110-3.

1. Transition Requirement.

For sites two acres or greater, transition lot sizes are required to be included as a buffer between existing platted land and new subdivision subject to the requirements of this section. The purpose of this section is to transition lot sizes between the proposed and existing residential developments in order to facilitate compatible development and a consistent development pattern. In the RA and RSF zones, the minimum lot size is subject to transitioning of lots sizes. Lots proposed within the initial eighty feet of the subject property are required to transition lot sizes based on averaging under the following formulas:

- a. Transitioning is only required of properties adjacent to or across the right-of-way from existing residential development. "Existing residential development" in this section shall mean existing lots created through subdivision or short plat.
- b. Lot size in the transition area is based on the average of the existing lot size in subdivisions adjacent to, or across the street from, the subject property. Lots greater than eleven thousand square feet are not counted in the averaging.
- c. If the existing average lot size is greater than seven thousand two hundred square feet, then the lot size in the transition area can be no less than seven thousand two hundred square feet.
- d. If the existing average lot size is less than seven thousand two hundred square feet, then the lot size in the transition area can be equal to or greater than the average.
- e. If the subject site shares boundaries with more than one subdivision, the minimum lot size in the transition area shall be based on the average lot sizes along each boundary. When two boundaries meet, the lot size shall be based on the larger of the two boundaries. See example below; and



- f. If the subject site shares a boundary with property zoned other than RA or RSF, then there are no transition requirements along that boundary.
  - g. After the first set of lots in the transition area, lot sizes may be developed to the minimum lot size of the base zone, i.e., four thousand three hundred fifty square feet in the RSF zone.
2. Planned unit developments, combined with a subdivision, may reduce the minimum lot size, lot width, lot depth and frontage requirements in the RA and RSF zones pursuant to [SMC 17G.070.030\(C\)\(1\)](#), except in the transition area required by subsection (C)(1) of this section.

***Discussion - The transition requirement of Subsection (C)(1-2) above is potentially problematic for development such as:***

- ***Unexpected layout and site design issues, with streets or stormwater areas placed in the transition area adjacent to the existing developed lots;***
- ***Complexity that may lead a developer to abandon consideration of a site in favor of another area with less regulation; and***
- ***Loss of potential units due to requiring larger lot sizes.***

***This section may need to be revisited to further explore solutions and/or changes.***

- D. **Ownership of Multiple Lots.**  
Where more than one adjoining lot is in the same ownership, the ownership may be separated as follows:

1. If all requirements of this chapter will be met after the separation, including lot size, density and parking, the ownership may be separated through either a boundary line adjustment (BLA) or plat, as specified under [chapter 17G.080 SMC](#), Subdivisions.
  2. If one or more of the lots does not meet the lot size standards in this section, the ownership may be separated along the original plat lot lines through a boundary line adjustment (BLA).
- E. New Development on Standard Lots. New development on lots that comply with the lot size standards in this section are allowed subject to the development standards and density requirements of the base zone as required under Table 17C.110-3.
- F. Lot Frontage. All residential lots shall front onto a public street and meet the minimum lot frontage requirements of Table 17C.110-3. Except, that frontage on a public street is not required for lots created through alternative residential subdivision under SMC 17G.080.065, and lots approved in a planned unit development or a manufactured home park may have lots or spaces fronting onto private streets, subject to the decision criteria of [SMC 17H.010.090](#).

TABLE 17C.110-3 DEVELOPMENT STANDARDS [1]					
DENSITY STANDARDS					
	RA	RSF & RSF-C	RTF	RMF	RHD
Density - Maximum	4,350 (10 units/acre)	4,350 (10 units/acre)	2,100 (20 units/acre)	1,450 (30 units/acre)	--
Density - Minimum	11,000 (4 units/acre)	11,000 (4 units/acre)	4,350 (10 units/acre)	2,900 (15 units/acre)	2,900 (15 units/acre)
MINIMUM LOT DIMENSIONS LOTS TO BE DEVELOPED WITH:					
Multi-Dwelling Structures or Development					
	RA	RSF & RSF-C	RTF	RMF	RHD
Minimum Lot Area				2,900 sq. ft.	2,900 sq. ft.
Minimum Lot Width				25 ft.	25 ft.
Minimum Lot Depth				70 ft.	70 ft.
Minimum Front Lot Line				25 ft.	25 ft.
Compact Lot Standards [2]					
Minimum Lot Area [3]		3,000 sq. ft.			

Minimum Lot Width		36 ft.			
Minimum Lot Depth		80 ft.			
Minimum Front Lot Line		30 ft.			
Attached Houses					
Minimum Lot Area [3]	7,200 sq. ft.	4,350 sq. ft.	1,600 sq. ft.	1,600 sq. ft.	None
Minimum Lot Width	40 ft.	40 ft.	<del>((36))</del> 25 ft. or 16 ft. with alley parking and no street curb cut	<del>((Same))</del> 25 ft. or 16 ft. with <u>alley parking and no street curb cut</u>	<del>((Same))</del> 25 ft. or 16 ft. with <u>alley parking and no street curb cut</u>
Minimum Lot Depth	80 ft.	80 ft.	50 ft.	25 ft.	25 ft.
Minimum Front Lot Line	40 ft.	40 ft.	Same as lot width	Same as lot width	Same as lot Width
Detached Houses					
Minimum Lot Area [3]	7,200 sq. ft.	4,350 sq. ft.	1,800 sq. ft.	1,800 sq. ft.	None
Minimum Lot Width	40 ft.	40 ft.	<del>((36))</del> 25 ft.	25 ft.	25 ft.
Minimum Lot Depth	80 ft.	80 ft.	40 ft.	25 ft.	25 ft.
Minimum Front Lot Line	40 ft.	40 ft.	<del>((30))</del> 25 ft.	25 ft.	25 ft.
Duplexes					
Minimum Lot Area			4,200 sq. ft.	2,900 sq. ft.	None
Minimum Lot Width			25 ft.	25 ft.	25 ft.
Minimum Lot Depth			40 ft.	40 ft.	25 ft.
Minimum Front Lot Line			25 ft.	25 ft.	25 ft.
PRIMARY STRUCTURE					
Maximum Building Coverage					
	RA	RSF & RSF-C	RTF	RMF	RHD
Lots 5,000 sq. ft. or larger	40%	2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.	2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.	50%	60%

Lots 3,000 - 4,999 sq. ft.	1,500 sq. ft. + 37.5% for portion of lot over 3,000 sq. ft.				
Lots less than 3,000 sq. ft.	50%				
Building Height					
Maximum Roof Height [5]	35 ft.	35 ft.	35 ft.	35 ft. [6]	35 ft. [6]
Maximum Wall Height	25 ft.	25 ft.	25 ft.	<del>((30 ft. [6]))</del> --	--
Floor Area Ratio (FAR)					
FAR	0.5	0.5 [4]	0.5 [4]	--	--
Setbacks					
Front Setback [7, 8]	15 ft.				
Side Lot Line Setback – Lot width more than 40 ft.	5 ft.				
Side Lot Line Setback – Lot width 40 ft. or less	3 ft.				
Street Side Lot Line Setback [7]	5 ft.				
Rear Setback [9, 10]	25 ft.	25 ft. [11]	15 ft.	10 ft.	10 ft.
Required Outdoor Area					
Required Outdoor Area for attached and detached houses. Minimum dimension (See SMC 17C.110.223)	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.	48 sq. ft. 7 ft. x 7 ft.
ACCESSORY STRUCTURES					
	RA	RSF & RSF-C	RTF	RMF	RHD
Maximum Roof Height	30 ft.	20 ft.	20 ft.	35 ft.	35 ft.
Maximum Wall Height	30 ft.	15 ft.	15 ft.	35 ft.	35 ft.
Maximum Coverage [12]	20%	15%	15%	See Primary Structure	See Primary Structure
Front Setback	20 ft.				
Side Lot Line Setback – Lot width 40 ft. or wider [13]	5 ft.				

Side Lot Line Setback – Lot width less than 40 ft. [13]	3 ft.
Street Side Lot Line [14]	20 ft.
Rear [13]	5 ft.
Rear with Alley	0 ft.

Notes:

-- No requirement

[1] Plan district, overlay zone, or development standards contained in SMC 17C.110.310 through 360 may supersede these standards.

[2] See SMC 17C.110.209, Compact Lot Standards.

[3] For developments two acres or greater, lots created through subdivision in the RA, RSF and the RSF-C zones are subject to the lot size transition requirements of SMC 17C.110.200(C)(1).

[4] In the RSF-C and RTF zones, and sites in the RSF zone qualifying for compact lot development standards, described in SMC 17C.110.209, FAR may be increased to 0.65 for attached housing development only.

[5] No structure located in the rear yard may exceed twenty feet in height.

[6] Base zone height may be modified according to SMC 17C.110.215, Height.

[7] Attached garage or carport entrance on a street is required to be setback twenty feet from the property line.

[8] See SMC 17C.110.220(D)(1), setbacks regarding the use of front yard averaging.

[9] See SMC 17C.110.220(D)(2), setbacks regarding reduction in the rear yard setback.

[10] Attached garages may be built to five feet from the rear property line except, as specified in SMC 17C.110.225(C)(6)(b), but cannot contain any living space.

[11] In the RSF-C zone and sites in the RSF zone qualifying for compact lot development standards, described in SMC 17C.110.209, the rear setback is 15 feet.

[12] Maximum site coverage for accessory structures is counted as part of the maximum site coverage of the base zone.

[13] Setback for a detached accessory structure and a covered accessory structure may be reduced to zero feet with a signed waiver from the neighboring property owner, except, as specified in SMC 17C.110.225(C)(5)(b).

[14] The setback for a covered accessory structure may be reduced to five feet from the property line.

Section 2. That SMC section 17C.110.310 is amended to read as follows:

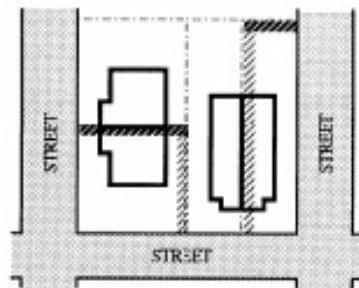
**17C.110.310            Attached Housing, Detached Houses on Lots Less than Forty Feet Wide, and Duplexes**

A. Purpose.

Attached housing, detached houses on narrow lots and duplexes allow for energy-conserving housing and a more efficient use of land. See definition of attached housing under chapter 17A.020 SMC.



- B. Qualifying Situations.  
Sites located in the ~~((RSF))~~ RA through the RHD zones. All lots must be under the same ownership or a signed and recorded agreement to participate in an attached housing development must be submitted to the City by all property owners at the time of building permit application.
- C. Lot Development Standards.  
Each house must be on a lot that complies with the lot development standards in the base zone as provided in Table 17C.110-3.
- D. Building Setbacks for Attached Housing.
1. Interior Lots.  
On interior lots, the side building setback on the side containing the common wall is reduced to zero. ~~((The side building setbacks on the side opposite the common wall must be double the side setback standard of the base zone.))~~
  2. Corner Lots.  
On corner lots, either the rear setback or non-street side setback may be reduced to zero. However, the remaining street side lot line setback must comply with the requirements for a standard side or rear setback.



On corner lots, either the rear setback or the nonstreet side setback can be reduced to zero. However, the remaining nonstreet setback must comply with the requirements for a standard rear setback.

----- Rear lot line  
..... Nonstreet side lot line



E. Design Standards.

This section is subject to the provisions of SMC 17C.110.015, Design Standards Administration.

1. A multi-family residential building of three or more units is subject to the design standards of SMC 17C.110.400.
2. For detached houses on lots forty feet or less wide and attached housing and duplexes in the RSF, RSF-C, RTF, RMF and RHD zones, the following design standards must be met:
  - a. All street-facing facades must have landscaping along the foundation. There must be at least one three-gallon shrub for every three lineal feet of foundation. (R)
  - b. Sixty percent of the area between the front lot line and the front building line must be landscaped. At a minimum, the required landscaped area must be planted with living ground cover. Up to one-third of the required landscaped area may be for recreational use, or for use by pedestrians. Examples include walkways, play areas, or patios. (R)
  - c. ~~((Generous))~~ Use of planting materials and landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged, with plantings consistent with L3 open area landscaping standard of SMC 17C.200.030. (P)
  - d. Front facade.  
Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front facade of the building. (R)
  - e. Duplexes and attached houses on corner lots should be designed so each unit is oriented towards a different street. This gives the structure the overall appearance of a house when viewed from either street. (R)
  - f. Detached houses on lots forty feet or less wide and both units of a duplex or attached houses must meet the following standards to ensure that the units have compatible elements. Adjustments to this paragraph are prohibited, but modifications may be requested through a design departure. The standards are:
    - i. Entrances. Each of the units must have its address and main entrance oriented toward a street frontage. Where an existing house is being converted to two units, one main entrance with internal access to both units is allowed. (R)

- ii. Each unit must have a covered, main entry-related porch or stoop area of at least fifty square feet with no dimension less than five feet. (R)
- iii. Buildings must be modulated along the public street at least every thirty feet. Building modulations must step the building wall back or forward at least four feet. (R)
- iv. Reduce the potential impact of new duplex and attached housing development on established and historic neighborhoods by incorporating elements and forms from nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (P)
- v. Create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)
- g. Garages are subject to the garage limitation standards of SMC 17C.110.208(E). (R)

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*Discussion – Reduction in the minimum lot width to 25 feet for attached housing in the RTF, RMF, and RHD zones where alley parking is not provided, and for detached houses in the RTF zone, could enable a more frequent occurrence of driveways. This section will be revisited to explore solutions and/or changes on a potential design standard on such narrow lots to establish consolidation of driveways, in order to:*

- *Reduce impervious surfaces;*
  - *Preserve on-street parking and street tree opportunities; and*
  - *Promote pedestrian-oriented environments along streets.*
- 

F. Number of Units.

1. RA, RSF and RSF-C Zones.

A maximum of two houses may be with a common wall. Structures made up of three or more attached houses are prohibited unless approved as a planned unit development.

2. RTF Zone.  
Up to eight attached houses may have a common wall. Structures made up of nine or more attached houses are prohibited unless approved as a planned unit development.
3. RMF and RHD zones.  
There is no limit to the number of attached houses that may have common walls.

PASSED BY THE CITY COUNCIL ON \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

\_\_\_\_\_  
Effective Date