



Spokane Plan Commission Agenda

May 9, 2018

2:00 PM to 5:15 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 April 25th, 2018 meeting minutes	All
	2) City Council Report	Lori Kinnear
	3) Community Assembly Liaison Report	(Greg Francis)
	4) President (Pro-tem) Report	Todd Beyreuther
	5) Transportation Sub- Committee Report	John Dietzman
	6) Secretary Report	Heather Trautman

Workshops:

2:15 -2:45	1) Infill Dimensional and Transitional Standards Workshop	Nathan Gwinn
2:45 -3:00	2) Findings of Fact – Building Heights in DTC-100	Kevin Freibott

Items of Interest:

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

4:00- 4:30	1) Code Amendment for Electric Fencing in the Light Industrial Zone	Melissa Owen
4:30- 5:15	2) 6 Year Transportation Program Update	Brandon Blankenagle

Adjournment:

Next Plan Commission meeting will be on May 23, 2018 at 2:00 pm

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest Password: R84Sk86g**

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. 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

April 25, 2018

Meeting Minutes

Meeting called to order at 2:00 pm

Attendance:

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

Public Comment Period:

- Paul Kropp: The Community Assembly (CA) has made a Plan Commission (PC) liaison selection and that name will be presented to the CA next Thursday for their consent, and then be recommended to the City Council for approval. Mr. Kropp also stated that the 'findings and conclusions' need to be reasoned, substantial, and need backing. It's OK to have second or dissenting opinions, and the PC should use that right.
- Commissioner Beyreuther introduced and welcomed Diana Painter as the new Plan Commission member and she gave an overview of her background. The PC members introduced themselves to her.

Commission Briefing Session:

1. Approve April 11, 2018 meeting minutes.

Commissioner Dietzman made a motion to approve; Commissioner Francis seconded. Minutes approved 9/0.

2. City Council Report: Councilmember Kinnear

- a. CM Kinnear briefed, and will be sponsoring (per Parks and Legal), two ordinances at the City Council meeting on Monday: one for Parks, which recodifies what the park jurisdiction is, and identifying park ranger duties; and one for Public Lands, relating to protection of public lands and properties within the City of Spokane, regulating various activities that are harmful to area public lands and the river. This includes defacement or injury of vegetation and trees; fires, disposal of litter and unauthorized camping. last year we had over 100 fires in and around Spokane on ROW and in parks, and hauled 200,000 pounds of trash from campsites. Information is on-line, and will be heard on May 7th; feel free to come and testify.
- b. Tami Palmquist provided a Planned Unit Development (PUD) 101 at the City Council Study Session in response to the Garden District PUD concerns. *What is and what isn't a PUD?* I would encourage that the PC also request this presentation by Tami.

3. Community Assembly Liaison Report: Commission member Greg Francis gave a status report. (Liaison position is currently vacant and in recruiting process - hoping to fill within two months.)

- a. Greg did not attend the last CA meeting. Next CA meeting is next week.

4. President Report: Todd Beyreuther for Dennis Dellwo:

On May 3rd there will be a joint Plan Commission and City Council meeting. Please attend! Contact Heather or Commissioner Dellwo for agenda item suggestions.

5. Transportation Sub-Committee Report: Commissioner Dietzman

- a. Nothing to report at this time.
- b. No May meeting. The next PCTS meeting will be June 5th.

6. Secretary Report: Louis Meuler (for Heather Trautman).

- a. Nothing to report at this time.

Workshops:

1. Downtown Plan Update - Kevin Freibott

Mr. Freibott gave a presentation on the Downtown Plan status update, including the background, process and schedule. He stated that the Downtown Plan is similar to a comprehensive plan in that it is a vision and policy document; an overarching vision of future development in downtown Spokane. It will be followed with a code amendment that helps to implement those policies.

Topics to be addressed included accommodating the Central City Line; North Bank development, including the proposed Sportsplex and the North Bank overlay; opportunities within the south University District sub-area; and a comprehensive parking study for downtown and the U-District.

Public Outreach: Mr. Freibott stated that his team would like to have a PC member or two on the steering committee. Meetings will be held every other week for a few months starting next month, with completion in August.

Commissioner Beyreuther asked about the Urbanova and Smart City efforts. Mr. Freibott committed to studying their potential to be included.

Councilmember Kinnear asked that they include the Cliff Cannon Neighborhood in the steering committee. Mr. Freibott committed to considering that during the formation of the Steering Committee.

Kevin to send neighborhood boundaries to PC.

- Presentation given.
- Questions asked and answered.

2. Crystal Marchand: Citywide Capital Improvement Program

Chrystal gave a presentation on the 2019-2024 Citywide Capital Improvement Program process and timeline overview. She discussed the process starting with consistency with the Comprehensive Plan and 6-Year Capital Improvement Program. This is the third year that the City has gone through this process, which is much more transparent and accountable.

Councilmember Kinnear asked at what point does this budget process interface with the Strategic Plan or the Council budget? Crystal said they can build some reports to reflect this. The hearing takes place in October.

Commissioner Francis indicated that in the past, departments have shared their top projects, and requested that the City continue to do this.

3. Infill Dimensional and Transitional Standards - Nathan Gwinn

Nathan gave a presentation on infill standards for infill code revisions. He gave a brief overview of what was discussed on this topic at the PC meeting on April 11th and finished with an outline of upcoming events. Today's discussion included detached housing, lot width, curb-cut standards, parking setback areas, combining driveways to create fewer crossings for pedestrians; and balancing Comprehensive Plan goals. The Parking Area Setback discussion included reducing the side setback to match the adjacent property in order to be equal to adjacent property. Nathan indicated that the residential multi-family zone is where height limits are being discussed.

At the next workshop, we will discuss RMF roof form questions.

Outreach schedule: Open house on May 3rd 4-6 pm at the NECC, and May 9 prior to the PC meeting.

- Presentation given.
- Questions asked and answered

1) Member Items of Interest/Requests for Future Agenda

Commissioner Dietzman indicated that SRTC is offering some education on a variety of transportation issues next month, and it is open to PC members and others.

Commissioner Shook suggested that we open the Plan Commission meetings with a prayer. Commissioner Beyreuther said he will pass this on to Commissioner Dellwo, and work with City legal for appropriateness.

Commissioner Kienholz asked if progress had occurred on retrieving and getting access to emails. IT is moving to a new program that allows more storage space for PC emails within the next few months.

Commissioner Baker suggested carpooling to the Priest lake conference.

Commissioner Painter indicated that she and Helvitica won an award for outreach in Olympia. Megan Duvall will attend the ceremony on May 15th.

Commissioner Beyreuther noted there is an opportunity for further conversation on the Downtown Plan and coordination with the University District. Commissioners Kienholz and Batten to share time on that steering committee. Commissioner Dellwo can select.

Joint Plan Commission and City Council meeting on May 3rd at 3:30 in the Briefing Chamber. Louis asked if anyone had agenda items to add to the Joint City Council and Plan Commission agenda in May.

HEARING: 4:00PM

DT-100 Bonus Heights Code Amendment

Kevin Freibott introduced the project and provided a copy of the entire proposed amendment to the Commissioners. The presentation included background information, Comprehensive Plan and Downtown Plan guidance, the Unified Development Code Amendment process, a review of the amendments, and the three DTC-100 amendment options. Mr. Freibott discussed the specific proposed changes to the Spokane Municipal Code. Any proposed downtown core property project will go through the Design Review Board process. Mr. Freibott also mentioned that a SEPA Determination of Non-Significance had been issued for the project, with no further action required and that the Department of Commerce was given the required 60-day notice prior to adoption. This is a City-sponsored amendment.

Public Testimony

Are you in favor (yea) or opposition (nay) of this amendment?

David Peterson: Represents two of the owners. Yea

David Black: CEO NEI Black and a Board member of DSP. Yea

Mark Richard: DSP Representative. Yea

Andrew Rolwes: DSP Public Policy Manager. Yea

Susan Horton: CEO Wheatland Bank. Yea

Gary Bernardo: Architect. Member of Working Group. Yea

Larry Stone: Scafco and landowner of North Bank. Yea

Michael Kerren: DSP member. Yea

Cory Barbieri: Goodale-Barbieri and 2000 DSP Chair. Yea

Ben Stuckart: Council President and Amendment Sponsor. Yea

Dan Zimmer: Davenport Hotel and DSP Board member. Yea

Betsy Cowles: Chair of Cowles Co. Yea

Gordon Hester: VP Kiemle-Hagood. Yea

Carol Ellis: Citizen. Preserve vistas. Nay

Arthur Whitten: Government Affairs Director with Spokane Homebuilders Association. Yea

Grant Keller: Former DRB Chair and citizen. Increased heights OK but need public plaza. Neutral

Barry Chapman: Forty year resident of Spokane and speaking for the Park. Our city's vitality is not just based on built development. Nay

Leona Detter: Part of a group that walks daily in RFP. Opposed to proposed amendment. Nay

Public Testimony closed.

The Vice-Chair asked for a motion in order to Entertain Deliberation.

Commissioner Dietzman so moved/Commissioner Baker seconded. Motion Passed.

Commissioner Batten noted he was part of the working group, along with Commissioners Dietzman and Beyreuther, and there was a lot of give and take through this process. He noted the Group was focusing mostly on residential and no office, with a mixed-use component on the main floor. He thought it was clear that at the last meeting the Group agreed on an 18,750-floor plate with a 50-foot separation. At this point we Commissioner Batten stated we are not talking height - it's about massing. He believes the public benefit is density and reducing parking lots in downtown.

Commissioner Francis also served on the Working Group and indicated that he felt the group came to a general consensus of an 18,750 floor plate, and brought it forth as a recommendation to the PC.

Commissioner Baker also remembered leaving the last Working Group meeting agreeing on an 18,750 sf floor plate and no height restriction.

Commissioner Shook asked if these same goals could be accomplished in other parts of downtown while providing the same economic growth, leaving these two DTC-100 zoned properties in place.

Commissioner Dietzman presented three issues. Shadowing, perceived bulk, and the overall impact of removing height restrictions. He provided a handout which included a spreadsheet that showed the numbers he reviewed. He believes 12,000 sf is adequate. He noted that in other cities, buildings near parks have 7,000-8,000 sf floor plates. He said he believes we have a reasonable proposal.

Commissioner Francis noted that it's challenging to compare ourselves with other cities as they have different economics.

Commissioner Beyreuther noted that the Commissioners need to consider the Comprehensive Plan and Downtown Plan in how we look at this. We can ground ourselves in ecological considerations, but also must approach from the human ecologies and then look at public spaces and Spokane Falls Blvd. This is as much a design problem as it is a plan issue. He indicated he is in favor of a higher floor plate as a designer. But we should also look at the analysis of massing that John and staff has done. He noted that in these building footprints, we should be consistent with the rest of the development in the city. In defense of public space we should leave it to staff and DRB.

Motion to move forward: A recommendation to approve the proposal options as stated here.

Commissioner Batten moved that the proposal be approved with the following changes:

1. Section E.2.b.i—amend the maximum floor plate from 12,000 square feet to 18,750 square feet;
2. Section E.2.b.i.a—amend tower separation from 75 feet to 50 feet; and
3. Section E.2.b.i.b—omit this subsection calling for a single 15-foot setback at 100 feet.

Commissioner Keinholtz noted that she serves on the Affordable Housing Real Estate Portfolio for the City, and does not feel it's necessary to include affordable housing as a requirement, as there are enough options available to the developer already in the downtown area.

The Commission held a voice vote on the proposed changes, passing them 8 to 1 against. Following the voice vote, Commissioners Shook and Keinholtz had procedural questions which led to a clarification of the motion and a re-vote, during which the amendment passed unanimously via voice vote.

Following the voice vote on the proposed changes to the language, a roll-call vote was taken on the overall motion to recommend approval of the proposal to City Council with the now-approved changes. The Plan Commission passed the overall motion unanimously.

The amended recommendation will now go be forwarded to the City Council.

Meeting adjourned 6:25 PM. The next Plan Commission **hearing** and meeting is scheduled for **May 9**.

BRIEFING PAPER
City of Spokane
Plan Commission Workshop
May 9, 2018

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 package of text amendments supports attached housing, and other development that can achieve the densities established by the Comprehensive Plan, as viable options mainly in certain residential zones—RTF, RMF, and RHD (Residential Two-Family, Residential Multi-Family, and Residential High-Density).

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 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. The May 9 workshop will emphasize discussion of the following topic:

- **Wall height in the RMF zone**

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 (p. 5 of [attached amendments to chapter 17C.110 SMC](#)).

- Design guidelines and standards for multi-family structures would continue to incorporate pitched roof forms where adjoining a single-family use to assist blending new buildings with surrounding development ([SMC 17C.110.450](#)). Additionally, 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\(C\)\(3\)](#).

Additional topics of the draft amendments to chapter 17C.110 SMC ([attached](#)):

- **Lot width/front lot line in RTF, RMF, RHD zones**
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 in that zone (p. 5 of draft).
- **Number of curb cuts/driveways**
A limitation on one curbcut per each two dwellings is proposed for lots narrower than 40 feet, related to the reduction in front lot line where development provides vehicular access to the lot via curbcut (p. 10).
- **Setbacks**
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 (p. 8).

Additional topic of the draft amendments to chapter 17C.230.145 ([attached](#)):

- **Parking area setbacks**
The parking area setback on sites abutting residential zoning districts provides a transition adjacent to residential front yards under SMC 17C.230.140(F). This parking area setback has a dimension 20 feet in depth from the street, with a width of 60 feet from the residential zoning district boundary. The proposal would apply the side street lot line setback instead where there is not an adjacent front yard. This would allow parking spaces on a commercial or industrial site adjacent to the area where parking spaces are also allowed on the abutting residential lot (pp. 5-6 of 17C.230.145 draft).

Action

The Plan Commission workshop at the May 9 meeting will prepare for the public hearing on this ordinance, tentatively scheduled for June 13, 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.

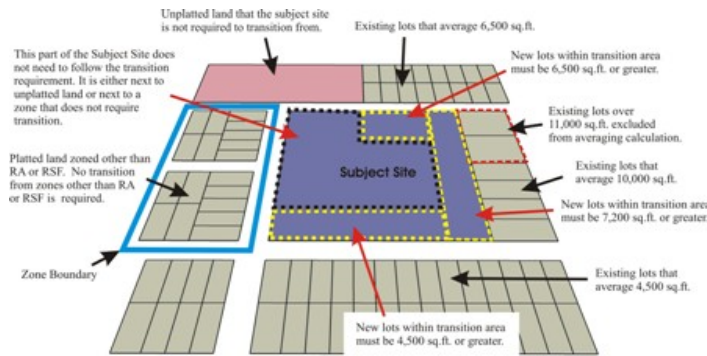
C. Land Division.

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.
- 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.	((36)) 25 ft. or 16 ft. with alley parking and no street curb cut	((Same)) 25 ft. or 16 ft. with <u>alley parking and no street curb cut</u>	((Same)) 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.	((36)) 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.	((30)) 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.	((30 ft. - [6])) =	--
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.

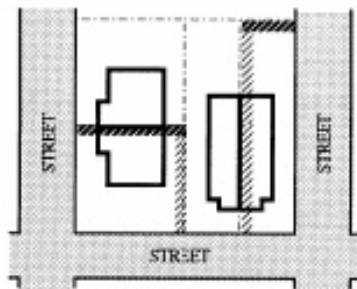
D. Building Setbacks for Attached Housing.

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)

h. Where off-street parking for two or more dwellings will be developed on abutting lots that are each less than 40 feet in width, only one curbcut and sidewalk crossing for each two lots may be permitted, to promote pedestrian-oriented environments along streets, reduce impervious surfaces, and preserve on-street parking and street tree opportunities. (P)

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

DRAFT

ORDINANCE NO. _____

The City of Spokane does ordain:

Section ____ That SMC section 17C.230.140 is amended to read as follows:

17C.230.140 Development Standards

- A. Purpose
The parking area layout standards are intended to promote safe circulation within the parking area and provide for convenient entry and exit of vehicles.
- B. Where These Standards Apply
The standards of this section apply to all vehicle areas whether required or excess parking.
- C. Improvements
 - 1. Paving.
In order to control dust and mud, all vehicle areas must be surfaced with a minimum all-weather surface. Such surface shall be specified by the city engineer. Alternatives to the specified all-weather surface may be provided, subject to approval by the city engineer. The alternative must provide results equivalent to paving. All surfacing must provide for the following minimum standards of approval:
 - a. Dust is controlled.
 - b. Stormwater is treated to City standards; and
 - c. Rock and other debris is not tracked off-site.

The applicant shall be required to prove that the alternative surfacing provides results equivalent to paving. If, after construction, the City determines that the alternative is not providing the results equivalent to paving or is not complying with the standards of approval, paving shall be required.
 - 2. Striping.
All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of subsection (E) of this section, except parking for single-family residences, duplexes, and accessory dwelling units.
 - 3. Protective Curbs Around Landscaping.
All perimeter and interior landscaped areas must have continuous, cast in place, or extruded protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass

through them. Tire stops, bollards or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers. This provision does not apply to single-family residence, duplexes and accessory dwelling units.

D. Stormwater Management

Stormwater runoff from parking lots is regulated by the engineering services department.

E. Parking Area Layout

1. Access to Parking Spaces.

All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle.

2. Parking Space and Aisle Dimensions.

a. Parking spaces and aisles in RA, RSF, RSF-C, RTF, RMF, RHD, FBC CA4, O, OR, NR, NMU, CB, GC, and industrial zones must meet the minimum dimensions contained in Table 17C.230-3.

b. Parking spaces and aisles in Downtown CC, and FBC CA1, CA2, CA3 zones must meet the minimum dimensions contained in Table 17C.230-4.

c. In all zones, on dead end aisles, aisles shall extend five feet beyond the last stall to provide adequate turnaround.

3. Parking for Disabled Persons.

The city building services department regulates the following disabled person parking standards and access standards through the building code and the latest ANSI standards for accessible and usable buildings and facilities:

a. Dimensions of disabled person parking spaces and access aisles.

b. The minimum number of disabled person parking spaces required.

c. Location of disabled person parking spaces and circulation routes.

d. Curb cuts and ramps including slope, width and location; and

e. Signage and pavement markings.

4. A portion of a standard parking space may be landscaped instead of paved, as follows:

- a. The landscaped area may be up to two feet of the front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space, as shown in Figure 17C.230-3. Any vehicle overhang must be free from interference from sidewalks, landscaping, or other required elements.

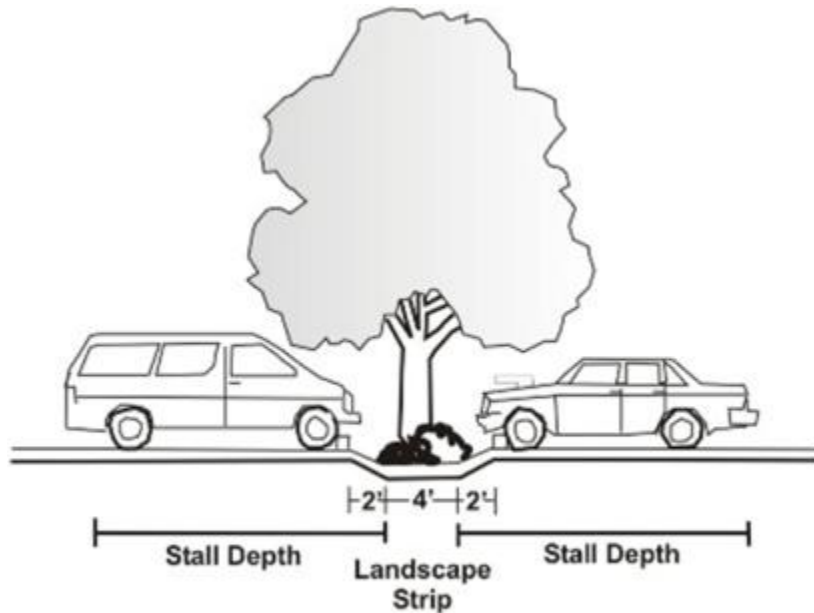


Figure 17C.230-3 Landscaped area at front of parking space

- b. Landscaping must be ground cover plants; and
 - c. The landscaped area counts toward parking lot interior landscaping requirements and toward any overall site landscaping requirements. However, the landscaped area does not count toward perimeter landscaping requirements.
5. Engineering Services Department Review
The engineering services department reviews the layout of parking areas for compliance with the curb cut and access restrictions of [chapter 17H.010 SMC](#).

Table 17C.230-3
RA, RSF, RSF-C, RTF, RMF, RHD, FBC CA4, O, OR, NMU, CB, GC and Industrial Zones
Minimum Parking Space and Aisle Dimensions [1, 2]

Angle (A)	Width (B)	Curb Length (C)	1-way Aisle Width (D)	2-way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	20 ft.	12 ft.	22 ft.	8 ft.

30°	8 ft. 6 in.	17 ft.	12 ft.	22 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	22 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	22 ft.	18 ft.
90°	8 ft. 6 in.	8 ft. 6 in.	22 ft.	22 ft.	18 ft.

Notes:

[1] See Figure 17C.230-4.

[2] Dimensions of parking spaces for the disabled are regulated by the building code. See [SMC 17C.230.140\(E\)\(3\)](#).

Table 17C.230-4
Downtown, CC, NR, FBC CA1, CA2, and CA3 Zones
Minimum Parking Space and Aisle Dimensions [1, 2]

Angle (A)	Width (B)	Curb Length (C)	1-way Aisle Width (D)	2-way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	20 ft.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	20 ft.	17 ft. 6 in.
90°	8 ft. 6 in.	8 ft. 6 in.	20 ft.	20 ft.	16 ft.

Notes:

[1] See Figure 17C.230-4.

[2] Dimensions of parking spaces for the disabled are regulated by the building code. See [SMC 17C.230.140\(E\)\(3\)](#).

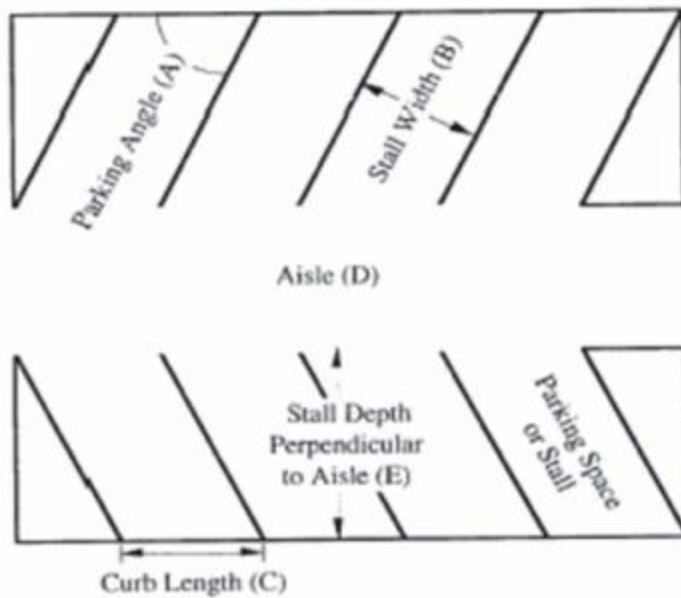
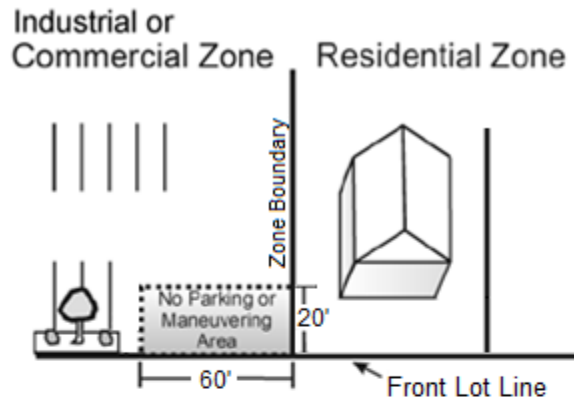


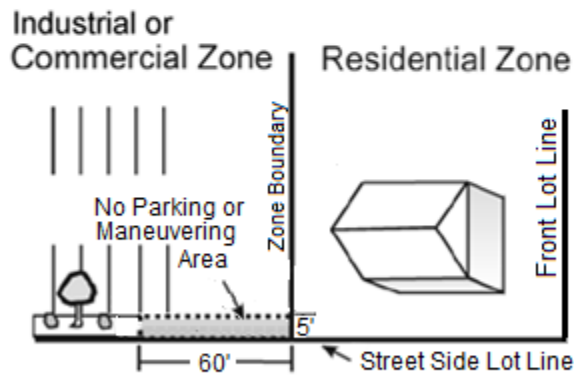
Figure 17C.230-4 Parking Dimension Factors

F. Parking Area Setbacks and Landscaping

1. For parking areas on sites abutting residential zoning districts, parking spaces or maneuvering areas for parking spaces, other than driveways that are perpendicular to the street, are ~~((not allowed within the first twenty feet from a street lot line for the first sixty feet from the boundary of))~~ required to be setback a distance equal to the setback of the adjacent residential zoning district for the first sixty feet from the zoning district boundary (Figure 17C.230-5).



A. Setback adjacent to front lot line.



B. Setback adjacent to street side lot line.

Figure 17C.230-5 Parking Area Setback

[Note: Add the graphic above.]

2. All landscaping must comply with the standards of [chapter 17C.200 SMC](#), Landscaping and Screening.

PASSED BY THE CITY COUNCIL ON _____

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

DRAFT



PLANNING & DEVELOPMENT
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spokaneplanning.org

May 2, 2018

President Dellwo and Spokane Plan Commissioners
City of Spokane

Re: Findings of Fact, Conclusions, and Recommendation – Proposed Amendments to SMC 17C.124.220

President Dellwo and Plan Commissioners:

Enclosed with this letter are draft Findings of Fact, Conclusions, and Recommendation of the Plan Commission, prepared according to the vote taken by the Plan Commission at the public hearing on June 25, 2018. These are provided for your consideration and ratification during the next public workshop on May 9, 2018. Approval of these findings, conclusions, and recommendation and signature by the Commission President is necessary before the proposal can go before the City Council, tentatively scheduled for a public hearing on June 11, 2018. I will bring a final copy for signature during the workshop, provided the Plan Commission does not identify any changes during the meeting.

As always, I can be reached for questions or additional information at kfreibott@spokanecity.org or by phone at 509-625-6184. Thank you.

Sincerely,

Kevin Freibott, Assistant Planner II
Planning & Development

City of Spokane Plan Commission
Findings of Fact, Conclusions, and Recommendation
Re: Proposal to Amend SMC 17C.240.220 Relating to Building Height
and Massing in the DTC-100 Zone

A recommendation from the Spokane Plan Commission to approve amendments to Spokane Municipal Code Section 17C.240.220 relating to building heights and massing in the DTC-100 zone

I. FINDINGS OF FACT

- A. The City Council adopted Ordinance C34370 on December 22, 2008, adopting the updated Downtown Plan “Fast Forward Spokane: Downtown Plan Update.”
- B. The Downtown Plan Update included a vision, goals, and policies that outline future growth and development desired within the downtown.
- C. The Downtown Plan Update recognizes that “The Spokane community expressed a strong desire to maintain maximum exposure to sunlight in significant public open spaces, such as Riverfront Park, by promoting buildings designed to reduce shadows.”
- D. The Downtown Plan Update identifies nine catalytic opportunity sites in the downtown, including two (2) Major Downtown Sites located within the DTC-100 zone, and envisions tall buildings/residential towers on the sites with a mix of uses, including residential housing in the upper floors.
- E. The Downtown Plan Update identifies these catalytic opportunity sites as having high potential to act as a catalyst for further infill development in the area due to their key locations or roles in the downtown, and were recognized as being instrumental for stimulating future private investment in downtown Spokane.
- F. Following adoption of the Downtown Plan Update, the City Council adopted Ordinance C34522 relating to downtown zoning and land use standards, and adopting Chapter 17C.124 SMC, Downtown Zones, which included SMC 17C.124.220, Height and Massing, imposing height and massing standards in the DTC-100 zone which generally includes the north half of the blocks that front on Spokane Falls Blvd adjacent to Riverfront Park.
- G. Per the City’s current code, building height within the DTC-100 zone is generally limited to 100 feet, but additional height is allowed pursuant to SMC 17C.124.220E,

which allows one additional story for every fifteen feet of upper story structure stepback from Spokane Falls Blvd.

- H. On March 22, 2017, the City Council President asked the Plan Commission to review the City's existing height and massing standards in the DTC-100 zone with an eye towards removing code related impediments that may be preventing the City from achieving the density that the Comprehensive Plan envisions for the City's downtown and that is needed to address the City's housing crisis.
- I. Pursuant to that request, the Plan Commission formed an ad hoc committee of stakeholders ("Working Group") to review existing height and massing standards in the vicinity of Spokane Falls Boulevard and Riverfront Park.
- J. The Working Group met four times to discuss this matter on May 16, June 6, June 13, and June 27, 2017.
- K. Following the completion of the Working Group's review, Planning staff prepared a draft report titled "Building Heights on Spokane Falls Boulevard," (the "Report") dated August 2017, and presented the Report to the Plan Commission on August 9, 2017 during a workshop.
- L. The Report documents the Working Group's recommended direction for City decision makers as they consider future changes to the Downtown Plan, development regulations, and implementation measures, specifically as they relate to future action in the vicinity of Spokane Falls Boulevard in the area currently zoned DTC-100.
- M. The Plan Commission reviewed the Report at their August 9, 2017 workshop and approved a motion to recommend to the City Council recognize this work as well as consider some additional recommendations.
- N. Thereafter, on October 9, 2017, the City Council adopted Resolution 2017-0087 directing staff to move forward with proposed amendments to the Unified Development Code amendment to allow greater flexibility in building design within the DTC-100 zone while remaining consistent with the goals and policies of the Comprehensive Plan and Downtown Plan. The contents of the resolution are incorporated into these findings.
- O. Thereafter, City staff conducted a significant public outreach and engagement process, including meetings with the Community Assembly, Riverside Neighborhood, Peaceful Valley Neighborhood, Land Committee of the Parks Board, and representatives of the Downtown Spokane Partnership as well as an extensive web campaign and successful execution of noticing requirements in SMC Section 17G.025.010.

- P. The Plan Commission held workshops, open to the public, on December 12, 2017; February 28, 2018; and March 28, 2018 to study the proposed amendments.
- Q. The City issued a SEPA Non-Project Determination of Non-Significance on April 10, 2017, indicating that the proposal would not have a significant impact on the environment, and published notice of that determination in the Spokesman Review on April 11 and April 18 and as required by SMC Section 17G.020.080; and
- R. The Plan Commission held a public hearing on April 25, 2018 during which the Commission received public testimony regarding the proposed amendments.
- S. A vibrant downtown is critical for the City's growth and job creation, and, as the Downtown Plan Update recognizes, infill development along Spokane Falls Blvd that includes a high density residential component will further activate the park, complementing the public's investment in Riverfront Park.
- T. Testimony received by the Plan Commission indicates that construction costs make it infeasible to achieve the additional building height the code currently allows in the DTC-100 zone, and that the upper floors of the allowed design would have very little utility if constructed. Because of these restrictions and other reasons, prime real estate which has been identified as a potential catalyst for activating downtown and Riverfront Park, is currently being used as surface parking.
- U. The Plan Commission also heard testimony that a new marque hotel is needed in proximity to the Spokane Convention Center and Veteran's Memorial Arena in order to support new public facilities that are anticipated within the downtown, including a new Sportsplex, and that the current height and massing standards in SMC 17C.124.220 make it infeasible to locate such a hotel within the DTC-100 zone.
- V. LU 2.2 and 7.1 of the Comprehensive Plan encourage development regulations that grant incentives including increased building height and density in exchange for development that enhances the public realm or otherwise provides a direct benefit to the public. High density development in the DTC-100 zone that includes high density residential towers will enhance the public realm and provide a direct benefit to the public by eliminating surface parking and by activating Riverfront Park and making it a safer place for the public to enjoy.
- W. The Plan Commission heard testimony that replacing surface parking lots with tall buildings and residential towers on the perimeter of Riverfront Park will provide a public benefit in terms of bringing more residents into the City's core and further activating Riverfront Park.
- X. The Plan Commission also heard testimony that the City of Spokane is facing a housing crisis and code related impediments are pushing market driven projects to the City's outskirts and beyond, which is inconsistent with the goals and policies of

Chapter 36.70A RCW, Washington's Growth Management Act ("GMA") and the City's Comprehensive Plan, both of which seek to discourage sprawl and encourage density and development in areas where it is most efficient to provide urban governmental services, including the City's downtown core.

- Y. The Plan Commission also heard testimony opposing the proposed amendments. However, the Plan Commission finds that the public benefits of encouraging more residential density downtown near the park outweigh the concerns expressed by the opponents.
- Z. Based on testimony and information in the record, the Plan Commission finds that, even with the taller residential towers that would be allowed under the proposed code amendments, shadowing will not play a role during high usage months in Riverfront Park, and that the 18,750 square foot floor plate size limitation in the proposed amendments will result in buildings designed to reduce shadows in the park and in some cases the shadowing will be less than would occur under the tiered approach that the code currently allows.
- AA. Based on testimony received at the hearing, the Plan Commission also finds that, while a 18,750 square foot floor plate size limitation will result in buildings that are designed to reduce shadows in Riverfront Park, it is large enough to accommodate the mix of uses the Downtown Plan envisions in the area and that a smaller floor plate would not facilitate the type and density of development envisioned by the Downtown Plan.

II. CONCLUSIONS

The Plan Commission concludes that proposed amendments to SMC 17C.124.220, as modified by the Plan Commission during its public hearing and deliberations, were developed through an open and public process, are consistent with GMA and applicable provisions of the City's Comprehensive Plan, and bear a substantial relation to the public health, safety, and welfare, and protection of the environment.

III. RECOMMENDATION

By a vote of 9 to 0, the Plan Commission unanimously voted to recommend to the City Council approval of the proposed amendments to SMC 17C.124.220 with the following modifications, all of which were within the scope of alternatives available for public comment ahead of the Plan Commission's hearing: (1) the maximum floor plate be

changed to 18,750 square feet; (2) the minimum distance between structures above 100 feet in the zone be changed to 50 feet; and (3) the requirement for a single stepback at 100 feet in height be stricken from the proposal.

Dennis Dellwo, President
Spokane Plan Commission
Dated _____

DRAFT

BRIEFING PAPER
City of Spokane
Planning & Development
Plan Commission Hearing
May 9, 2018

Subject

Proposal to amend the Spokane Municipal Code to permit electric fences in Light Industrial (LI) zones.

Previous Legislation

Electric Guard Dog sought an amendment to the Spokane City fence code in 2015 to allow business owners in commercial and industrial zones to install electric fence security systems (Z1500056COMP). The Plan Commission forwarded a recommendation to City Council to allow these fences in Light (LI) and Heavy Industrial (HI) zones. The amended code adopted by City Council in May, 2016 permitted electric fence installation in Heavy Industrial (HI) zones only.

A new request for an electric fence was received for a business in a LI zone in mid-2017. Council President Stuckart is the sponsor of the current process to evaluate expansion of electric fence installation to LI zones.

Background

The text amendment is to allow the installation of electric fence security systems in Light Industrial (LI) zones and includes revised landscape and screening requirements and other protections intended to reduce conflicts with adjacent, non-industrial zoned property and uses such as residents, schools, daycare facilities, trails and other pedestrian connections. Additional proposed changes provide greater flexibility regarding hours of operation of electric fences and relaxing of Screening and Impact Abatement requirements under SMC 17C.130.310(E) for outdoor storage areas such as service, storage, loading and trash areas (except when installed adjacent to, across a street or alley from a non-industrial zone).

The Plan Commission held two workshops on this matter – February 28 and March 14, 2018. During the February 28th Commission Meeting the 2015-2016 amendment process was reviewed; no amended text introduced. Commissioners asked staff to investigate concerns brought forward by City Council Members that resulted in the exclusion of light industrial zones in the adopted code. After reviewing video of the Council hearing including Council Member discussion (May 9, 2016) staff brought forward proposed revisions intended to permit electric fence use in LI zones and address Council Member concerns including:

- Several school locations missing from map exhibits utilized in the 2015-2016 process;
- The proximity of urban core/urban areas, centers and corridors, residential uses, and schools to light industrial zones;
- The visual impact of electric fences on non-industrial areas/uses;
- An imbalance between the benefits for electric fence users and risks to non-industrial land uses and zones; and,
- The impact to Northeast Spokane.

The proposed amendments before the Commission remains the same as those which were introduced to the Commission during their March 14, 2018 Workshop. These amendments include:

- Use of electric fences in Light Industrial (LI) zones;
- A relaxing of Screening and Impact Abatement requirements under SMC 17C.130.310(E) for outdoor storage areas such as service, storage, loading and trash areas (except when installed adjacent to, across a street or alley from a non-industrial zone);
- New site planting requirements for electric fences installed along street frontage adjacent to or across the street from a non-industrial zone;
- New solid surface perimeter fencing requirements when installed within five feet of a sidewalk, trail, or other pedestrian connection; and,
- Increased flexibility regarding hours at which electric fences may be charged.

Public Comments and Outreach

The Plan Commission held two workshops – both were open to the public. The text amendment proposal was reviewed at the second of two workshops held by the Commission on March 14, 2018. Staff also provided information on the proposal to the Community Assembly Land Use Committee on March 15, 2018. The electric fence project page created during the 2015-2016 code amendment process was updated with revised maps and proposed text amendments and retained documents associated with the earlier process.

Notice of Intent to Adopt and SEPA review was published in the City of Spokane Official Gazette on March 21, 2018. Notice of Public Hearing, Spokesman Review, April 25 and May 2, 2018. Additionally, staff sent detailed emails to each Neighborhood Council on March 28, 2018, issued a notice regarding the proposed amendment and hearing in the Neighborhood Friday Update on April 6 and May 4, 2018, a blog was posted and has been visible on the City's website since Tuesday, April 17, 2018 and information on the proposed amendment was also included as a post on Next Door on April 20, 2018.

The Plan Commission meeting on May 9th is the first public hearing on the topic. The Plan Commission may continue the hearing. Opportunities for public comment will continue as the City Council considers recommendations from the Plan Commission. A City Council Hearing has not yet been scheduled, but is anticipated no earlier than June, 2018. All public comments are provided as an attachment to this briefing paper.

Impact

Electric fences are a tool to deter crime. The industrial fence amendments as proposed would impact Industrial zones throughout the City of Spokane (see attached map). Secondary visual impacts may be associated with electric fences installed adjacent to or in close proximity to non-industrial uses within industrial zones and non-industrial zones in close proximity or sharing a zoning boundary with industrial zones.

Light Industrial zones within the City limits encompass more than 7,300 acres across eight neighborhoods including: Shiloh Hills, Hillyard, East Central, Chief Garry Park, Bemiss, Logan, West Central, and West Hills.

Of the eight neighborhoods identified above, Shiloh Hills and West Hills Neighborhoods have the most new industrial development opportunity. As a result, installation of electric fences as part of a new industrial development project would meet all current standards for landscape and screening, among other development standards. Electric fences installation in one of the other six neighborhoods identified above are more likely to be installed on properties where existing development does not meet current landscape, screening, and other development standards and/or where adjacent property are zoned for non-industrial uses.

Funding

This is a Council sponsored request for review of the existing industrial fence code.

Action

The Plan Commission is being asked to review the proposal and public comments and make a recommendation on action to City Council.

Attachments/Links:

- Existing industrial fence code [SMC 17C.130.310](#)
- Proposed text changes to SMC 17C.130.310(E)
- Affected Zones Map

Title 17C Land Use Standards

Chapter 17C.130 Industrial Zones

Section 17C.130.310 Fences

A. Purpose

The fence standards promote the positive benefits of fences without adversely impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Type of Fences

The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location, Height, and Design

1. Street Setbacks.

No fence or other structure is allowed within twelve feet from the back of the curb, consistent with the required sidewalk width of [SMC 17C.130.230](#).

a. Measured from Front Lot Line.

Fences up to three and one-half feet high are allowed in a required street setback that is measured from a front lot line.

b. Measured from a Side Lot Line.

Fences up to six feet high are allowed in required setback that is measured from a side lot line.

c. Fences shall not reduce the required setback width of [SMC 17C.130.210](#).

2. Side or Rear Structure Setbacks.

Fences up to six feet high are allowed in required side or rear setbacks except when the side or rear setback abuts a pedestrian connection. When the side or rear setback abuts a pedestrian connection, fences are limited to three and one-half feet in height.

3. Not in Setbacks.

The height for fences that are not in required setbacks is the same as the regular height limits of the zone.

4. Sight-obscuring Fences and Walls.

Any required or non-required sight-obscuring fences, walls, and other structures over three and one-half feet high, and within fifteen feet of a street lot line shall be placed on the interior side of a L2 see-through buffer landscaping area at least five feet in depth (See [chapter 17C.200 SMC](#), Landscaping and Screening).

D. Prohibited Fences

1. No person may erect or maintain a fence or barrier consisting of or containing barbed, razor, concertina, or similar wire except that up to three strands of barbed wire may be placed atop a lawful fence exceeding six feet in height above grade.

2. A fence, wall or other structure shall not be placed within a public right-of-way without an approved covenant as provided in [SMC 17G.010.160](#) and any such structure is subject to the height requirement for the adjoining setback.

3. No fence may be closer than twelve feet to the curb.

E. Electric Fences.

The construction and use of electric fences shall be allowed in the Heavy Industrial (HI) and Light Industrial (LI) zones only as provided in this section, subject to the following standards:

1. Permit.

Prior to the installation or use of any electrified fence, the property owner or tenants of the property upon which such fencing will be installed or used shall submit a completed application for review of such fencing as a building permit review to receive approval for the fence and electrical permits for the project. The application shall include:

- a. Site plan showing the location of the protective barrier and the electrified fence on the property in relation to the property lines, walkways, existing buildings, and curb;
 - b. Fence details showing both the electrified fence and protective barrier, including all gates;
 - c. All supporting documentation from the electric fence manufacturer, equipment to be used, and certification of service from the monitoring provider.
2. IEC Standard 60335-2-76.
Unless otherwise specified herein, electric fences shall be constructed or installed in a conformance with the specifications set forth in International Electro technical Commission (IEC) Standard No. 60335-2-76.
3. Electrification.
 - a. The energizer for electric fences must be driven by a commercial storage battery not to exceed 12 volts DC. The storage battery is charged primarily by a solar panel. However the solar panel may be augmented by a commercial trickle charger.
 - b. The electric charge produced by the fence upon contact shall not exceed energizer characteristics set forth in paragraph 22.108 and depicted in Figure 102 of IEC Standard No. 60335-2-76.
4. Perimeter fence or wall.
No electric fence shall be installed or used unless it is completely surrounded by a non-electrical fence or wall that is not less than six feet tall.
 - a. There shall be a space of four (4) to twelve (12) inches between the electric fence and the perimeter fence or wall.
 - b. Electric fences shall be subject to the screening requirements of SMC 17C.200.070 when installed adjacent to, across a street or alley from a non-industrial zone.
 - c. Electric Fences are subject to Street Frontage requirements prescribed in 17C.200.040 when installed along street frontage that is adjacent to or across the street from a non-industrial zone.
5. Location.
 - a. Electric fences shall be permitted on any non-residential outdoor storage areas.
 - b. Electric fences shall not be installed within one hundred fifty (150) feet of a property line for a residence, or from a school, or day care facility, unless the exterior perimeter non-electrified fence is covered with a solid covering (e.g. solid mesh, slats, etc.) to further prevent contact with the electric fence.
 - c. Electric fences shall not be installed within five (5) feet of a sidewalk, trail or other pedestrian connection unless the exterior perimeter non-electrified fence is covered with a solid covering.
6. Height.
Electric fences shall have a minimum height of 8 feet and a maximum of 10 feet.
7. Warning signs.
Electric fences shall be clearly identified with warning signs that read: "Warning-Electric Fence" and contain icons that are universally understood at intervals of not less than thirty feet.
8. Electric fence burglar alarms shall be governed and permitted under [Title 10 Regulation of Activities, Chapter 10.48 False Alarms](#).
9. Hours of activation.
Electric fences must only be energized during hours when the public does not have legal access to the protected property shall not be activated between the hours of 8am and 5pm, except:
 - a. ~~On days when the business is closed, such as weekends or holidays; or~~
 - b. ~~When security personnel is available on-site to deactivate the electric fence.~~

10. Key Box.

- a. Electric fences shall have installed a key box system in accordance with the Spokane Fire Department standards.
- b. The electric fence controller and emergency key safe for the electric fence must be located in a single accessible location for the entire fence.

11. Fire Department Registration.

Prior to the installation or use of any electrified fence, the property owner or tenants of the property upon which such fencing will be installed or used shall submit a completed registration for such fencing to the Fire Department using forms provided by the Fire Chief.

12. Indemnification.

All applicants issued a permit to install or use an electric fence as provided in this chapter shall agree, as a condition of permit issuance, to defend, indemnify and hold harmless the City of Spokane and its agents, officers, consultants, independent contractors and employees from any and all claims, actions or proceedings, including but not limited to those arising out of any personal injury, including death, or property damage caused by the electric fence.

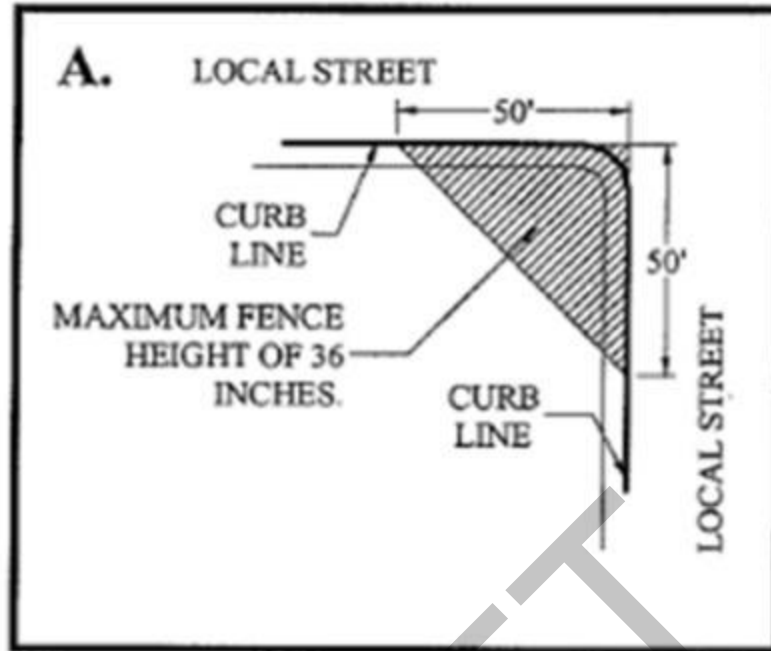
13. Emergency Access.

In the event that access by the City of Spokane Fire Department and/or Police Department personnel to a property where a permitted electric fence has been installed and is operating, is required due to an emergency or urgent circumstances, and the Knox Box or other similar approved device referred to in this section is absent or non-functional, and an owner, manager, employee, custodian or any other person with control over the property is not present to disable the electric fence, the fire or police personnel shall be authorized to disable the electric fence in order to gain access to the property. As a condition of permit issuance, all applicants issued permits to install or use an electric fence as provided in this section shall agree in writing to waive any and all claims for damages to the electric fence against the City of Spokane and/or its personnel under such circumstances.

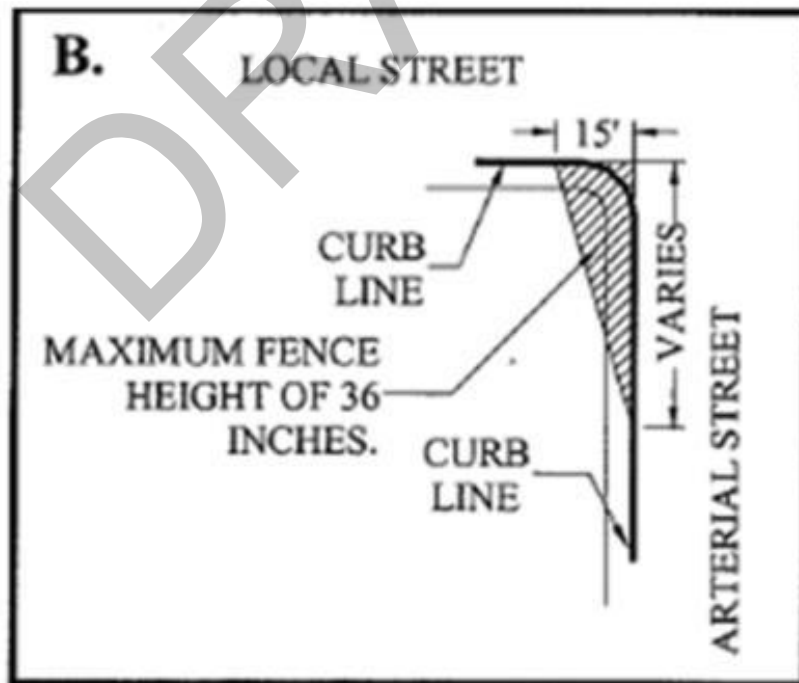
14. It shall be unlawful for any person to install, maintain or operate an electric fence in violation of this section.

F. Visibility at Intersections

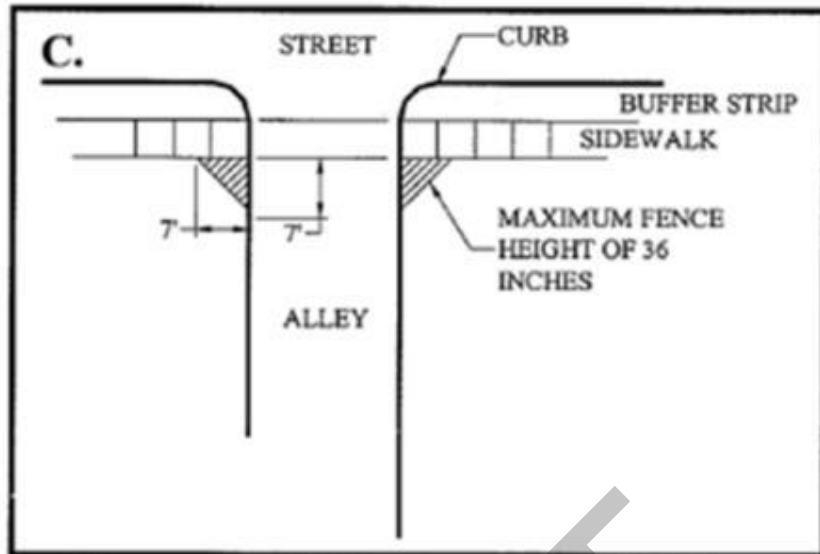
1. A fence, wall, hedge or other improvement may not be erected or maintained at the corner of a lot so as to obstruct the view of travelers upon the streets.
2. Subject to the authority of the traffic engineer to make adjustments and special requirements in particular cases, no fence exceeding a height of thirty-six inches above the curb may be inside the:
 - a. right isosceles triangle having sides of fifty feet measured along the curb line of each intersecting residential street; or



- b. right triangle having a fifteen-foot side measured along the curb line of the residential street and a seventy-five foot side along the curb line of the intersecting arterial street, except that when the arterial street has a speed limit of thirty-five miles per hour, the triangle has a side along such arterial of one hundred twenty-two feet; or



- c. right isosceles triangle having sides of seven feet measured along the right-of-way line of an alley and:



- i. the inside line of the sidewalk; or
- ii. if there is no sidewalk, a line seven feet inside the curb line.

G. Enclosures for Pools, Hot Tubs, or Ponds

1. A person maintaining a swimming pool, hot tub, pond, or other impoundment of water exceeding five thousand gallons and eighteen inches or more in depth and located on private property is required to construct and maintain an approved fence by which the pool or other water feature is enclosed and inaccessible by small children.
2. The required pool enclosure must be at least fifty-four inches high and may be a fence, wall, building or other structure approved by the building services department.
3. If the enclosure is a woven wire fence, it is required to be built to discourage climbing.
4. No opening, except a door or gate may exceed four inches in any dimension.
5. Any door or gate in the pool enclosure, except when part of the occupied dwelling unit, must have self-closing and self-locking equipment by which the door or gate is kept secure when not in use. A latch or lock release on the outside of the door or gate must be at least fifty-four inches above the ground.

H. Reference to Other Standards




Building permits are required by the building services department for all fences including the replacement of existing fences. A permit is not required to repair an existing fence.

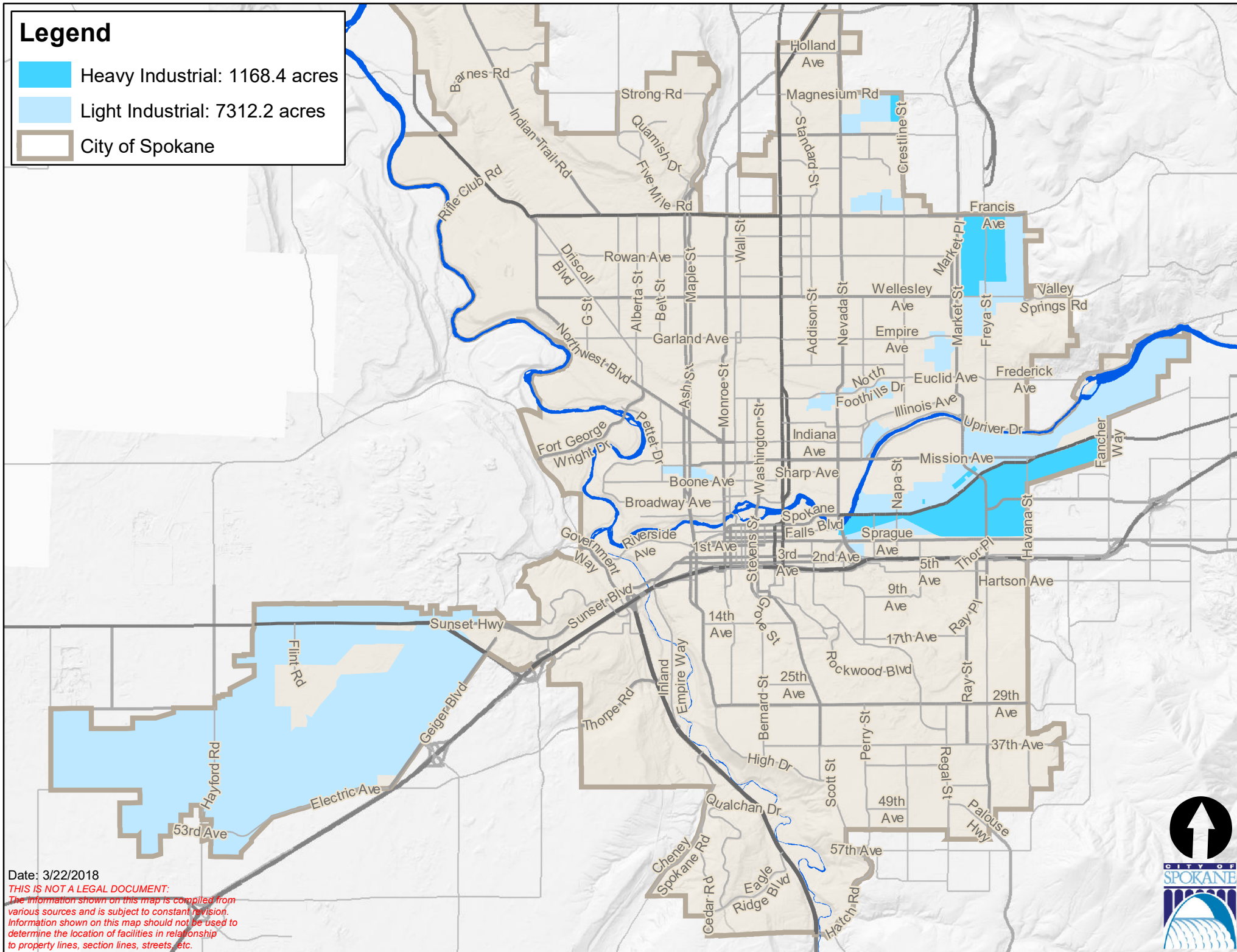
Date Passed: Monday, May 9, 2016

Effective Date: Saturday, June 25, 2016

ORD C35384 Section 1

Legend

-  Heavy Industrial: 1168.4 acres
-  Light Industrial: 7312.2 acres
-  City of Spokane



Date: 3/22/2018

THIS IS NOT A LEGAL DOCUMENT:

The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



BRIEFING PAPER
Plan Commission
Integrated Capital Management
May 9, 2018

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 Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

A Consistency Review Workshop* was conducted to assure compliance with the Comprehensive Plan for all new projects brought into the 6-Year Street Program this year.

*Since the workshop, an additional project has come to the program out of necessity of timeframes with funding programs. This project, "Francis and Alberta Intersection Geometric Improvement", will be discussed during the Hearing after the manner of approval for other projects.

Through this Hearing the workshop effort will be validated and the Plan Commission will make a formal recommendation to the City Council.

**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year Program
(2019-2024)**

Comprehensive Plan Chapter 4 Policies TR:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	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
Francis at Albertain Intersection Geometric Improvement	X		X		X		X				X		X						X				

<u>STREET PROGRAM RECONCILIATION SHEET</u>				
(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
<i>Capital Improvements 2021</i>	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
<i>Bridge Rehabilitation 2020</i>	Hatch Rd Bridge Deck Replacement	Reconstruction of the Hatch Road deck to perpetuate the existing functionality.	Bridge maintenance and preservation.	\$2,208,750
<i>Capital Improvements 2018 - 2020</i>	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
<i>Capital Improvements 2024</i>	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.	\$5,400,000
<i>Capital Improvements 2023</i>	27th 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.	\$3,700,000
<i>Capital Improvements 2024</i>	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.	\$2,750,000
<i>Capital Improvements 2024</i>	Cedar Street – 11th to 15th	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.	\$3,000,000
<i>Capital Improvements 2023</i>	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.	\$3,700,000
<i>Capital Improvements 2021</i>	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
<i>Capital Improvements 2024</i>	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.	\$5,630,000
<i>Capital Improvements 2020</i>	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
<i>Capital Improvements 2021 - 2022</i>	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
<i>Capital Improvements 2019 - 2020</i>	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
<i>Pedestrian and Bikeways 2019</i>	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>	Aubrey L White Parkway, Downriver to Treatment Plant	Roadway reconstruction to include updates to retaining walls and stormwater management, as necessary.	Roadway and drainage conditions have deteriorated and need to be addressed.	\$1,000,000

<i>Integrated Improvements 2018</i>	High Drive, 29th to 21st	Storm and sewer utility improvements drive street reconstruction.	Updating of street systems in coordination with utility work.	\$1,200,000
<i>Integrated Improvements 2019</i>	Holland Avenue, Normandy to Colton	Storm and sewer utility improvements drive street reconstruction.	Updating of street systems in coordination with utility work.	\$500,000
<i>Capital Improvements 2019</i>	Francis and Alberta Intersection Geometric Improvement	Modify the southwest corner of the intersection to provide space for transit coach right-turn movements from Francis east-bound to Alberta south-bound.	Spokane Transit coaches have difficulting making the right-turn described. The changes will improve operations for coaches as well as for trucks making this movement.	\$400,000
Projects Revised from Existing Projects				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Bridge Rehabilitation 2019 - 2020</i>	Post Bridge Replacement	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.	\$9,372,000 & Utility
<i>Capital Improvements 2024 - 2025</i>	Monroe-Lincoln, Main to Riverside	Configure and reconstruct the sections of Lincoln, Main, Riverside and Monroe required to reconfigure the intersection for improved coordinated operations.	CSO 26 follow-up for already anticipated roadway updates. Transportation elements are now being reflected in this program	\$200,000 & Utility
<i>Capital Improvements 2020</i>	South Gorge Trail Connection - Main Ave to CSO 26	Construct trail to connect Main Avenue to CSO 26 beneath the Monroe Bridge.	Phase III closing the loop on the gorge trail loop	\$3,000,000
<i>Capital Improvements 2023</i>	Post St and Bridge Ave Connections to Post Street Bridge	Reconstruct pavement roadway along Post St and Bridge Avenue. Tie newconfigurations 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.	\$1,000,000 & Park & Utility
Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Status	Cost Estimate
<i>Safety</i>	Barnes Road from Phoebe to Strong Road	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	\$2,194,500
<i>Safety</i>	Regal/Bemiss/Shaw Pedestrian Safety	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	\$847,866
<i>Safety</i>	Ridgeview Elementary Pedestrian Safety	Construct new sidewalk to facilitate pedestrian travel in the vicinity of Ridgeview Elementary School.	Complete	\$829,207
<i>Capital Improvements</i>	37th Ave from Regal to East City Limits	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	\$5,200,932 & Utility
<i>Capital Improvements</i>	Pettet Drive Reconstruction	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	Utility Funded
<i>Capital Improvements</i>	Sprague Avenue Rebuild - Sprague Corridor Investment Stragety	Reconstruct roadway to make the 3-lane section permanent. Also includes placement of streetscape, updating traffic signals, stormwater disposal and landscaping.	Complete	\$4,111,150 & Utility
<i>Pedestrian and Bikeways</i>	2016 - 2017 ADA Ramp Replacement Project	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	\$900,000
<i>Pedestrian and Bikeways</i>	Division St, 3rd Ave to Spokane Falls Blvd	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	\$4,232,555
<i>Pedestrian and Bikeways</i>	Downtown Bicycle Network Completion	Complete the on-street bicycle facilities in downtown Spokane, according to the adopted Master Bike Plan, with adjustments as necessary.	Complete	\$896,000

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	\$3,450,000	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000	\$3,700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$33,750	\$465,750	\$0	\$499,500
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$216,250	\$2,984,250	\$0	\$3,200,500
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000

***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

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
Expected Annual Maintenance	\$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	\$3,450,000	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000	\$3,700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$33,750	\$465,750	\$0	\$499,500
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$216,250	\$2,984,250	\$0	\$3,200,500
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000

***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

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	\$2,700,000	\$2,700,000	\$2,700,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000	\$3,000,000

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	\$40,500	\$364,500	\$405,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$259,500	\$2,335,500	\$2,595,000
Total			\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000

***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/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	\$490,498

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	\$490,498

***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

Francis and Alberta Intersection Geometric Improvement

STR-2018-142

Executive Summary

This project will modify the southwest corner of the intersection to provide space for transit coach right-turn movements from Francis east-bound to Alberta south-bound.

Project Justification

The turn radius at this intersection is particularly tight for buses or trucks to make the described turn.

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

Meets TR Goals B and G by enhancing transportation choices and integrating work to deliver a cost-effective and functional project.

Location

Other Location

Francis Avenue at Alberta Street

Project Status

Active

A new project commissioned by STA to be constructed in 2019.

External Factors

Spokane Transit Authority received a grant award, and will be commissioning the City to design and contract the work within the right-of-way. Acquisition of additional right-of-way will be necessary to implement improvements.

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**Francis and Alberta Intersection Geometric Improvement**

STR-2018-142

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$329,000	\$329,000
Design	\$20,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$26,000
Land purchase	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Total	\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$335,000	\$400,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
STA Grant	State	Funded	\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Total			\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$400,000

***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/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	\$2,208,750

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	\$2,208,750

***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	\$5,250,000	\$5,250,000	\$5,250,000
Design	\$0	\$0	\$0	\$0	\$0	\$380,000	\$0	\$380,000	\$380,000
Total	\$0	\$0	\$0	\$0	\$0	\$380,000	\$5,250,000	\$5,630,000	\$5,630,000

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	\$1,050,000	\$1,126,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$304,000	\$4,200,000	\$4,504,000
Total			\$0	\$0	\$0	\$0	\$0	\$380,000	\$5,250,000	\$5,630,000

***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

High Drive - 29th Ave to 21st Ave

STR-2018-65

Executive Summary

Sewer and stormwater project includes resurfacing of the roadway.

Project Justification

Utility updates to old infrastructure.

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

Meets TR Goal G by including roadway elements of improvement with a priority utility project.

Location

Other Location

High Drive between 29th and 21st Avenues.

Project Status

Active

Project Number: 2015127

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**High Drive - 29th Ave to 21st Ave**

STR-2018-65

Spending

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

Funding

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

***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

Holland Avenue, Normandy St to Colton St

STR-2018-66

Executive Summary

Roadway resurfacing in coordination with sewer work associated with the Marion Hay Intertie project.

Project Justification

Utility work drives the need to resurface the roadway.

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

Meets TR Goal G by integrating street work with a major utility project investment.

Location

Other Location

Holland Avenue between Normandy Street to Colton Street

Project Status

Active

Project Number: 2017170

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**Holland Avenue, Normandy St to Colton St**

STR-2018-66

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

***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

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	\$2,550,000	\$2,750,000	\$2,750,000
Total	\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000	\$2,750,000

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	\$510,000	\$550,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$160,000	\$2,040,000	\$2,200,000
Total			\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000

***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

Monroe/Lincoln - Main to Riverside

STR-2013-105

Executive Summary

Configure and reconstruct the sections of Lincoln, Main, Riverside and Monroe required to reconfigure the intersection for improved coordinated operations.

Project Justification

This project is necessary to complete the Monroe Corridor which was left incomplete due to construction sequencing necessities for the larger Monroe/Lincoln project as well as for CSO 26.

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 all users.

Location

Other Location

Monroe & Lincoln Corridor from Main Ave to Riverside Avenue

Project Status

Active

Project numbers: 2018083 (2012115 & 2014107 completed prior phases.) Construction in 2019.

External Factors

This project will follow work on CSO 26 and will need to be timed in coordination with CSO 25 and other work in Peaceful Valley.

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**Monroe/Lincoln - Main to Riverside**

STR-2013-105

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000

Funding

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

***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/Pedestrian and Bikeways

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

*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

Post Street and Bridge Ave Connections to Post Street Bridge

STR-2018-21

Executive Summary

Adjust the street and sidewalk to fulfill the intents of the planned uses for trail and sidewalk connections to Riverfront Park and Downtown Spokane. This project is a component of the Post Street Bridge project intended to repair and replace both ends of the bridge utilized by the bridge project.

Project Justification

Recent changes to the park and bridge route pedestrian and bicycle traffic to the area, and Post Street needs to be updated to accommodate the high usage levels expected.

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

Meets TR Goals A, B and F by connecting the new Post Street bridge to the park and facilitating active modes of transportation.

Location

Other Location

Post Street from Spokane Falls Blvd to the Post St Bridge

Project Status

Active

Project number: 2018098

External Factors

Timing will coordinate with Riverfront Park, Post Bridge, and Spokane Falls Blvd 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**Post Street and Bridge Ave Connections to Post Street Bridge**

STR-2018-21

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Design	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Planning	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$850,000	\$1,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
SIUE-RIVER	Local	Funded	\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$1,000,000
Total			\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$1,000,000

***Status definitions**

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- 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/Bridge Rehabilitation

Post Street Replacement Bridge

STR-2012-26

Executive Summary

Reconstruct the bridge, including foundation, superstructure, and full deck. New bridge will continue to support utility mains including sewer trunk-line and water transmission main, as well as conduit and cable for electrical, lighting and communication needs.

Project Justification

The current structure is deteriorating and needs to be replaced. A Type, Size, and Location (TS&L) study was conducted to address all modes of travel.

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

Meets TR Goal E by recreating a bridge that serves the community as an asset to the local network, the parks, the Centennial trail, etc. The level of integration and focus on effective delivery also meets TR Goal G.

Location

Other Location

Post St. Crossing at Spokane River.

Project Status

Active

Project Number: 2017105(2001041) TS&L Study complete. Design is underway in 2018 via Progressive Design Build delivery format. Construction is scheduled to begin after the CSO 26.

External Factors

Coordination of timing with surrounding road closures will dictate actual construction start. CSO 26 and Riverfront Park projects will each impact this schedule.

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

Post Street Replacement Bridge

STR-2012-26

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$7,500,000	\$7,500,000
Design	\$1,872,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,000
Total	\$1,872,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$7,500,000	\$9,372,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
Bridge	Federal	Funded	\$500,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Sec 129	Federal	Funded	\$1,372,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,000
Total			\$1,872,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$9,372,000

*Status definitions

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- 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

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- Identified: Funding source has been found, but not yet requested
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- 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

South Gorge Trail Connection - Main Ave to CSO 26

STR-2018-20

Executive Summary

Trail connection along the rim of the south bank of the Spokane River that continues the South Gorge Trail north of the Spokane Club, under the Monroe Street Bridge, and back up to the plaza atop CSO 26.

Project Justification

This will fill one of the final gaps for the Spokane River Gorge loop trail.

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

Meets TR Goals A, B and E by connecting regional shared-use trails to expand the trail network and maximize the utility of these existing community assets.

Location

Other Location

North side of the Spokane Club between Main Avenue and the CSO 26 Plaza.

Project Status

Active

Project number: 2018097

External Factors

An easement will be required to cross the Spokane Club property along the river bank.

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**South Gorge Trail Connection - Main Ave to CSO 26**

STR-2018-20

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$2,730,000	\$0	\$0	\$0	\$0	\$2,730,000	\$2,730,000
Design	\$20,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$270,000
Total	\$20,000	\$250,000	\$2,730,000	\$0	\$0	\$0	\$0	\$2,980,000	\$3,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
RCO-WWRP	Identified	Unfunded	\$0	\$125,000	\$1,365,000	\$0	\$0	\$0	\$0	\$1,490,000
SIUE-RIVER	Local	Funded	\$20,000	\$125,000	\$1,365,000	\$0	\$0	\$0	\$0	\$1,510,000
Total			\$20,000	\$250,000	\$2,730,000	\$0	\$0	\$0	\$0	\$3,000,000

***Status definitions**

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- 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	\$5,100,000	\$5,100,000	\$5,100,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$5,100,000	\$5,400,000	\$5,400,000

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	\$1,020,000	\$1,080,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$240,000	\$4,080,000	\$4,320,000
Total			\$0	\$0	\$0	\$0	\$0	\$300,000	\$5,100,000	\$5,400,000

***Status definitions**

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- 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	\$7,755,659

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	\$7,755,659

*Status definitions

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- 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

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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	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
Design	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total	\$0	\$200,000	\$1,800,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
FMSIB	Identified	Unfunded	\$0	\$0	\$150,000	\$1,175,000	\$0	\$0	\$0	\$1,325,000
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$50,000	\$625,000	\$0	\$0	\$0	\$675,000
Total			\$0	\$0	\$200,000	\$1,800,000	\$0	\$0	\$0	\$2,000,000

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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

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	\$3,750,000

Funding

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

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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.