

Spokane Plan Commission Agenda

Wednesday, November 13, 2019

1:00 PM

City Council Briefing Center (Sessions & Workshops)
City Council Chambers (Hearings)
808 W Spokane Falls Blvd, Spokane, WA 99201

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:				
3 minutes each	3 minutes each Citizens are invited to address the Plan Commission on any topic not on the agenda.			
Commission Briefing Session:				
	1. Approve 10/9/2019 and 10/23/2019 meeting minutes	All		
	2. City Council Report	CM Kate Burke		
1.00 1.20	3. Community Assembly Liaison Report	Vacant		
1:00 – 1:30	4. President Report	Todd Beyreuther		
	5. Transportation Sub-Committee Report	John Dietzman		
	6. Secretary Report	Heather Trautman		
Workshops:				
1:30 – 2:00	1. 2020-2021 Draft Work Plan	Heather Trautman		
2:00 – 2:45	2. South University District Subarea Plan Continued Workshop	Chris Green		
2:45 – 3:15	 Update on Spokane Downtown Plan Update Process/Consultant 	Nate Gwinn		
3:15 - 3:30	4. Walkability Presentation	Kate Burke		
3:30 – 4:00	5. North Bank Subarea Plan	Chris Green		
Hearings:				
4:00 – 4:30	Arterial Street Mapping	Inga Note		
4:30 – 5:00	2. PLANT Ordinance	Lori Kinnear		
Adjournment:				
The next PC meeting will be held on Wednesday, December 11, 2019				

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest Password: pBqr9cuU

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Spokane Plan Commission - Draft Minutes

October 9, 2019

Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

Attendance:

Board Members Present: Todd Beyreuther, Christopher Batten, Sylvia St. Clair, Greg Francis, John

Dietzman, Diana Painter, Kate Burke (City Council Liaison) Board Members Not Present: Michael Baker, Carole Shook

Staff Members Present: Heather Trautman, Tirrell Black, James Richman, Nathan Gwinn, Logan

Camporeale, Kara Mowery, Stephanie Bishop, Shea Suski, Louis Meuler

Quorum: Yes

Public Comment:

None

Briefing Session:

Minutes from the September 25, 2019 meeting approved unanimously.

1. City Council Liaison Report - Kate Burke

- Council Member Burke attended a housing conference in Walla Walla two weeks ago and is heading to another housing conference in Durham, NC tomorrow.
- The proposal to vacate Cataldo Avenue for the upcoming SportsPlex project was discussed at this week's City Council Meeting. Citizens voiced concerns about options for pedestrians and cyclists, as well as possible parking issues, if the street is vacated. The hearing is remaining open three more weeks to allow for additional input.
- Heather Trautman and James Richman clarified information reference the Cataldo Street
 Vacation proposal and the street vacation process for downtown streets.
- 2. Community Assembly Liaison Report -
 - None
- 3. Commission President Report Todd Beyreuther
 - Todd will not be available to attend the October 23, 2019 PC Meeting. Two additional members will be absent, so there will not be guorum.
 - Todd talked about the State Building Council, which he joined recently.
- 4. Transportation Subcommittee Report John Dietzman
 - The subcommittee started on the Street Design Standards and will meet November 5th to get into the plan for arterial maintenance and reconstruction.
- 5. Secretary Report Heather Trautman
 - Carol and Michael called in to say they'd be absent from the meeting.
 - Review of agenda management tool and discussion of upcoming workshops and hearings, including possible changes and the possibility of a late meeting December 11th

Workshops:

- 1. Plan Commission Annual Retreat & Equity/Work Program Review
 - Presentation provided by Logan Camporeale and Heather Trautman
 - Questions asked and answered
 - Discussion ensued

Hearing:

- 1. Citywide Capital Improvement Program
 - Presentation provided by Paul Ingiosi (Interim Budget Director)
 - Questions asked and answered
 - Discussion ensued

Greg Francis moved that the Plan Commission find the 2020 update to the Capital Improvement Plan is in compliance with the Comprehensive Plan and to recommend its approval to the City Council. John Dietzman seconded; motion carried. (6/0)

2. Shadle Area Planning

- Presentation provided by Maren Murphy and Bill Grimes
- Public Testimony
 - o Jeff Stevens (Chair of Audobon/Downriver Neighborhood Council)
 - o Fran Papenleur (Vice-Chair of Audobon/Downriver Neighborhood Council)
 - o Paul Chapin (Community Education Manager of north side public libraries)
 - o Alisa Pitstick (Shadle area resident)
- Questions asked and answered
- Discussion ensued

Greg Francis moved that the Plan Commission recommend that City Council adopt the Shadle Area Plan as presented. Sylvia St. Clair seconded; motion carried. (6/0)

3. Emergency Amendment: Characteristics of DT Complete Street Designations Code Amendment

- Presentation provided by Louis Meuler
- Questions asked and answered
- Discussion ensued

Greg Francis moved to recommend that City Council adopt the proposed changes to SMC 17C.124.035 to allow City Council to consider street vacations to a complete street to accommodate public use, and doing this as an emergency. John Dietzman seconded; motion carried. (4/2)

Meeting Adjourned at 5:31 PM

Next Plan Commission Meeting scheduled for Wednesday, October 23, 2019

Spokane Plan Commission - Draft Minutes

October 23, 2019

City Council Briefing Center/Chambers

Meeting Minutes: Meeting called to order at 1:04 PM by Greg Francis

Attendance:

- Board Members Present: Carole Shook, Sylvia St. Clair, Greg Francis, John Dietzman,
- Board Members Not Present: Todd Beyreuther, Michael Baker, Christopher Batten, Diana Painter, Kate Burke (City Council Liaison)
- Quorum Present: No
- Staff Members Present: Heather Trautman, Tirrell Black, Teri Stripes, Nate Gwinn, Danielle Olson, James Richman, Stephanie Bishop, Chris Green, Inga Note, Tami Palmquist, Joe Sacco

Public Comment:

None

Briefing Session:

Minutes from the October 9, 2019 meeting could not be approved due to lack of quorum.

- 1. City Council Liaison Report Kate Burke was absent.
 - None
- 2. Community Assembly Liaison Report Greg Grancis
 - Chris Green presented on the South University District at the last CA meeting.
- 3. Commission President Report Todd Beyreuther was absent.
 - None
- 4. Transportation Subcommittee Report John Dietzman
 - None
- 5. Secretary Report Heather Trautman
 - Council Member Burke had another meeting she had to attend so will not be at PC.
 - The agenda management tool has been updated, cancelling today's PLANT Ordinance hearing and moving it to the December 11th meeting, due to lack of a PC quorum at this meeting.
 - Overview of activities since the last PC meeting:
 - Last night was the open house for the Downtown Plan kickoff. The consultant, Framework, gave the public an overview including an analysis, existing conditions report and best practices from other cities with similar sized downtown areas. There is an online survey on the project page of the City's website.
 - The kickoff meeting for the 29th and Grand Center Plan was held this past Monday. It included an analysis of alternative forms of transportation, improving pedestrian safety at intersections. There is a consultant looking at traffic volumes and alternatives, as well as the land use designations around that center corridor. There was also a community walkabout to get a look at the area, meet with the consultant, and hear about issues and concerns. There is a project page on the City's website.
 - o The open house for the South University District Plan (alternatives for zoning and parking) was held two weeks ago.
 - Discussion about filling boards and commissions and progress on the open positions on Plan Commission. Todd Beyreuther and Chris Batten both have expiring terms this December.

- There are no PC meetings November 27th or December 25th, due to the Thanksgiving and Christmas holidays.
- The Joint PC/City Council meeting is scheduled for December 5th.

Workshops:

- 1. Continued Draft North Bank Subarea Plan
 - Presentation provided by Tirrell Black for Melissa Wittstruck min 23)
 - Questions asked and answered
 - Discussion ensued

2. Spokane Downtown Plan Progress Update

- Presentation provided by Nate Gwinn and Jeff Arango & Lesley Bain of Framework
- Questions asked and answered
- Discussion ensued

3. Continued Arterial Street Mapping

- Presentation provided by Inga Note
- Questions asked and answered
- Discussion ensued

4. Street Name Change Package

- Presentation provided by Tami Palmquist and Joe Sacco
- Questions asked and answered
- Discussion ensued

5. South University District Subarea Plan

- Presentation provided by Chris Green
- Questions asked and answered

Meeting Adjourned at 3:35 PM

Next Plan Commission Meeting scheduled for Wednesday, November 13, 2019

Action Items Vivamus hendrarit pharetra	Project Start	Plan Commission Review	Project Completion		
2020 Esti	2020 Estimated Project Completion				
District 1 - U-District Sub-Area	In Progress	Q3-2019	Q1-2020		
District 3 -Monroe Corridor & Center Pilot	In Progress	Q4-2019	Q1-2020		
Perry Center Pilot Project	In Progress	Q4-2019	Q1-2020		
Downtown Plan	In Progress	Q1-2020	Q2-2020		
District 2 - 29 th & Grand Center Plan	In Progress	Q1-2020	Q2-2020		
Street Standards Update (including Bicycle Standards)	In Progress	Q1-2020	Q2-2020		
6-Year Transportation Plan Update*	Q1-2020	Q3-2020	Q3-2020		
6-Year City-Wide Improvement Plan Update*	Q2-2020	Q3-2020	Q4-2020		
Housing Action Plan*	Q4-2019	Q3-2020	Q4-2020		
Design Guidelines - General+	In Progress	Q3-2020	Q4-2020		
Minnehaha — Neighborhood Plan	Q1-2020	Q3-2020	Q4-2020		
Neighborhood Plan - Shiloh Hills, Balboa/S. Indian Trail, Latah/Hangman	Q1-2020	Q3-2020	Q4-2020		
Short Term Rental Updates	Q2-2020	Q3-2020	Q4-2020		
Annual Amendments*	Q4-2020	Q2/3 2020	Q4-2020		

2021 Estimat	ed Proj	ject Com	pletion
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Downtown Design Guidelines & Development Standards	Q2-2020	Q1-2021	Q2-2021
Shoreline Master Plan Periodic Update*	Q1-2020	Q3-2020	Q2-2021
Capital Facilities Chapter Update -Water*	In Progress	Q3-2020	Q3-2021
6-Year Transportation Plan Update*	Q1-2021	Q3-2021	Q3-2021
6-Year City-Wide Improvement Plan Update*	Q2-2021	Q3-2021	Q4-2021
Capital Facilities Chapter Update – Waste Water*	In Progress	Q4-2020	Q4-2021
Annual Amendments*	Q4-2021	Q2/3 2021	Q4-2021
Division Study	Q1-2020	Q2-2021	Q4-2021
Hwy 2 Transportation Study	In Progress	Q3-2020	Q4-2021
195 Transportation Study	In Progress	Q3-2021	Q4-2021

This items below are for discussion purposes, the staff are seeking input on priorities from the Plan Commission for the goal of preparing a draft Plan Commission and City Council work program for 2020-2021 and presentation for discussion at the December 5th joint meeting. The Options are:

- Replace items scheduled for 2020 completion (not including legislatively* required or grant funded+)
- 2. Add to the items scheduled for 2021 completion
- 3. Hold items with recommended order of priority as there are additional staffing or financial resources available, such as early completion of a project.

Discussion items listed (no priority):

- Re-instate Annual Zoning Code Amendment Process
- Sign Code Modifications
- Accessory Dwelling Unit Amendment
- Corner Lot Split
- Duplex on Corner Lots
- Duplexes, Triplex and Courtyard Apartments
- Sub-area planning
- CC3 Overlay Expansion
- Planned Actions
- Central City Line Overlay implementation (Parking & Zoning)
- Manufactured Home Update (Tiny Homes 2019 Legislation)
- Consolidate zoning categories and area-wide zoning
- Transition Lot Sizes
- Cell Tower Update 5G

BRIEFING PAPER City of Spokane Plan Commission Workshop November 13, 2019

Subject: South University District Subarea Planning Workshop #2

Department of Neighborhood and Planning Services staff, working with consultant MAKERS Architecture & Urban Design and district stakeholders, have developed a <u>draft vision statement, goals, policies, and proposed zone changes</u> to guide future development in the South University District subarea. Plan Commission held a workshop on the subarea plan on October 23, which focused on an overview of the subarea context, the planning process to date, and key recommendations contained in the draft vision statement, goals, policies, and proposed zone changes.

The November 13 workshop will continue this discussion with a focus on potential map and code changes recommended in the draft subarea plan:

- Boundary of recommended zone change from GC-150 to DTU and possible alternative boundaries extending DTU zoning along S Sherman Street and/or E Pacific Avenue
- Recommended design review threshold for area proposed to be zoned DTU
- Potential code change related to types of allowed retail sales
- Boundary of no minimum parking required and limited commercial parking overlays which generally accompany downtown zoning districts
- Designation of Complete Street designations for areas proposed to be zoned DTU

<u>Action</u>

- Discussions of the above five issues to be concluded with Plan Commission direction to staff.
- Plan Commission recommendation for South University District Subarea Plan to move forward to hearing on January 22, 2020.

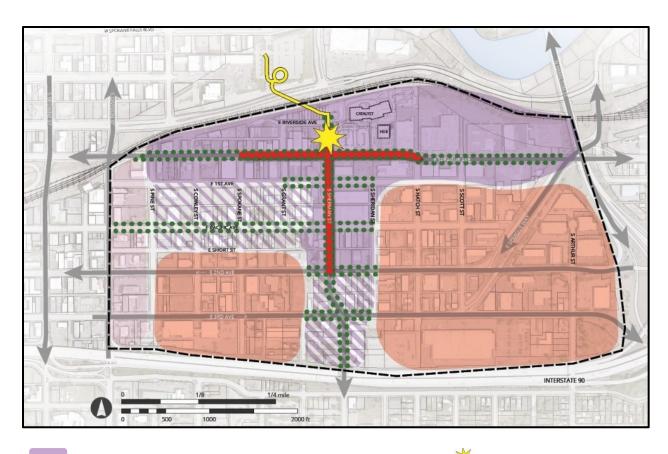
The draft vision, goals, and policies, community engagement summary, and meeting documents are available for review on the City project website:

https://mv.spokanecity.org/projects/south-university-district-sub-area-planning/

SOUTH UNIVERSITY DISTRICT SUBAREA PLAN

WORKSHOP ITEM #1

Subarea Concept Map



A. Pedestrian-oriented mix of uses (DTU rezone)







B. Possible DTU extension areas





C. Retail Commercial/industrial emphasis





🥇 D. Bridge Landing



E. Storefronts



F. Pedestrian Priority



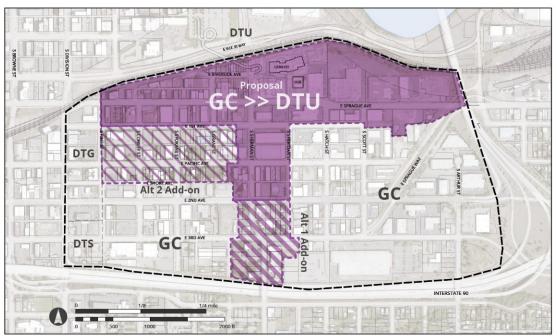
South University District Subarea Plan Plan Commission Workshop Packet November 13, 2019

SOUTH UNIVERSITY DISTRICT SUBAREA PLAN

WORKSHOP ITEM #2

Proposed Changes to Subarea Zoning

Proposed Change from GC-150 to DTU



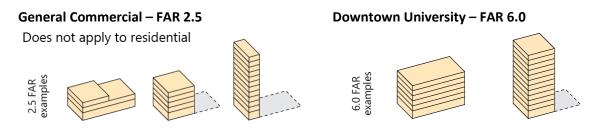
Legena
South University District Boundary C Existing Zone Classification
C Existing Zone Classification
Zone Change GC >> DTU
Proposal
DTU Alternative Add-ons
Altenative 1
Altenative 2

Zone	General Commercial (GC)	Downtown University (DTU)
Building Height	150 feet	12 stories
FAR	2.5 - No FAR limit for residential	6.0
Parking	Residential: 1 per unit (~1,000 sf) Office: 1 per 500 sf Retail/Service: 1 per 330 sf Restaurant: 1 per 250 sf Industrial: 1 per 1000 sf	All Uses: 1 per 1,000 sf
Permitted Uses:	 Retail sales and service Office Residential Institutional Commercial Parking Drive-through uses Vehicle service and repair Commercial outdoor recreation Major event entertainment Outdoor sales and storage Some industrial uses 	 Retail sales and service Office Residential Institutional Commercial Parking Drive-through uses (except on Type I and II Complete Streets)

GC-150 vs. DTU Zoning

Height: GC and DTU both allow much taller buildings than are currently present in the district. The real estate market doesn't currently support the construction of 12 story buildings here (though it may be possible in the future).

Building Mass: The GC zone's floor area ratio (FAR) limit of 2.5 purposely caps the scale of new office buildings; changing strategic areas to DTU allows greater flexibility for institutional and office uses near the south bridge landing.



Example massing with different floor area ratios (FAR)

Permitted Uses: Auto sales and some vehicle repair and industrial service businesses would become non-conforming uses if rezoned to DTU. These businesses could continue operating, but expansion would be limited, and no new businesses of these types would be allowed to open in rezoned areas.

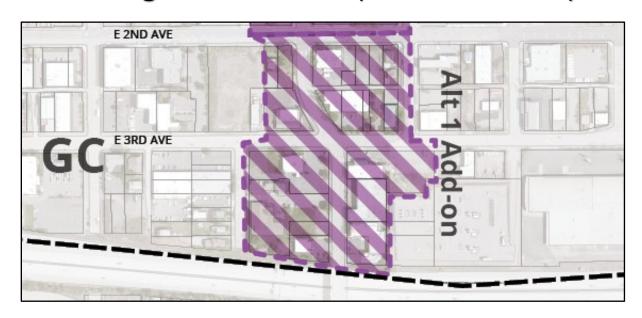
Parking: DTU has lower minimum parking requirements than GC, especially for restaurant and retail uses.

Site Use and Design Provisions: The integration of complete street standards in DTU are a significant difference between GC and DTU, as most types of complete streets don't allow parking lots in front of buildings. A number of lots in the proposed rezone area would also have nonconforming site uses, including outdoor storage, drive-throughs, and street-fronting surface parking. These elements could continue in use, but could only be expanded in certain situations.

Building Design Provisions: The facade transparency provision (required for the commercial and residential buildings) combined with more strict building/parking lot location standards (associated with complete street designations) emphasize pedestrian-oriented design much more than GC zone provisions.

Design Review: Design review is intended to ensure that new development makes a positive contribution to the built environment of an area. Design expectations are higher (with design review) than they could otherwise be without if in the GC zone.

Zoning Alternative #1 (Sherman Street)

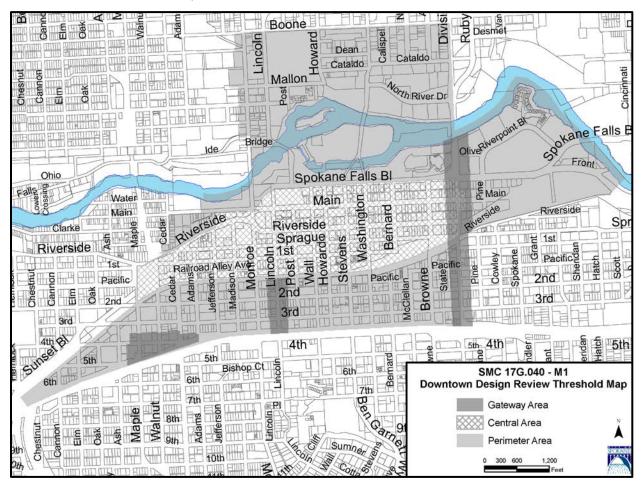


Zoning Alternative #2 (Pacific Avenue)



Design Review in the DTU Zone

The Design Review Board has authority over development in all downtown zones, per SMC 17G.040. All areas in downtown zones are designated one of three thresholds for design review: Central, Gateway, or Perimeter, with the most stringent review applied to the Central Area, and least stringent review applied to the Perimeter Area. See map SMC 17G.040-M1 below:



Recommendation: Designate rezoned portions of the South University District as "Perimeter Areas" for design review threshold purposes.

- The Perimeter Area design review threshold is the least stringent of the three design review areas. It applies only to new buildings over 50,000 square feet or modifications of 25% of the visible façade of existing buildings.
- Integrating design review only for larger projects allows greater flexibility and predictability for smaller infill and remodel projects within the district.
- The visual character of the subarea is quite mixed in terms of the age, character, and scale of buildings. As a result of this varied design context, the need for a more stringent design review process is not a strong as it might be in other nearby districts.

Proposed Code Change: Motor Vehicle Sales

- Limited use standards in 17C.124.110.6 SMC currently do not allow sale, rental, or leasing of motor vehicles in the DTU zone. Sale, rental, and leasing of motorcycles and other recreational vehicles not able to be licensed for normal street use is allowed.
- The draft subarea plan recommends an amendment to this limited use to allow motor vehicle sales within the DTU zone.
- The adjustment would allow greater flexibility for existing businesses in the district, while the development standards associated with the DTU zone help to ensure that the design of any such auto sales developments would need to conform to applicable standards.
- Sales of other recreational vehicles are already allowed in DTU; there isn't a significant distinction between these types of retail and auto sales.

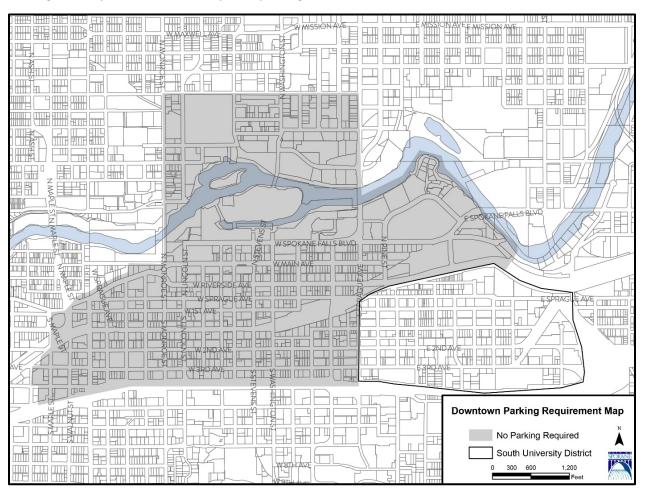
SOUTH UNIVERSITY DISTRICT SUBAREA PLAN

WORKSHOP ITEM #3

Proposed Changes to Overlay Zone Boundaries

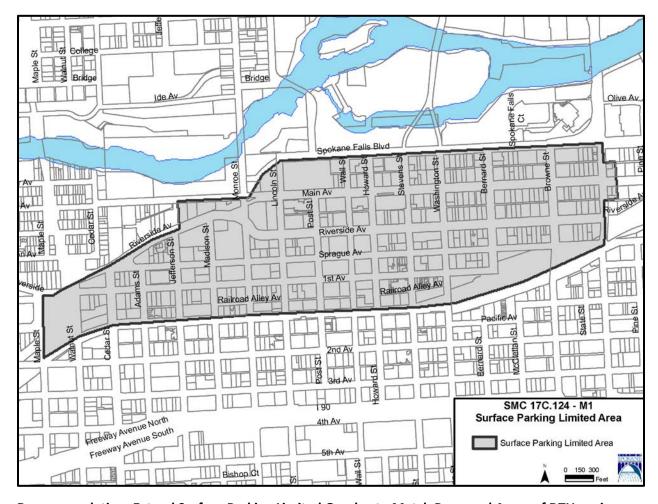
Minimum Required Off-Street Parking Overlay

Although the DTU zone includes parking requirements (as described in <u>SMC 17C.230</u>), at present all areas zoned DTU (and most other areas in "downtown" zones) are currently covered by a "No Required Parking" overlay. Within this overlay base parking minimums included in each zone are not active.



- Recommendation: Do not extend overlay into South University District.
- While there was interest in reducing off-street parking requirements in the district, this change was considered too drastic given the current mix of uses and overall parking context within the district.
- Neighborhood stakeholders have voiced concerns about adequate parking in new development in the district. Such new development, they fear, would increase the demand for the valued on-street parking resources that the existing district uses currently enjoy.
- Rezoning to DTU already reduces parking minimums significantly from what is currently required from GC zoning, especially for retail and restaurant uses. This change will reduce barriers to redevelopment and begin a transition towards development that is less dependent on automobile parking.

Commercial Surface Parking Limited Overlay



Recommendation: Extend Surface Parking Limited Overlay to Match Proposed Areas of DTU zoning.

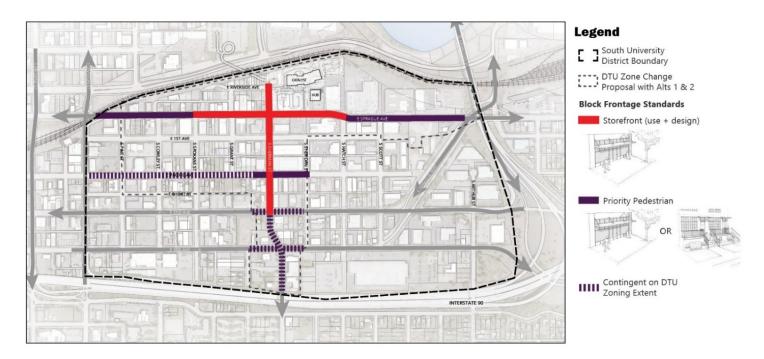
- The goals of the subarea plan seek to achieve more active, pedestrian-friendly uses in the area proposed to be zoned DTU. The potential spread of commercial parking lots would make these goals more difficult to achieve.
- There are no commercial parking lots in the area at present and demand for paid parking in this area is likely low. However, if parking becomes scarcer in nearby downtown core and university campuses, paid parking may become a viable land use. This use would mostly serve other areas while imposing a burden on the Sprague and Sherman commercial areas.

SOUTH UNIVERSITY DISTRICT SUBAREA PLAN

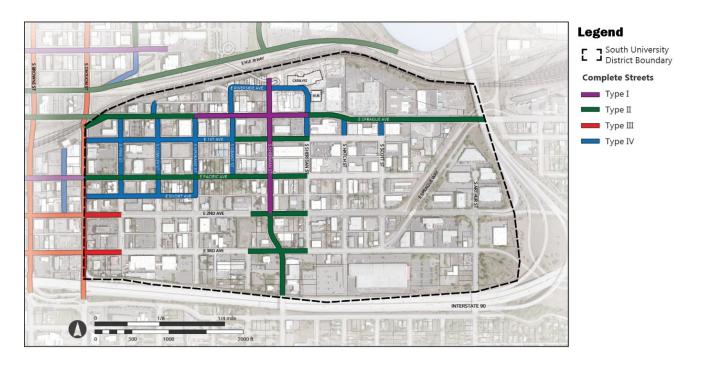
WORKSHOP ITEM #4

Block Frontage Concepts and Complete Street Designations

Key Block Frontages



Complete Streets Designations



BRIEFING PAPER City of Spokane Plan Commission Workshop Neighborhood & Planning Services November 13, 2019

Subject

The **Spokane Downtown Plan** is an update of the existing plan, *Fast Forward Spokane Downtown Plan Update* (2008), and is coordinating several major planning efforts including the North Bank and South University District subarea planning processes. The project's planning consultant, Framework, is working with the City of Spokane and Downtown Spokane Partnership in a joint effort to lead the initial public engagement for this phase. The summary of the October 22, 2019, public workshop is attached.

Background

The existing Downtown plan is a subarea plan of the Comprehensive Plan. The new plan will fully update and replace the City's existing plan.

Framework interviewed Downtown stakeholders and held two focus groups in September, 2019, in addition to the October public workshop. They collected input at these events on the plan vision, guiding principles, and priorities, and provided a progress update to the Plan Commission at its meeting on October 23. An upcoming existing conditions report will incorporate feedback from the events.

Impact

The public engagement effort will reach a broad segment of the community and target identified groups who participate in city life Downtown, such as residents, business owners, organizations, and employees. The final plan is expected to result in a series of recommended actions and guide new improvements for the next ten years.

Action

The updated plan is scheduled for adoption in spring 2020, following work with the Design Review Board and Plan Commission at additional workshops. The Commission will hold a public hearing and make a recommendation to the Spokane City Council.

For other information and future engagement opportunities, visit the project webpages:

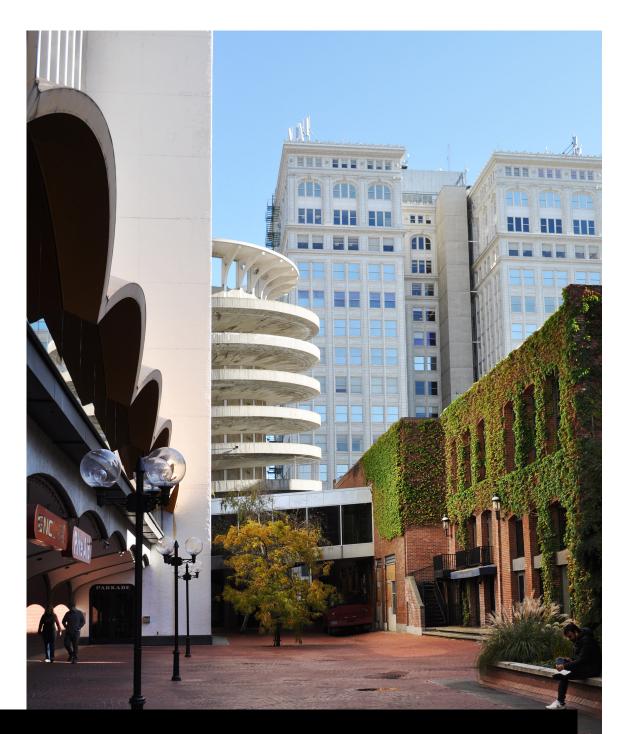
- www.SpokaneDowntownPlan.org
- my.SpokaneCity.org/projects/downtown-plan-update-2020







framework



OVERVIEW

DSP and Framework hosted the first public workshop for the Spokane Downtown Plan 2019 - 2020 update on October 22, 2019 at the Pavilion in Riverfront Park. Fifty-five members of the public signed in at the workshop, and over 330 people filled participated in an online survey available to the public during the weeks before and after the event.

WORKSHOP PROGRAM

The Downtown Spokane Partnership (DSP) hosted the first public workshop at the Riverfront Park Pavilion on the evening of October 22, 2019. Framework facilitated a workshop focused primarily on existing conditions Downtown, peer cities and best practices, and preliminary survey results from the public. Fifty-five members of the public attended the event along with representatives from the City and DSP as well as Spokane Transit Authority, and Spokane Regional Transportation Council who had their own stations where they presented information on ongoing projects.

The workshop began with an open house starting at 6:000pm, where members of the public had the opportunity to participate in mapping exercises and visioning exercises, review and offer input on existing conditions work, initial takeaways, and best practices drawn from other cities in the U.S. and Canada. Survey participants were able to submit photos of examples of what they would like to see in Spokane from other cities, which were included as a separate board.

Framework presented some initial findings and changes Downtown since the existing plan was adopted before opening the presentation to public feedback with live polling and a moderated question and answer session. The presentation and audience-based activities finished at roughly 7:15pm, and attendees could continue to participate in mapping and visioning exercises, and offer feedback on the information presented on the board displays. The workshop ended with a light show in the Pavilion organized by Riverfront Park.







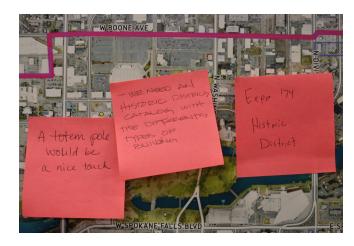
WHAT WE HEARD

Boards + General Comments

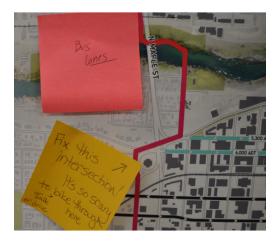
Most of the comments from the public revolved around multi-modal improvements, particularly to improve the experience of people walking and biking in Downtown Spokane. The public also showed a lot of interest in homeless services, parks and public spaces, and programming and activation. Comments were generally supportive of:

- Creating a safe and well maintained network of bike routes
- Improving the experience of people walking through better maintenance and strengthening walkable connections Downtown
- ☐ Improving and co-locating homeless services
- ☐ Creating new smaller-scale public spaces and activating existing public spaces
- ☐ Preserving historic buildings Downtown
- ☐ Supporting activities and investment in Riverfront Park
- Improving transit options and making modes other than driving more viable





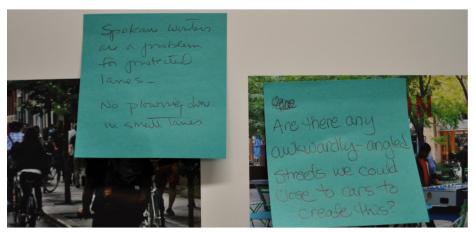


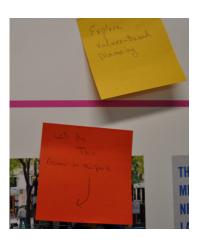








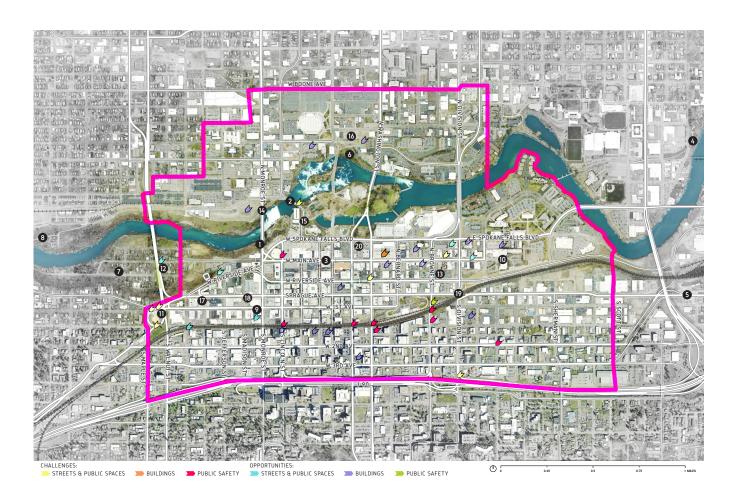




Mapping Exercise

The mapping exercise invited people from the community to flag opportunities and challenges related to buildings, streets and public spaces, and public safety within the Downtown Planning Area and surrounding parts of Spokane. Participants were also encouraged to flag places in Spokane where they identified specific challenges and opportunities on numbered flags with corresponding comment cards. The original mapping exercise did not include the planning area boundary so that input from the public would not be limited geographically. The summary map below includes the planning boundary for reference.

The comments on the following page reference the numbers shown on the map below.



- "Monroe Street Bridge should feature a transit-only lane heading southbound. Consider a single northbound lane to meter flow."
- "Keep Post Street Bridge all or predominantly pedestrian?"
- "Over capacity streets could have minor reductions to increase sidewalk space offering more area for cafes, etc. Not to equate walking streets."
- "Safety and up keep on centennial trail north of the Iron bridge to Mission Park. My family rides this trail often to find people smoking drugs or just being scary."
- "Creating multimodal centers around corridors outside the downtown core with public transit options to interconnect downtown & surrounding areas. Like park & ride but more developed and centrally located to commercial areas."
- "Children's play area climbing wall, swings, bridge, something fun."
- "This is an excellent location for affordable multifamily housing."
- "There is an abandoned & closed railroad tunnel under one of the cemeteries west of downtown. Huge tourism potential! Haunted tunnel - just add zombies."
- "Public bathroom next to Old Spaghetti Factory."
- "Bicycle connectivity to the near bridge."

- "Fire House roundabout into Browne's Addition needs total complete streets revamp."
- "Addition of lane across Maple Street Bridge on east side enabling a comfortable pedestrian/bike connection between Kendall Yards & Developing West Riverside Neighborhood."
- "Main between Division & Browne is the hippest block in the city, but difficult to access except by car. The heavy auto traffic in the area also reduces enjoyment of place (e.g. patios)."
- "Something to look at after crossing the river in a gondola - mural or cleaned up garbage."
- "In my opinion the street next to City Hall has potential to be a pedestrian street with some benches/landscape."
- "Downtown baseball stadium to encourage a Wrigleyville or Fenway vibe and build economic momentum in the after-work timeframe."
- "Brickwest is awesome. So pleased the neighborhood is behind them enclosing the park for events to keep it safe and family friendly."
- "Future symphony/Fox multi-story expansion featuring some functional augmentation of Fox theater, as well as possible residential, commercial, high end retail."
- "Division and Sprague intersection I see as a bridge, sidewalk, and traffic light safety issue."
- "I would like to see increased height limits."

A network of safe, protected bike facilities Better sidewalks, and a safer, more comfortable pedestrian realm

Wayfinding and signage particularly for pedestrian and transit routes

Affordable housing and equitable development

More conveniently located grocery stores Downtown

Alleys with yearround activation

Dense, mixed use development

Housing for a wide range of income levels

More green and open Better regional rail access space with wildlife habitat with more convenient departure times Fewer cars downtown More dining options including food trucks and carts No surface parking lots Improved homeless services Improved transit service with public hygiene facilities and infrastructure A safe and vibrant family destination with new attractions Better sidewalks, and a safer, more comfortable pedestrian realm



BRIEFING PAPER City of Spokane Plan Commission Workshop November 13, 2019

Subject: North Bank Subarea Plan Workshop #4

Consultant Community Attributes, Inc. (CAI) submitted a Revised Preliminary Draft of the North Bank Subarea Plan on September 5, 2019. The Plan Commission has held previous workshops on the North Bank Subarea Plan on August 14, September 25, and October 23. During these workshops the Plan Commission provided direction to staff on questions related to zoning and overlay boundaries, design review thresholds, and other issues. The present workshop seeks to resolve the remaining issues that have been held over from earlier workshops:

- Recommended boundary of North River Overlay and Downtown General (DTG) zoning
- Boundary of no minimum parking required and limited commercial parking overlays which generally accompany downtown zoning districts

In addition, previous workshops have considered draft code amendments to implement the "Through Block Pathways" recommended in Policy 4.e of the Preliminary Draft Plan. Staff has developed a new set of draft code amendments which follows a different approach than previous versions. Within downtown zones, including DTG, 17C.124.580 SMC requires new or renovated buildings over forty thousand square feet to provide a plaza or other open space at a minimum of one square foot per one hundred square feet of building square footage. The draft code amendment proposed by staff would allow buildings in the North River Overlay to satisfy this requirement by providing a through-block pathway.

Action

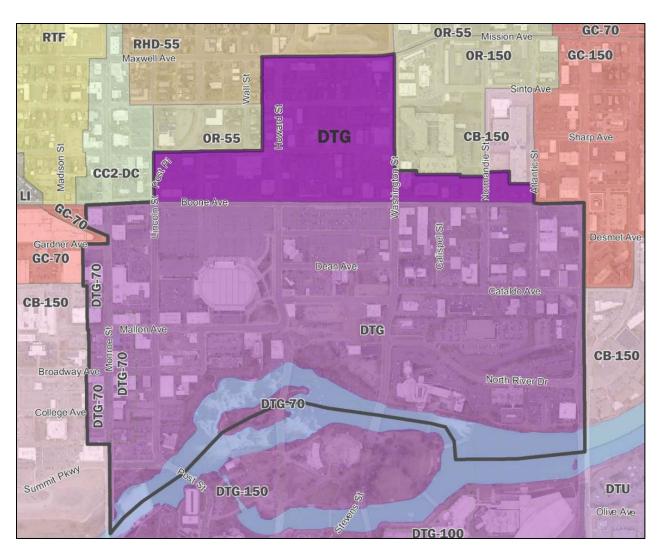
- Discussions of the above issues to be concluded with Plan Commission direction to staff.
- Plan Commission recommendation for the North Bank Subarea Plan to move forward to hearing on January 7, 2020.

The Preliminary Draft Plan, previous presentations, and meeting documents are available for review on the City project website: https://my.spokanecity.org/projects/north-bank-plan/

NORTH BANK SUBAREA PLAN

WORKSHOP ITEM #1

Proposed Boundaries of North River Overlay and Downtown General (DTG) Zoning



Proposed Boundary of North River Overlay and DTG Zoning. The proposed boundaries shown above was recently shown as an alternative at Plan Commission workshops in September and October.

- As has been discussed throughout the subarea planning process, the North River Overlay is
 proposed to be realigned with the new proposed extent of the DTG zone, rather than the
 current boundary, which reflects circa 1982 zoning boundaries.
- Staff and consultants recommend moving forward to hearing with the proposed boundary above, which includes the North River Overlay and DTG zoning and either side of Howard Street north to the Maxwell Avenue intersection, and on either side of Boone Avenue eastward to the intersection with Atlantic Avenue.
- Under this approach, the development standards in the DTG zone associated with the public realm (building orientation, frontage standards, etc.) would be applied on both sides of Boone Avenue between Washington Street and Atlantic Street.

NORTH BANK SUBAREA PLAN

WORKSHOP ITEM #2

Proposed Implementation of Through-Block
Pathways Concept

*** PROPOSED ALTERNATIVE DRAFT REVISIONS TO 17C.160.010 SMC ***

C. North River Overlay Development Standards.

The North River Overlay development standards are the same as the underlying zone except for the following standards:

1. Maximum FAR.

The maximum nonresidential FAR allowed in the North River Overlay is 4.5. If the underlying zone allows an FAR greater than 4.5, then the maximum FAR is the same as the underlying zone. The FAR is calculated the same as in the underlying zone.

2. Through-Block Pedestrian Pathways.

a. Purpose.

Strategic mid-block connections are a key implementation component of the North Bank Subarea Plan intended to:

- i. To provide a pedestrian-friendly environment by creating a variety of usable and interesting open spaces within private development.
- ii. To maintain a reasonably direct pedestrian connection between neighborhood uses and to the river.
- iii. To maintain safe, convenient, and efficient pedestrian connectivity and circulation in areas with long block lengths (those over 500 feet in length).

b. Implementation.

Within the North River Overlay, new or renovated buildings over forty thousand square feet may meet the Plazas and Other Open Spaces requirements set forth in 17C.124.580 SMC by providing a through-block pedestrian pathway or pathways at a minimum of one square foot of pathway per one hundred square feet of building area. This may count toward the interior landscaping required.

c. Locations.

Through-block pathways may be provided in the locations shown on Figure 17C.160.010- B-1 and in other locations based on the following criteria:

- The through-block pathway will connect with existing or future rights-of-way, other pedestrian connections and/or public open spaces, or public transit facilities; (P)
- ii. The through-block pathway has the effect of dividing a large city block near the middle of such block; (P)
- iii. When possible, the through-block pathway shall be located to create view corridors and reinforce connections to the Spokane River and gorge. (P)



Figure 17C.160.010- B-1. Suggested locations for through-block pathways.

d. Design Standards for Through-Block Pathways.

- i. Width. Through-block pathways shall be located within dedicated public rights-of-way or private easements with a minimum dimension of 10 feet in width, a minimum of which 8 feet must be a paved walking path constructed in compliance with Public Works Design Standards and in conformance with applicable ADA requirements, except where not required by applicable ADA rules and regulations. (R)
- ii. Accessibility. At a minimum, through-block pathways must not be gated, and must be accessible to the public between dawn and dusk. (R)
- iii. Building Frontage Transparency. At least 10-percent of the building elevation adjacent to the connection must be transparent. The purpose of this standard is to integrate through-block pathways as a design amenity to the development and to ensure that such connections are safe and welcoming. (P)

e. Downtown and Spokane River views.

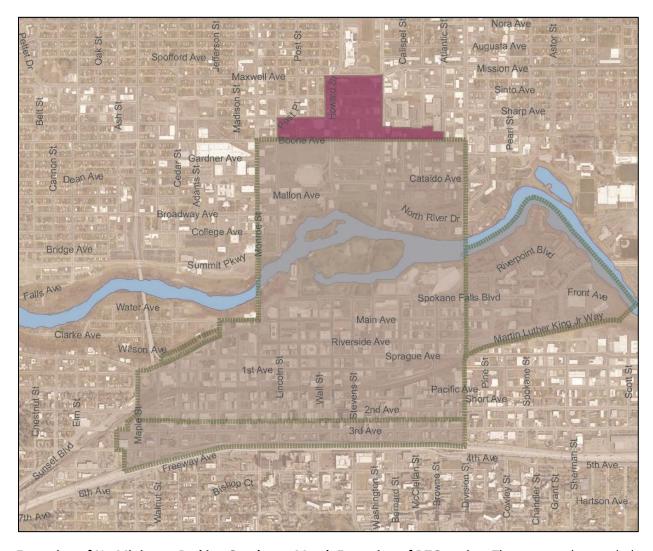
For those through-block pathways where downtown and/or Spokane River or gorge views are possible, adjustments to the standards in subsection (d) above will be considered, provided such designs enhance those views and meet the purposes of the standards.

NORTH BANK SUBAREA PLAN

WORKSHOP ITEM #3

Proposed Extension of Overlay Zone Boundaries

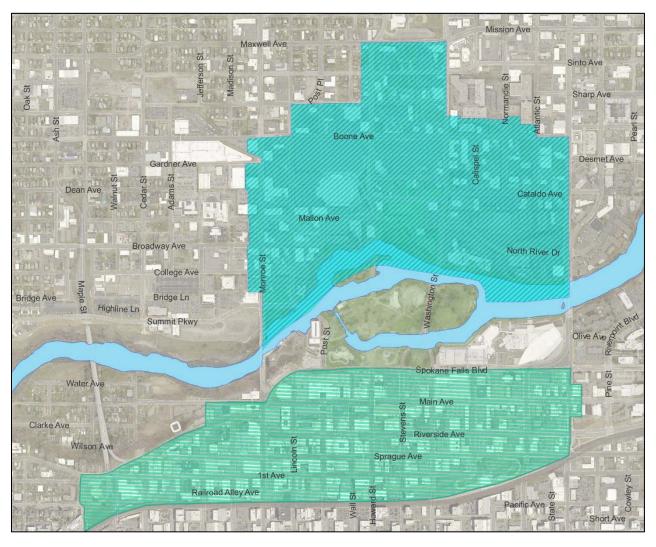
Minimum Required Off-Street Parking Overlay



Extension of No Minimum Parking Overlay to Match Extension of DTG zoning. The proposed amended boundaries to the Downtown Parking Requirement Map (SMC 17C.230 – M1) shown above was recently shown as an alternative at Plan Commission workshops in September and October.

• Extending the overlay as shown above is consistent with proposed Policy 2.c in the Preliminary Draft North Bank Subarea Plan (pg. 68).

Commercial Surface Parking Limited Overlay

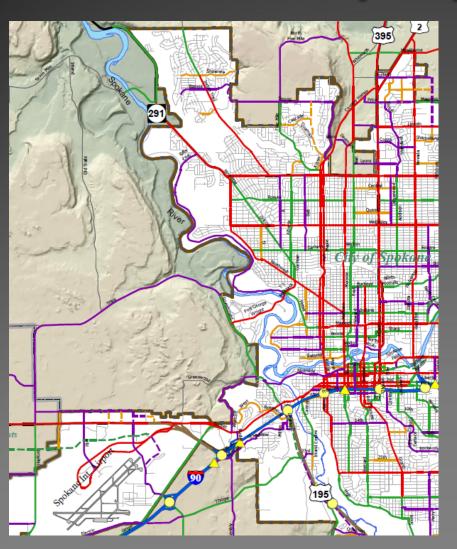


Extension of Surface Parking Limited Overlay to Match Extension of DTG zoning. The proposed amended boundaries to the Surface Parking Limited Map (SMC 17C.124 – M1) shown above was recently shown as an alternative at Plan Commission workshops in September and October.

Update to 12.08.040 Arterial Street Map

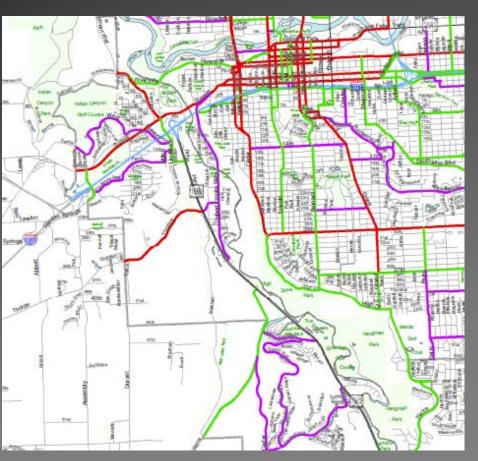
Plan Commission
November 13, 2019

TR 12 Map Update in 2017



- 20+ Year Horizon
- Anticipated longterm function
- Preserve ROW for future arterials

Problems with Existing SMC Map



- Unchanged since 2008
- Missing West Plains
- Inconsistent with Comprehensive Plan Map TR 12

Uses of the Maps

Comprehensive Plan Map TR 12

- •20+ year plan
- Anticipated long-term function
- •Preserve right-of-way for future arterials

Spokane Municipal Code Map 12.08.040

- Current operations
- Traffic control decisions
- Plowing and sweeping priorities
- Street Design standards

The maps should be a close but not exact match.

Schedule

- PCTS Meeting 7/9/19
- PIES Committee 7/22/19
- Community Assembly 8/1/19
- Neighborhood Council notification/ Nextdoor – August and September
- Plan Commission Workshop 10/23/19
- Plan Commission Hearing 11/13/19
- City Council Fall 2019
- TR 12 Cleanup Fall 2019 through 2020

Proposed Changes

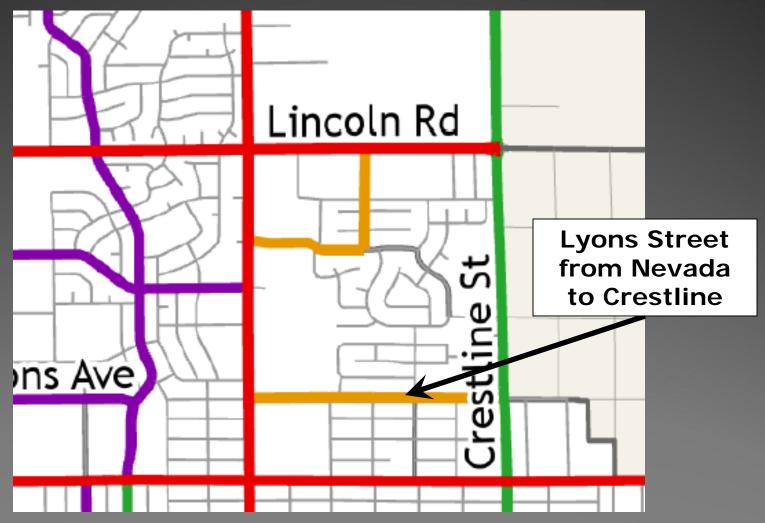
- Update to mostly match with TR 12
- We will discuss the following:
 - Streets not matching TR 12
 - Classifications that would result in an immediate traffic control change



Classifications that could result in a traffic control change if approved.

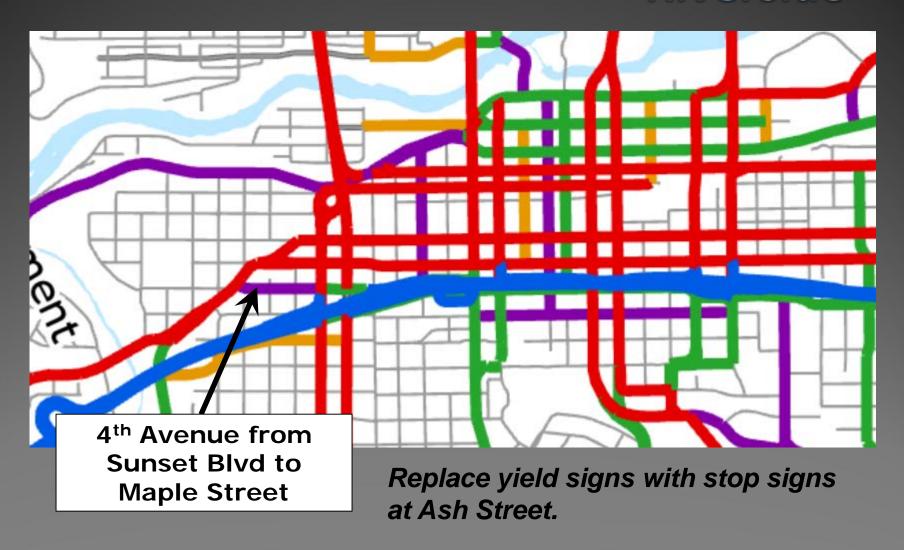


District 1 - Lyons Street Shiloh Hills



Add stop signs at side-streets, remove 4-way stop at Pittsburg

District 2 - 4th Avenue Riverside



District 2 - Main Avenue Peaceful Valley



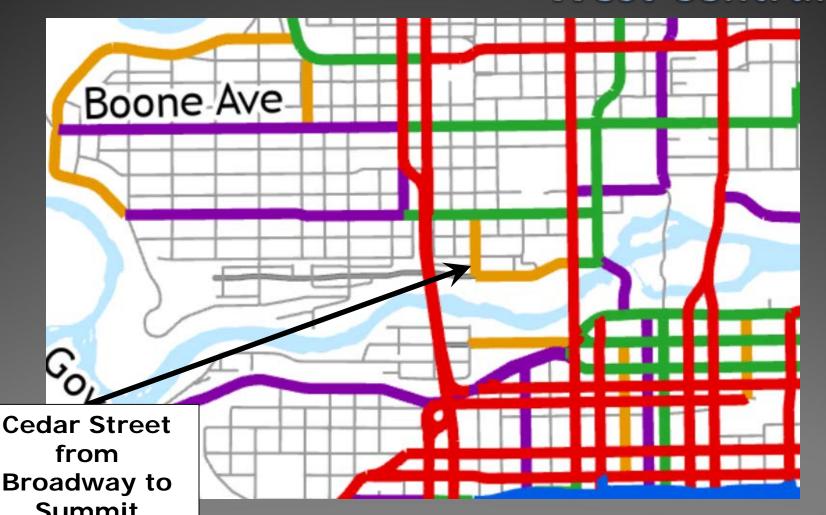
Could change from yield to stop at Main/Cedar

District 2 - 27th Avenue Lincoln Heights



Would require side-street stop signs at Fiske and Mt. Vernon

District 3 - Cedar Street West Central



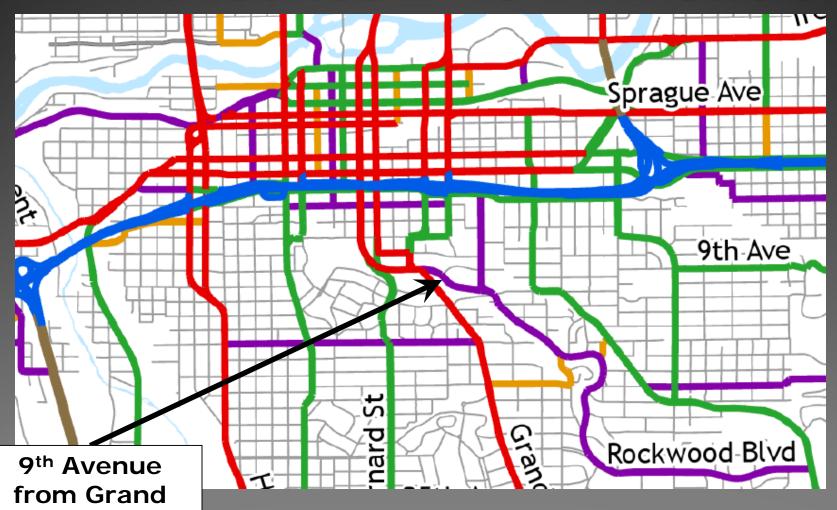
Broadway to Summit Parkway

Reverse stop sign direction at College/Cedar.

Error Correction

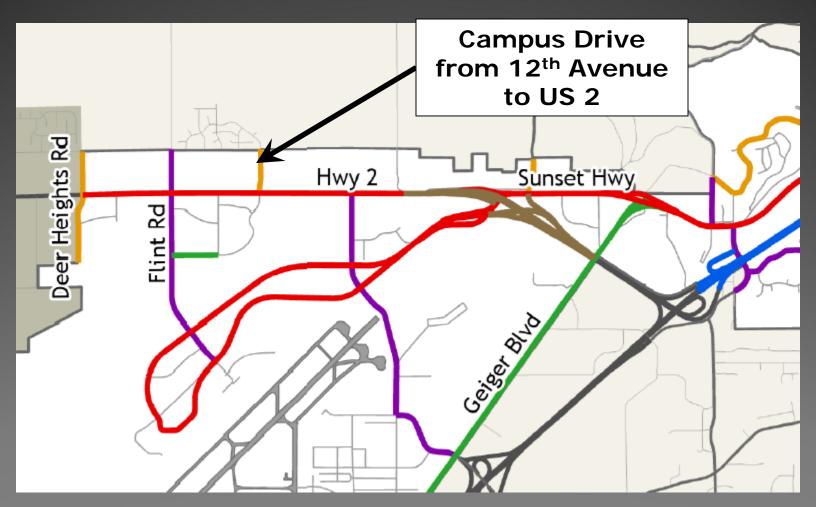
District 2 - 9th Avenue

Unintentionally left off the TR 12 map



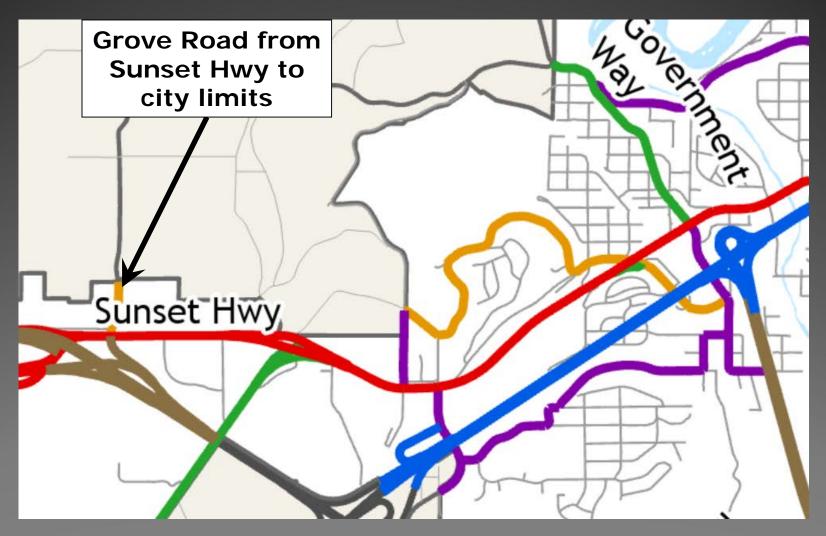
Blvd to Cowley

District 2 - Campus Drive



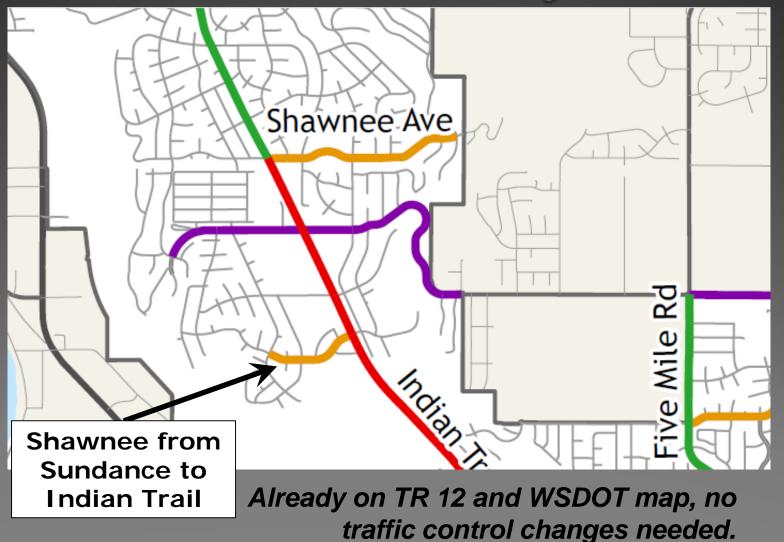
Part of 2011 annexation – Proposed on TR 12, almost complete

District 2 -Grove Road

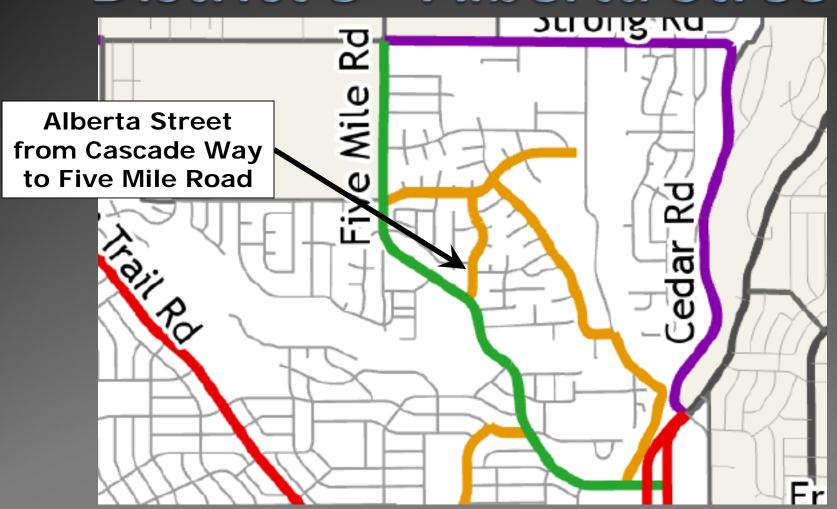


Unintentionally left off the TR 12 map

District 3 — Pacific Park



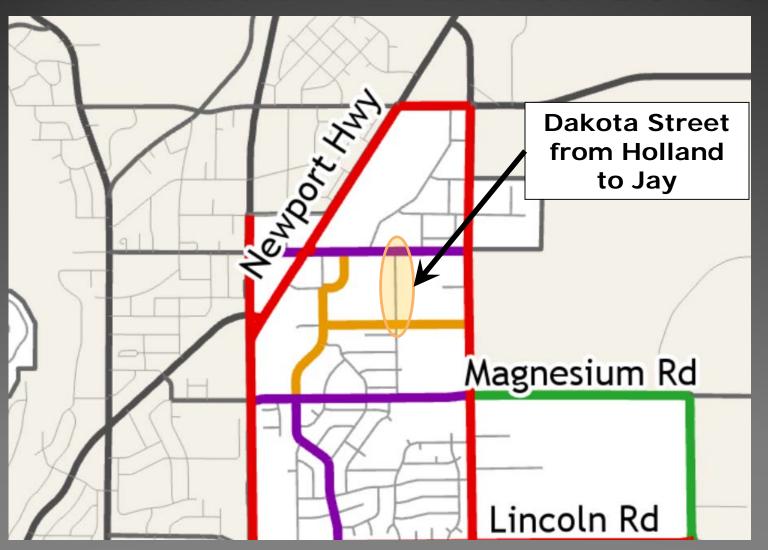
District 3 - Alberta Street



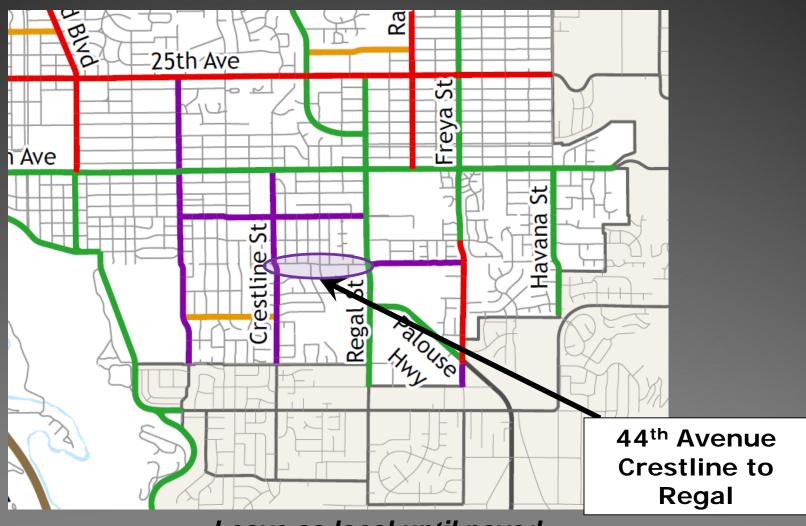
Unintentionally left off the TR 12 Map

Streets designated in TR 12 as arterials that would remain as locals on the SMC Map

District 1 - Dakota Street

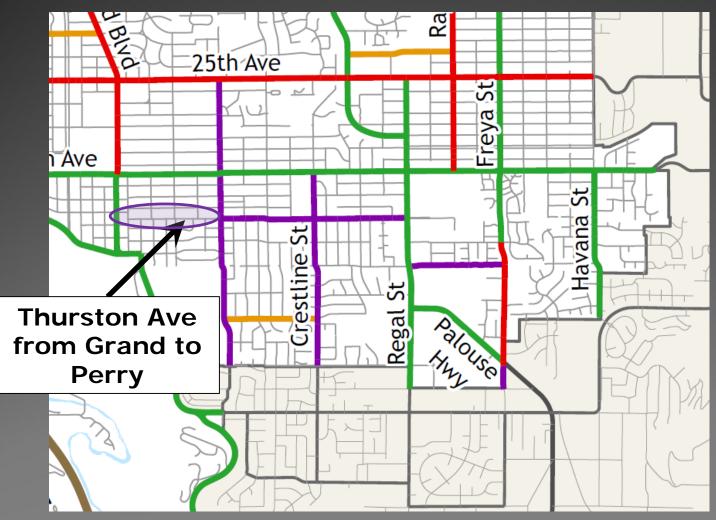


District 2 - 44th Avenue



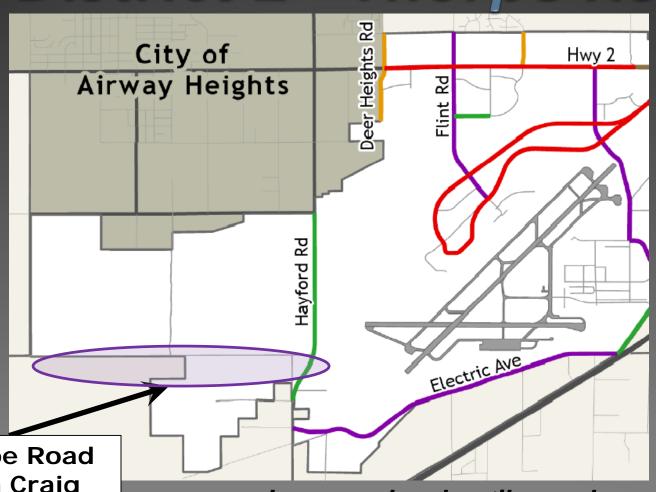
Leave as local until paved

District 2 - Thurston Avenue



Leave as local – consider removal from TR 12 next year

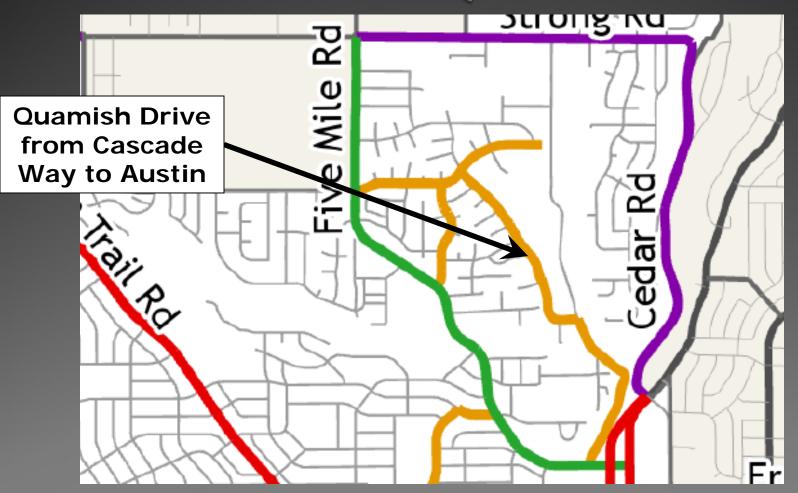
District 2 - Thorpe Road



Thorpe Road from Craig Road to Hayford

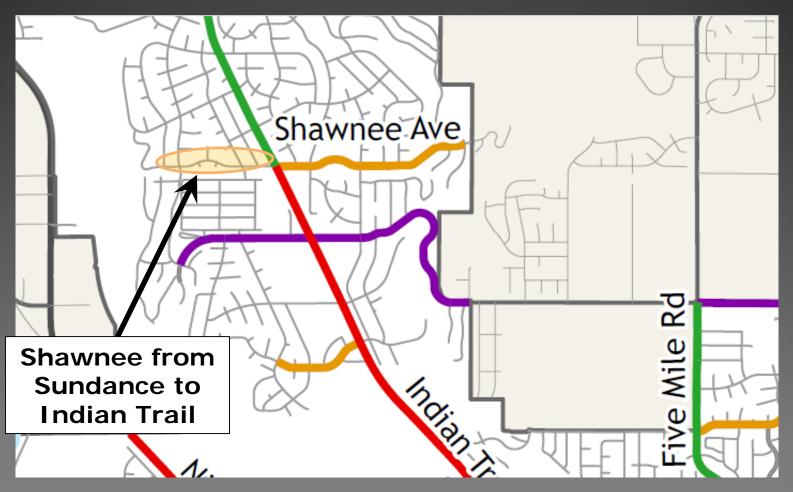
Leave as local until paved
Unintentionally left off TR 12 map

District 3 - Quamish Drive



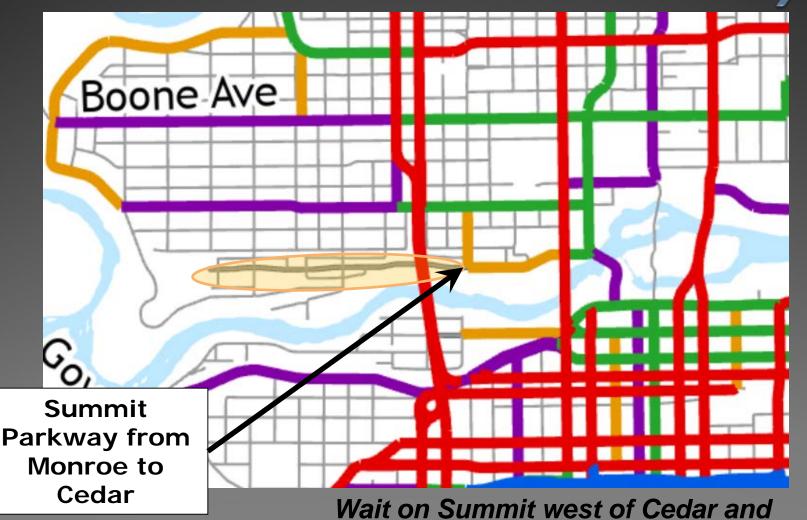
Not on TR 12 map, operates as an arterial but could be a local once Austin Road is improved.

District 3 - Shawnee



Remains on TR 12 map and may be upgraded with development.

District 3 - Summit Parkway



re-evaluate once Kendall Yards is built out

Recommended cha	anges to SMC 12.08.040	Arterial Operati	ons Map			T	
Dooduses	Someout	Current SMC	Comprehensive Plan (2017)	Proposed SMC		Immediate Traffic Control Changes	Notes
4th Avenue	Sunset Blvd to Maple	12.08.040	after 2019 amendment Urban Major Collector	Operational Map Urban Major Collector	<u>ਲ ⊑ ୪</u> γ	Needed? Replace yield signs with stop signs at 4th/Ash.	Notes Discussed in meeting on 4/25/19 and 5/30/19. Streets could add striping the whole length if desired.
5th Avenue	Monroe to Division	local	Urban Major Collector	Urban Major Collector	Y	none	High volume, bus route, stop and signal controlled, keep 4-way
7th Ave - Cannon - 6th	Inland Empire Way to Walnut	Urban Minor	Urban Minor Collector	Urban Minor Collector	Y	none	stops for now, future street department study.
Ave	Street	Arterial					Missed this one with the Comprehensive Plan update, need to
9th - Rockwood	Grand Blvd to Cowley	Urban Collector	local *	Urban Major Collector	Υ ,	none	include in next round
12th Avenue	Deer Heights to Flint Road	n/a	(P) Urban Major Collector Urban Minor Collector	n/a Urban Minor Collector	n/a Y	n/a	Annexation, follow West Plains transportation plan
14th-Conklin 17th Avenue	Rockwood to Southeast Grand to Upper Terrace	Urban Collector Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	Short distance, low volume Short distance, low volume
17th Avenue	SE Blvd to Ray	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Υ	none	
17th Avenue	Ray to Freya	local	Urban Major Collector	local	N	none	Initially proposed for change to Minor Collector, but was removed from consideration due to neighborhood concerns and relatively low traffic volume.
17th Avenue	Freya to Glenrose/Havana- Yale	local	Urban Major Collector	local	N	none	Initially proposed for change to Minor Collector, but was removed from consideration due to neighborhood concerns and relatively low traffic volume.
18th-21st Avenue	Hazelwood to Flint Road	n/a	(P) Urban Minor Arterial	n/a	n/a	n/a	Annexation
18th (Granite) Avenue	Flint Road to Technology Blvd	n/a	Urban Minor Arterial		Y	none	Annexation, striped
18th Avenue	Technology Blvd to Spotted Road	n/a	(P) Urban Minor Arterial	n/a	n/a	n/a	Annexation
25th Avenue	Bernard to Grand	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	Short distance, low volume
27th Avenue	Southeast Blvd to Ray	local	Urban Minor Collector	Urban Minor Collector	N	Stops signs would be added to side streets, possibly restriping.	4000 ADT - near threshold for centerline striping
44th Avenue	Crestline to Altamont	local	(P) Urban Major Collector	local	N	none	Add stop signs after the last two blocks are paved
44th Avenue	Altamont to Regal	local	Urban Major Collector	local	N	none	Wait until blocks to the west are paved before upgrading to collector status.
44th Avenue	Regal to Freya	local	Urban Major Collector	Urban Major Collector	Υ	none	conector status.
49th Avenue	Perry to Crestline	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	
195 frontage	Lindeke to Thorpe	n/a	(P) Urban Minor Arterial	n/a	n/a	none	
Alberta	Five Mile to Cascade Way	Urban Collector	local *	Urban Minor Collector	Y	none	Set up as a neighborhood collector street when the subdivision was platted. Missed during Comprehensive Plan update. Has stop signs.
Alberta	Francis to Woodside	local	Urban Minor Collector	local	N	none	Initially proposed for change to Minor Collector, but was removed from consideration due to neighborhood concerns and relatively low traffic volume.
Altamont Blvd	9th Avenue to Mount Vernon	local	local	local	N	none	No stop signs, low vol, downgrade
Assembly	Sunset Hwy to city limits	local	Urban Major Collector	Urban Major Collector	Υ	none	Has stop signs and striping
Aubrey L White Pkwy - Downriver Drive	Rifle Club Road to TJ Meenach	local	Urban Major Collector	Urban Major Collector	Y	none	
Austin Road Austin Road	Five Mile Road to Quamish Quamish to Strong Road	local	Urban Minor Collector (P) Urban Minor Collector	Urban Minor Collector	Y N	none	Has stop signs and striping Wait until paved for classification upgrade
Barnes Road	Indian Trail to Strong Road	Urban Collector	Urban Major Collector	Urban Major Collector	Υ	none	
Barnes Road	Indian Trail to Sundance	Urban Collector / local	Urban Major Collector	Urban Major Collector	Y	none	Striped, stop signs
Barnes Road	Sundance to SR 291	Urban Collector / local	local	local	N	none	Stop sign at the end of cul-de-sac is for private road
Belt Street	Francis to 5-Mile	local	local	local	N	none	incline, sight distance, no signal, has grade issues near 5-mile road
Bernard St	SFB to 1st	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	
Campus Drive	12th to US 2	n/a	(P) Urban Minor Collector	Urban Minor Collector	Y	none	low volume, short segment, will connect two arterials, under construction now
Cascade Way	Five Mile to Austin	Urban Collector	Urban Minor Collector Urban Major Collector	Urban Minor Collector Urban Major Collector	Y	none	Has stop signs
Cascade Way Cedar Street	city limits to Division	local	Urban Minor Collector	Urban Minor Collector	N N	none Switch stop signs at College Ave/Cedar	Cataway to Kandall Varde
	Broadway to Summit Pky	local Urban Minor				Street.	Gateway to Kendall Yards
N Cedar Road S Cedar Road	Strong to Country Homes Spokane-Cheney to CL	Arterial Urban Collector	Urban Major Collector Urban Major Collector	Urban Major Collector Urban Major Collector	Y	none	Volume
N Crescent-Center	Perry to Upriver	local	Urban Major Collector	Urban Major Collector	Y	none	Crosses railroad tracks and makes a connection between two
(Indiana) Central Avenue	Wall to Addison	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	arterials Low volume, short arterial
Colton St	Hoerner to Magnesium	local	Urban Minor Collector	Urban Minor Collector	Υ	none	Volumes, signal at end
Comanche Drive	Sundance to Indian Trail	local	local	local	N	none	
Crestline Street	34th to 37th	local	local	local	N	none	Council removed from Arterial Street Plan in May 2019
Crestline Street	34th to 31st	local	local	local	N	none	Council removed from Arterial Street Plan in May 2019
Dakota St	Holland to Jay	local	Urban Minor Collector	local	Y	none	Has stop signs, intersection striping, apartments, back of grocery store, wait for now on upgrade.
Dakota St	Jay to Magnesium	local	(P) Urban Minor Collector	local	N	none	Partially dirt and blocked with guardrail
Deer Heights Road	12th Avenue to 18th-21st	n/a	Urban Minor Collector	Urban Minor Collector	Υ	none	
Deska - West - Rosamund - 13th	Assembly to Lindeke	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	
Eagle Ridge Blvd	Cedar to Meadowlane	Urban Collector	Urban Major Collector	Urban Major Collector	Y	none	Volume
Electric Ave E3rd Ave	Sprague Way to MLK	local	Urban Major Collector	Urban Major Collector	Y	none	Will carry heavier traffic with development
Electric Ave-53rd Ave	Hayford to Geiger	n/a Urban Minor	Urban Major Collector	Urban Major Collector	Y	none	Annexation
Fancher Road Flint Road	Trent to Rutter Avenue 12th to US 2	Arterial	Urban Major Collector Urban Major Collector	Urban Major Collector Urban Major Collector	Y	none	Anneyation
Flint Road	US 2 to Airport Drive (some	n/a n/a	Urban Major Collector Urban Major Collector	Urban Major Collector	Y	none	Annexation
Freya Street	private) 37th to Hartson	Urban Collector	Urban Minor Arterial	Urban Minor Arterial	Y	none	
Freya Street	Palouse Hwy to 55th	n/a	Urban Major Collector	Urban Major Collector	Y	none	Annexation
ricya sucet	alouse riwy to SSUI	11/ d	or Jan Wajor Collector	Orban Wajor Conector		none	Aumenduon

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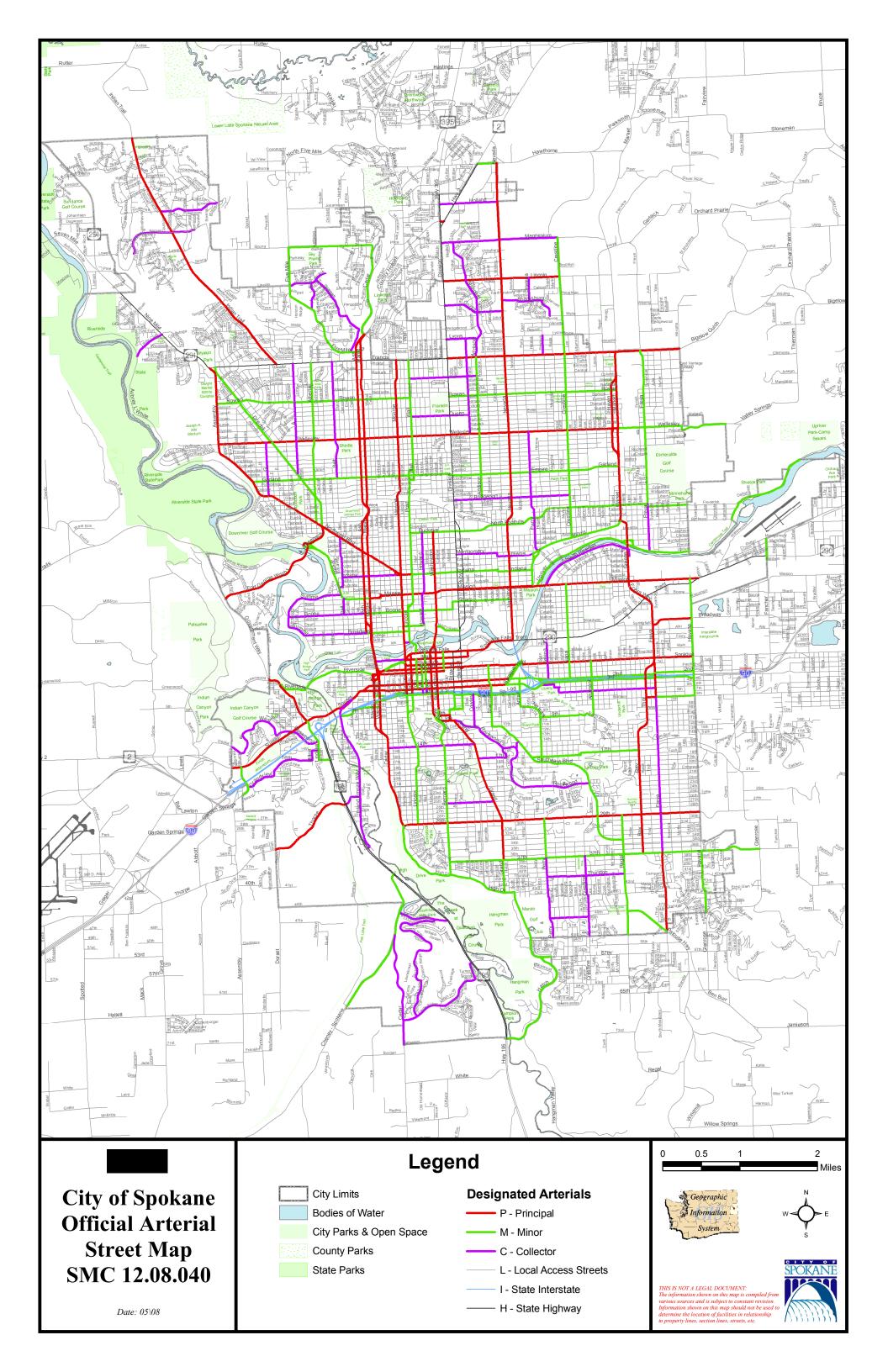
					_		
			Comprehensive Plan		Side Street Intersection Control		
Roadway	Segment	Current SMC 12.08.040	(2017) after 2019 amendment	Proposed SMC Operational Map	Side Street Intersectior Control	Immediate Traffic Control Changes Needed?	Notes
Geiger Blvd	Electric Ave to Sunset Hwy	n/a	Urban Minor Arterial	Urban Minor Arterial	ν <u>- ο</u>	none	Annexation
Government Way	Sunset to Greenwood	Urban Principal	Urban Minor Arterial	Urban Minor Arterial	Υ	none	
Grove Road	Sunset to city limits	Arterial n/a	local *	Urban Minor Collector	Y	none	Annexation. Missed this one with the Comprehensive Plan update.
Havana Street	29th to Congress (or Dearborn)	local	(P) Urban Major Collector	local	N	none	Plan for future development in the area
Havana Street	37th to 29th	local	(P) Urban Minor Arterial	local	N	none	Plan for future development in the area
Hawthorne Road	US 2 to Nevada	Urban Minor Arterial	Urban Principal Arterial	Urban Principal Arterial	Y	none	
Hayford Road	49th To McFarlane	n/a	Urban Minor Arterial	Urban Minor Arterial	Y	none	Annexation - one segment in city limits
Helena Street	Magnesium to Lincoln	n/a	(P) Urban Major Collector	n/a	n/a	none	Future grid system
Helena Street	Lincoln Rd to Sharpsburg	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	Has stop signs, natural connection into neighborhood, make a collector, but lower speed
Helena Street	Trent to Mission	local	local	local	N	none	Not used as a collector, intersection at Mission has bad sight distance and turn restrictions. Springfield has stops signs but not the side streets north of the tracks
Hoerner Dr	Colton to Holland	local	Urban Minor Collector	Urban Minor Collector	Υ	none	has stop signs, striping, signal
Howard Street	Mallon to Boone	Urban Collector	Urban Major Collector	Urban Major Collector	Υ	none	connectivity, striped, has stop signs
Inland Empire Way	23rd to Oak	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	Makes a dead-end now, downgrade
Jay Street	Colton to Nevada	local	Urban Minor Collector	Urban Minor Collector	Υ	none	Striped
Jefferson Street	Riverside to Freeway Ave	local	Urban Major Collector	Urban Major Collector	Y	none	Connects to I-90 and several arterials, controlled intersections
Lidgerwood Street	Lyons to Francis	Urban Collector	local	local	Υ	none	Turns have been restricted at Francis, lower volume
S Lincoln Blvd - Lincoln Way	Qualchan Drive to Parkridge	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	
Lindeke-16th	Sunset Blvd to US 195	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Y	none	
Lyons	Division to Atlantic	local	Urban Major Collector	Urban Major Collector	Y	none	Striped, continues west into County as a collector
Lyons	Nevada to Crestline	local	Urban Minor Collector	Urban Minor Collector	N	Install stop signs on side streets, remove all way stop at Pittsburg - meeting 5/30/19.	
Main Avenue	Cedar to Monroe	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	The yield sign at Main/Cedar could be changed to a stop sign.	Striped
Main Avenue	Monroe to Pine	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Y	none	Downgrade due to Riverside extension and shifting of traffic
Mallon Ave	Monroe to Howard	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Υ	none	Connectivity
Meadowlane Rd.	195 to Eagle Ridge Blvd	Urban Collector	Urban Major Collector	Urban Major Collector	Υ	none	Volume
Mt. Vernon MLK Boulevard	S Altamont Blvd to 17th	local	local Urban Minor Arterial	local Urban Minor Arterial	N Y	none	Low volume, narrow street, no stops
North River Drive	Division to SR 290 Washington to Division	n/a Urban Minor	Urban Major Collector	Urban Major Collector	Y	none	New arterial connection
Pacific Park	Valerie to Indian Trail	Arterial local	Urban Minor Collector	Urban Minor Collector	Y	none	Already has side street control.
Palouse Highway	Regal to Freya	Urban Minor Arterial	Urban Minor Arterial	Urban Minor Arterial	Y	none	
Pamela Street	Barnes Road to Pacific Park	Arterial local	local	local	N	none	No stop signs, suggest downgrade
Pamela Street Parkridge Blvd	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge	Arterial local Urban Collector	local Urban Minor Collector	local Urban Minor Collector	N Y	none	No stop signs, suggest downgrade
Pamela Street Parkridge Blvd Perry Street	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge 29th to 37th	Arterial local Urban Collector Urban Minor Arterial	local Urban Minor Collector Urban Major Collector	local Urban Minor Collector Urban Major Collector	N Y Y	none none	
Pamela Street Parkridge Blvd Perry Street Perry Street	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge 29th to 37th Wellesley to Francis	Arterial local Urban Collector Urban Minor Arterial local Urban Principal	local Urban Minor Collector Urban Major Collector local	local Urban Minor Collector Urban Major Collector local	N Y Y	none none none	No stop signs, suggest downgrade No stop signs
Pamela Street Parkridge Blvd Perry Street Perry Street Pine Street	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge 29th to 37th Wellesley to Francis Spokane Falls to MLK	Arterial local Urban Collector Urban Minor Arterial local Urban Principal Arterial / local	local Urban Minor Collector Urban Major Collector local Urban Minor Collector	local Urban Minor Collector Urban Major Collector local Urban Minor Collector	N Y Y	none none none none	No stop signs Keep as a local street. Streets to determine if any traffic control
Pamela Street Parkridge Blvd Perry Street Perry Street Pine Street Pittsburg	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge 29th to 37th Wellesley to Francis Spokane Falls to MLK Lyons to Francis	Arterial local Urban Collector Urban Minor Arterial local Urban Principal Arterial / local Urban Collector	local Urban Minor Collector Urban Major Collector local Urban Minor Collector	local Urban Minor Collector Urban Major Collector local Urban Minor Collector	N Y Y N Y	none none none none none none	No stop signs
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Pamela Street Parkridge Blvd Perry Street Perry Street Pine Street Pittsburg Pittsburg Post Street Post Street	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge 29th to 37th Wellesley to Francis Spokane Falls to MLK Lyons to Francis Sharpsburg to Weile 3rd to Main Spokane Falls to Summit Parkway	Arterial local Urban Collector Urban Minor Arterial local Urban Principal Arterial / local Urban Collector Urban Collector Urban Minor Arterial Urban Minor Arterial	local Urban Minor Collector Urban Major Collector local Urban Minor Collector local Urban Minor Collector Urban Minor Collector Urban Minor Arterial	local Urban Minor Collector Urban Major Collector local Urban Minor Collector local Urban Minor Collector Urban Minor Collector Urban Minor Collector	N Y Y N Y N Y Y Y Y Y	none none none none none none none none	No stop signs Keep as a local street. Streets to determine if any traffic control modifications are needed. Residential street, has stops at entry to neighborhood but not at all streets
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Pamela Street Parkridge Blvd Perry Street Perry Street Pine Street Pittsburg Pittsburg Post Street Qualchan Drive Quamish Drive Queen Riverside Rowan Avenue Rustle Road - Garden	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge 29th to 37th Wellesley to Francis Spokane Falls to MLK Lyons to Francis Sharpsburg to Weile 3rd to Main Spokane Falls to Summit Parkway Cheney-Spokane to 195 Austin to Cascade Way Wall to Lidgerwood Monroe to Government Way Assembly to Wall	Arterial Iocal Urban Collector Urban Minor Arterial Iocal Urban Principal Arterial / Iocal Urban Collector Urban Minor Arterial Urban Minor Arterial Urban Collector Urban Collector Urban Minor Arterial Urban Collector Urban Minor Arterial Urban Minor	local Urban Minor Collector Urban Major Collector local Urban Minor Collector local Urban Minor Collector Urban Minor Collector Urban Major Collector	Iocal Urban Minor Collector Iocal Urban Minor Collector Iocal Urban Minor Collector Iocal Urban Minor Collector Urban Minor Collector Urban Major Collector	N Y Y N Y Y Y Y Y Y	none none none none none none none none	No stop signs Keep as a local street. Streets to determine if any traffic control modifications are needed. Residential street, has stops at entry to neighborhood but not at all streets Need to change to Urban Major Collector in next Comp Plan update Keep stop signs until Austin Road is paved, then consider removal and re-classification of road.
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2

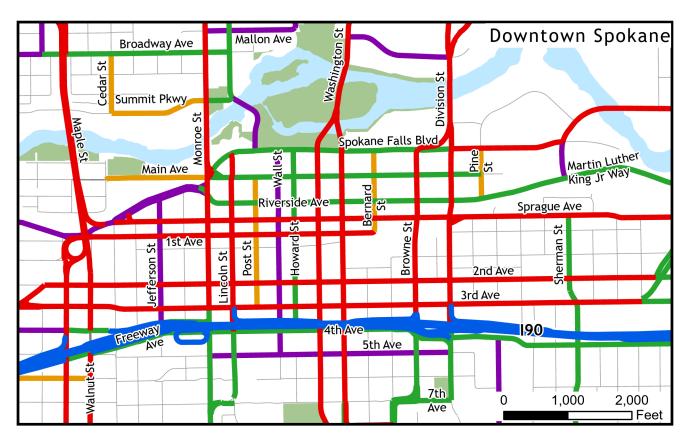
Roadway	Segment	Current SMC 12.08.040	Comprehensive Plan (2017) after 2019 amendment	Proposed SMC Operational Map	Side Street Intersection Control	Immediate Traffic Control Changes Needed?	Notes
Thurston Avenue	Grand to Perry	local	Urban Major Collector	local	N	none	Remove from Comprehensive plan with future update.
Upper Terrace	Rockwood to 17th	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	
Wall Street	3rd to 5th	local	Urban Major Collector	Urban Major Collector	Υ	none	Extend Collector south to 5th, has intersection control
Wall Street	SFB to 3rd	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Υ	none	
Woodridge Drive	Shawnee to Bedford	local	local	local	N	none	No stop signs, low vol, downgrade
Woodside Ave	Alberta to Five Mile	local	Urban Minor Collector	local	N	none	Initially proposed for change to Minor Collector, but was removed from consideration due to neighborhood concerns and relatively low traffic volume.

^{*} A few streets were missed during the 2017 Comprehensive Plan update process. They are shown as locals but should be a higher classification. They will be addressed in the next update.

3



City of Spokane Official Arterial Street Map SMC 12.08.040



City of

Airway Heights

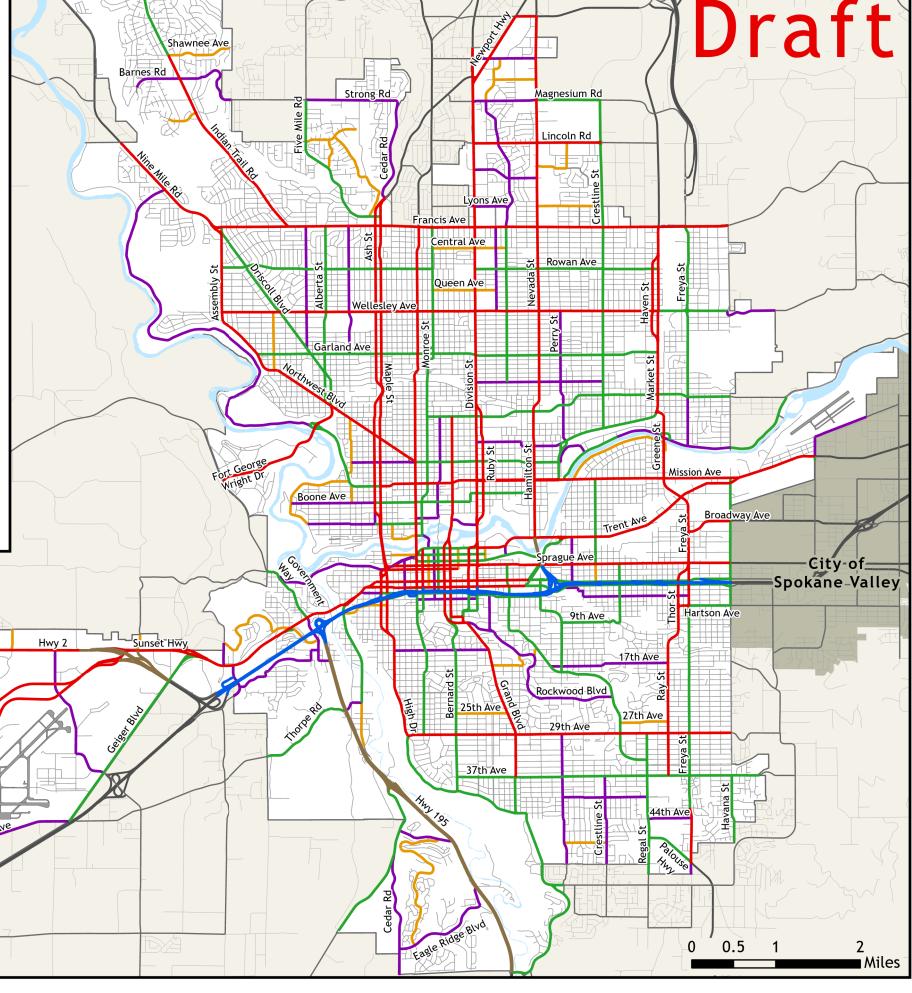
THIS IS NOT A LEGAL DOCUMENT:

rarious sources and is subject to constant revision.

In this map should not be used to

etermine the location of facilities in relationship

property lines, section lines, streets, etc.



Legend

- Urban Other Freeways and Expressways

- Urban Local Access
- City of Spokane
- Stream or River

Date: October 2019

ORDINANCE NO. C	;
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An ordinance relating to arterial streets; changing Section 12.08.040 of the Spokane Municipal Code.

WHEREAS, the Spokane City Council has adopted an Official Arterial Street Map (Ordinance No. C34255, 2008); and

WHEREAS, with the 2011 annexation of the West Plains the City acquired arterial streets from Spokane County (Ordinance No. 34749, 2011) and these streets are not shown on the Official Arterial Street Map; and

WHEREAS, the City Council updated the Planned Arterial Network Map in the Comprehensive Plan (Ordinance No. 35509, 2017); and

WHEREAS, there are substantial differences between the Planned Arterial Network Map and the Official Arterial Street Map that should be reconciled; and

WHEREAS, the Street Department would make necessary changes to signing and striping within three months of adoption; and

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That there is adopted these updates to Title 12 of the Spokane Municipal Code to read as follows:

Chapter 12.08 Regulation of Traffic

Section 12.08.040 Official Arterial Street Map

- A. The arterials within the City of Spokane are hereby designated and classified on the Official Arterial Street Map Exhibit ???? that is maintained by the city engineer. Changes to the Official Arterial Street Map require city council approval.
- B. This section does not preclude arterial streets from being further designated and classified for traffic engineering and transportation planning purposes in the Comprehensive Plan.

PASSED by the City Council on	

	Council President
Attest:	Approved as to form:
City Clerk	Assistant City Attorney
Mayor	Date
	Effect

BRIEFING PAPER

Plan Commission

City Council; Business Development Services; Neighborhood and Planning Services; Parks and Recreation; Urban Forestry; and Utilities November 13, 2019

Subject

Protecting Leaves and Adding New Trees (PLANT) Proposed Ordinance

Background

In April 2019, the Spokane City Council passed a Title 12 Urban Forestry Ordinance that committed the City of Spokane to three new urban forestry aspirational goals:

- 1. Increase the canopy coverage (percentage of land surface area covered under a tree canopy) of all land within the City limits to 30% by the year 2030 (current canopy coverage estimated to be ~23%)
- 2. Create new reforestation programs and maintain existing ones
- 3. Update the Urban Forestry Plan once at least every five years

The PLANT Ordinance builds off the Title 12 Urban Forestry Ordinance by helping the City achieve its goal of reaching 30% canopy by 2030.

Impact

Spokane's urban forest is a unique environmental asset to the City. Trees within the City produce oxygen and filter airborne pollutants, save energy costs, and reduce storm water runoff, among other benefits.

The PLANT Ordinance is the first step toward achieving the aspirational goals established in the Title 12 Urban Forestry Ordinance in order to help preserve these environmental assets.

Action

PLANT demonstrates the City's continued commitment to both preserve and enhance its urban canopy in order to reach 30% canopy coverage by 2030 by amending Title 17 of the Spokane Municipal Code to:

- 1. Remove exception for street tree planting requirements when construction new single family and duplex dwelling units
- 2. Allow the City to undertake street tree maintenance work and charge abutting property owners when an adjacent owner fails to maintain adjacent street trees and required landscaping.
- 3. Require the installation of auto-irrigation systems (if not installed already) in planting strips when a property undergoes new construction
- 4. Implement fees in lieu of planting street trees in limited circumstances

- 5. Emphasize and clarify regulations to protect trees during construction of new or renovated buildings
- 6. Create a new incentive-based tree retention City utility bill credit program

These Title 17 amendments have been presented to the Plan Commission in workshops on August 14 and September 25. After this formal hearing held by Plan Commission on November 13, the Plan Commission will make a final recommendation. The City Council will then take action based on that recommendation.





PROTECTING LEAVES AND ADDING NEW TREES (PLANT) ORDINANCE

PLAN COMMISSION HEARING NOVEMBER 13, 2019

my.spokanecity.org/projects/protecting-leavesand-adding-new-trees-plant-ordinance/

Presentation Format

- Why "PLANT"
- Review public outreach efforts and comments received
- Review amendments by category:
 - 1. Code Clean-up & Clarification
 - 2. New Content
 - 3. Urban Forestry Code
 Language added to the
 Development Code (17C)



WHY PLANT

In April 2019, ORD C35758 amended Article V Chapter 12.02 of the SMC:

- Commits the City to aspirational goals of 30% tree canopy by 2030;
- Commits the City to updating the urban forestry plan every five years;
- Requires that the director of the urban forestry program coordinate with neighborhood and business services division; and,
- Creates new reforestation programs and maintains existing programs.



WHY PLANT

Proposed Amendments to 17C and new Section 13.14 are intended to:

- Advance the City's 30% by 2030 goal in a meaningful and implementable manner;
- Includes minor code clean up
- Aligns Spokane's Street Tree requirements to those in neighboring and similar-sized cities; and
- Brings language from Article V of Chapter 12.02 into Title 17C.

PUBLIC OUTREACH

2 Plan Commission Workshops:

- August 14, 2019
- September 25, 2019

2 Open House Events:

- West Central Community Center,
 September 10, 2019
- South Hill Public Library, September 26, 2019



2 Committee Presentations:

- Community Assembly Land Use Committee Presentation, September 19, 2019
- Public Infrastructure, Environment and Sustainability (P.I.E.S.)
 Committee Presentation, October 28, 2019



3 Community and Neighborhood Events and Presentations:

- Southgate Neighborhood Council Presentation 09/04/19
- Lower South Hill Neighborhood Block Party Table 09/21/19
- East Central Neighborhood Council Presentation 10/15/19



- Project Webpage with comment section
- Facebook posts promoting the webpage and the two open houses
- Flyers distributed at outreach events and posted in City Hall notifying the public of open houses
- Pamphlets describing the ordinance and its benefits distributed at outreach events





- Background information, draft amendments, and event reminders sent to representatives from a wide variety of stakeholders.
- Fielded phone calls from stakeholders.

Examples of Comments Received

"In general, I always support more trees. And greater canopy cover will help keep the city cooler in the summer!" - Gwen B.

"I wanted to write to let you know of our support for the PLANT ordinance that the City is moving forward. We recognize that Spokane's urban forest is a unique environmental asset to the City and contributes greatly to the livability of the City." - Karl Otterstrom, STA



TITLE 17C AMENDMENTS

Now lets review proposed changes to the Municipal Code.

- Code Clean-up & Clarification
- 2. New Content
- 3. Urban Forestry Code
 Language added to the
 Development Code (17C)

CODE CLEAN UP

Code Clean-up items do not change the content or intent of the existing code.

Amendments provide:

- Clarity
- Legibility

EXAMPLE - CODE CLEAN-UP

Site Planting Standards 17C.200.040(A)(2)

Current Text:

Plantings may not exceed thirty-six inches in height or hang lower than ninety-six inches within the clear view triangle at street intersections on corner lots and at driveway entries to public streets. The clear view triangle is defined in SMC 17A.020.030.

Proposed Text:

Within the clear view triangle (defined at SMC 17A.020.030) at street intersections on corner lots and at driveway entries to public streets, plantings may not exceed thirty-six inches in height or hang lower than ninety-six inches.

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EXAMPLE - CODE CLEAN-UP

17C.200.100 Irrigation Requirement Current Text:

Property owners shall keep and maintain all required planting areas and street trees in a healthy condition, including the installation and maintenance of an automatic irrigation system.

Proposed Text:

Adds "for new construction" to the end of the sentence above.



New Content

- 1. Removes street tree planting exemption for single-family and duplex development.
- 2. New Section 17C.200.120 Fees in Lieu of Planting Street Trees
- 3. New Program to incentivize retaining private trees on property under development.
 - 1. New Section 17C.200.150 Incentives
 - 2. New Chapter 13.14 Credit for Private Tree Retention



RSF/Duplex Tree Requirement

17C.200.040 Site Planting Standards

- Existing code provides a street tree planning exception for single family and duplex development.
- Proposed amendment holds residential single family and duplex development to the same street tree standard as other forms of residential development.





FEES IN LIEU OF PLANTING STREET TREES

New Section 17C.200.120 Fees in Lieu of Planting Street Trees

- In limited circumstances amendment would provide a fee in lieu of planting street trees.
- Provides mechanism for retaining tree benefits when conflicts with utilities, curb cuts, or other site features prevent installation.
- Funds from in lieu fees will be used for planting trees at alternative locations.



INCENTIVES

- Protects existing canopy
- Incentivizes tree retention during new construction activities
 - Includes tree eligibility criteria
- Allows customers to accrue point per retained tree.
 - ❖ Points translate to a percent reduction (capped at 50%) on customer's monthly water service charge (residential) or water meter charge (commercial)
 - Incentive lasts 3 years for residential customers and 1 year for commercial customers



INCENTIVE STRUCTURE

Table 17C.200.150 – Tree Retention Incentives (new construction only)

For lots < 0.5 acre, if tree is:	Then points received are:	For lot > 0.5 acre, if tree is:	Then points received are:
8-15" diameter measured at 4 ½' above the ground	10	8-15" diameter measured at 4 ½' above the ground	5
16" + diameter measured at 4 ½' above the ground	20	16" + diameter measured at 4 ½' above the ground	10
Ponderosa Pine bonus	5 per additional tree	Ponderosa Pine bonus	5 per additional tree



INCENTIVE FORECAST

Tree Retention Utility Incentive Forecast: CY2020 - CY2022



Projected Cost to the City of Spokane

Annual Number of		
Residential Participants		
CY2020	CY2021	CY2022
75	150	225

CY2020	
\$14,146.20	

Annual Number of		
Commercial Participants		
CY2020	CY2021	CY2022
30	30	30

CY2021	
\$21,709.87	

Average Annual Points		
(Residential and Commercial)		
CY2020	CY2021	CY2022
50	50	50

CY2022
\$29,748.93

Average Meter Size (in) (Commercial)

CY2020 - CY2022 \$65.605.00

Assumptions: 30% of 250 residential properties and 30% of 100 commercial properties developed or redeveloped annually will save an average of 4 trees for 50 points; There is a \$3.80 annual stormwater benefit per tree saved; Utility rates will increase 2.9% annually; Average commercial meter size will be 2in over the 3 year period; and 7. Tree retention incentives as described in this section shall have a duration of one (1) year for commercial customers and three (3) years for residential customers.

Projected Savings:

Residential Acct

Yr. 1: \$103

Yr. 2: \$106

Yr. 3: \$109

\$318 saved over

3-yr incentive period

Commercial Acct \$260 saved during 1-year incentive period



URBAN FORESTRY CODE REITERATED IN 17C

- No new content has been developed.
- Existing content in the Urban
 Forestry Code is being reiterated in Title 17(C).

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STREET TREE MAINTENANCE

17C.200.050 Street Tree Requirements

- Existing code states that street trees and other landscaping shall be maintained by the adjacent property owner.
- Proposed amendment brings content from the Urban Forestry Program into our land use code.
- Emphasizes the City's ability to undertake street tree and landscape maintenance work and bill the adjacent owner.
 - Implemented after attempts to work with the adjacent owner to abate the issue with no results.



Additional Tree Protections

- Clarifies regulations to protect trees during construction activities including, but not limited to
 - Excavation;
 - Demolition;
 - Construction of any building, structure, street; and,
 - Utility work
- Emphasizes penalties for destroying, killing, injuring, mutilating, or defacing street trees - Class I Civil Infractions; and
- Proposed amendment does permit Director discretion to issue a warning for first-time violations.

NEXT STEPS

- *PLAN COMMISSION RECOMMENDATION TO THE CITY COUNCIL
- ❖ COUNCIL HEARING TENTATIVELY SCHEDULE FOR NOVEMBER 25



VISIT THE PROJECT PAGE

Protecting Leaves and Adding New Trees (PLANT) Ordinance webpage at: my.spokanecity.org/projects/protecting-leaves-and-adding-new-trees-plant-ordinance/

Or, go to my.spokanecity.org/projects and scroll down to the PLANT page (all projects are in alphabetical order)





Why PLANT? Benefits of Spokane's Street Trees:



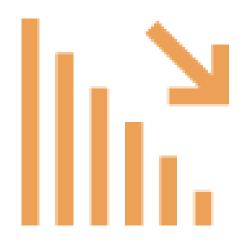
Figures on your handout are for 76,533 street trees inventoried and analyzed for value and benefits in the City of Spokane in 2012.





\$714,302 is saved annually in reduced heating and cooling costs.





\$75,778 is saved annually in reduction of atmospheric CO2.





\$113,296 is saved annually in air quality improvements.





\$290,602 is saved annually in stormwater mitigation by rain interception and storage.

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Why PLANT? Trees by the Numbers:



Trees beautify Spokane, attracting more tourists, and businesses, lowering crime rates, increasing marketability and property values at a value of \$2,850,251 annually.

EXAMPLE - CODE CLEAN-UP

Site Planting Standards 17C.200.040(A)(1)

Current Text:

Street trees are required along all city streets in downtown, commercial, center and corridor, industrial zones, residential zones, and in FBC zones.

Proposed Text:

Street trees are required along all city streets in downtown, commercial, center and corridor, industrial, residential, and FBC zones.

EXAMPLE - CODE CLEAN-UP

Site Planting Standards 17c.200.040(B)

Current Text:

Therefore, instead of each property providing a five-foot wide planting strip, they together could provide one five-foot wide planting strip, so long as the required planting type, as indicated in the matrix, is provided.

Proposed Text:

For example, instead of each property providing a five-foot wide planting strip, adjacent property owners could provide a single, shared five-foot wide planting strip, so long as the required planting type, as indicated in the matrix below, is provided.

EXAMPLE

Current Text:

17C.200.050(C)(2) Continuous Planting Strips

- a. Continuous planting strips may be planted with living ground cover or low plantings that are maintained at a height less than three feet from ground level.
- b. When auto traffic is immediately adjacent to the curb, new street trees must be planted at least three feet from the edge of the automobile travel way.

Proposed Text:

Continuous Planting Strips.

- a. Continuous planting strips may be planted with living ground cover or low plantings that are maintained at a height less than three (3) feet from ground level.
- b. When auto traffic is immediately adjacent to the curb, new street trees must be planted at least three (3) feet from the edge of the automobile travel way.

ORDINANCE NO.	C
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An ordinance updating the construction and maintenance standards for street trees and associated planting areas in the City of Spokane; amending sections 17C.200.040, 17C.200.050, 17C.200.080, 17C.200.090, 17C.200.100, 17C.200.110, and 17G.010.210; enacting new sections 17C.200.120, 17C.200.130, 17C.200.140, and 17C.200.150; and enacting a new chapter 13.14 of the Spokane Municipal Code.

WHEREAS, the City of Spokane recognizes the central part that trees play in our culture, our environment, and our city's distinctive character by adopting the Ponderosa Pine as our official city tree; and

WHEREAS, Spokane's urban forest provides many economic, health and environmental benefits for city residents and businesses; and

WHEREAS, trees produce oxygen and filter airborne particulates which improves Spokane's air quality; and

WHEREAS, trees improve water quality and reduce storm water runoff – reducing pollutants and mitigation costs; and

WHEREAS, trees save energy costs by providing shade, contributing to summer cooling, and moderating the effects of wind – according to the U.S. Forest Service's Center for Urban Forest Research, properly placing just three trees near a home can reduce that home's energy costs by up to 30%; and

WHEREAS, there are over 76,000 street trees which have been inventoried and analyzed for value and benefits in the City of Spokane, and those trees provide tangible financial value, such as:

- Over \$700,000 in reduced heating and cooling costs annually, 1 and
- Over \$75,000 in annual reductions of atmospheric CO2,¹ and
- Nearly \$300,000 in annual savings for our storm water mitigation efforts due to rain interception and storage,¹ and
- Lowered crime rates and increased marketability and property values of about \$2,800,000 annually¹; and

¹ "Resource Analysis of Inventoried Street Trees: Spokane, WA." *Spokanecity.org*, Davey Resource Group, 2013, static.spokanecity.org/documents/urbanforestry/treefacts/spokane-street-tree-resource-analysis-2013.pdf.

WHEREAS, pavement shaded by trees will last 10 years longer than exposed pavement, resulting in less maintenance and savings in paving material and labor costs²; and

WHEREAS, people are more likely to shop in business districts with treescaping and are likely to spend more when doing so³; and

WHEREAS, patients with even just a view of greenery, such as parks, gardens, and/or trees, heal faster⁴; and

WHEREAS, trees provide a wealth of wildlife habitat and are especially important in urban areas as connections to open space and wild areas; and

WHEREAS, studies have shown that properly-designed plantings of trees and shrubs can reduce the apparent loudness of urban areas by 6-10 decibels⁵; and

WHEREAS, trees make our city more livable and a healthy urban forest plays important roles in our quality of life and the sustainability of Spokane's environment by lowering our energy costs, giving us clean air and clean water, imparting a distinctive character and beauty, enriching the aesthetic experience of the community, providing habitat for wildlife, and adding to our history, civic pride and public life.

WHEREAS, with these facts in mind, the Spokane City Council passed a Title 12 Urban Forestry Ordinance in April of 2019 that committed the City of Spokane to the following new urban forestry aspirational goals:

- Increase the canopy coverage (percentage of land surface area covered under a tree canopy) of all land within the City limits to 30% by the year 2030 (current canopy coverage estimated to be ~23%)
- Create new reforestation programs and maintain existing ones
- Update the Urban Forestry Plan once at least every five years

² "Why Shade Streets?: The Unexpected Benefit ." *Fs.fed.us*, USDA Center for Urban Forest Research, www.fs.fed.us/psw/topics/urban_forestry/products/cufr_673_WhyShadeStreets_10-06.pdf.

³ Wolf, Kathleen. "Local Economics." *Local Economics :: Green Cities: Good Health*, University of Washington, 2010, depts.washington.edu/hhwb/Thm_Economics.html.

⁴ Wolf, Kathleen. "Healing & Therapy." *Healing :: Green Cities: Good Health*, University of Washington, 2014, depts.washington.edu/hhwb/Thm_Healing.html.

⁵ Huddart, L. *The Use of Vegetation for Traffic Noise Screening*. Department of Transport, 1990, trl.co.uk/sites/default/files/RR238.pdf.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 17C.200.040 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.040 Site Planting Standards

Sites shall be planted in accordance with the following standards:

A. Street Frontages.

- 1. The type of plantings as specified below shall be provided inside the property lines:
 - a. along all commercial, light industrial, and planned industrial zoned properties except where buildings are built with no setback from the property line: a six-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050. Remaining setback areas shall be planted in L3.
 - b. along all downtown, CC1, CC2, CC4, and FBC zoned properties except where buildings are built with no setback from the property line, or along a Type 1 Street of the FBC: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050((, Street Tree Requirements)). Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways.
 - c. in the heavy industrial zone, along a parking lot, outdoor sales, or outdoor display area that is across from a residential zone: a six-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050. Remaining setback areas shall be planted in L3.
 - d. in industrial zones, all uses in the commercial categories (see chapter 17C.190 SMC, Use Category Descriptions, Article III, Commercial Categories) are subject to the standards for uses in the general commercial (GC) zone.
 - e. along all RA, RSF, RTF, RMF, and RHD zones((, except for single-family residences and duplexes)): six feet of L3 open area landscaping((, including))and street trees as prescribed in SMC 17C.200.050 are required, except that for single-family residences and duplexes, only street trees are required. For residential development along principal and minor arterials, a six-foot high fence with shrubs and trees may be used for screening along street frontages. The fence and landscaping

shall comply with the standards of SMC 17C.120.310 for the clear view triangle and must be placed no closer than twelve feet from the curb line. A minimum of fifty percent of the fence line shall include shrubs and trees. The landscaping is required to be placed on the exterior (street side) of the fence.

2. Within the clear view triangle (defined at SMC 17A.020.030) at street intersections on corner lots and at driveway entries to public streets, ((Plantings))plantings may not exceed thirty-six inches in height or hang lower than ninety-six inches((-within the clear view triangle at street intersections on corner lots and at driveway entries to public streets)). ((The clear view triangle is defined in SMC 17A.020.030.)) The ((director of engineering services))City Engineer may further limit the height of plantings, landscaping structures, and other site development features within ((the))a particular clear view triangle or may expand the size of the clear view triangle as conditions warrant in a particular case.



B. Other Property Perimeters.

A planting strip of five feet in width shall be provided along all other property lines except where buildings are built with no setback from the property line or where a parking lot adjoins another parking lot. In CC zoned ((subject)) properties, the planting strip shall be eight feet in width to enhance the screening between CC and Residential zoned properties. The type of planting in this strip varies depending upon the zone designation of the properties sharing the property line (with or without an intervening alley) as indicated in the matrix below. Where properties with dissimilar zones share a common boundary, the property with the more intense zone shall determine the required type of planting and the planting width. The owners of adjacent properties may agree to consolidate their perimeter plantings along shared boundaries. ((Therefore))For example, instead of each property providing a five-foot wide planting strip, ((they together))adjacent property owners could provide ((one)) a single, shared five-foot wide planting strip, so long as the required planting type, as indicated in the matrix below, is provided. Types of landscaping to be provided in planting strips alongside and rear property lines:

	ADJACENT PROPERTY ZONE (horizontal)												
SUBJECT PROPERTY ZONE (vertical)	RA	RSF	RTF	RMF	RHD	O, OR	NR, NMU	СВ	GC	CC <u>.</u> FBC	LI, PI	ні С	TC
RA													

RSF											 	
RTF											 	
RMF	L2	L2	L2	L3	L2	L2	L2	L1	L1	L1	 	L1
RHD	L2	L2	L2	L2	L3	L2	L2	L2	L2	L2	 	L2
O, OR	L2	L2	L2	L2	L2	L3	L2	L2	L2		 	L2
NR, NMU	L2	L1	L2	L2	L2	L2	L3	L3	L2		 	L3
СВ	L1	L1	L1	L1	L2	L2	L3	L3	L3		 	L3
GC	L1	L1	L1	L1	L2	L2	L2	L3	L3		 	L3
CC, <u>FBC</u>	L1	L1	L1	L1	L2						 	
LI, PI [3]	L1	L1	L1	L1	L1	L1	L2				 	
HI [3]	L1				 							
DT	L1	L1	L1	L1	L1	L2	L2	L3	L3		 	

Notes:

[1] In the industrial zones, all uses in the commercial categories (see chapter 17C.190 SMC, Use Category Descriptions, Article III, Commercial Categories) are subject to the standards for uses in the general commercial (GC) zone.

C. Planning Director Discretion.

The planning director shall have the discretion to waive or reduce the requirements of subsections (A)(1) and (B) of this section based on the following factors:

- 1. No useable space for landscaping exists between the proposed new structure and existing structures on adjoining lots or alleys because of inadequate sunlight or inadequate width.
- 2. The building setback provided in front of the new structure is less than six feet or is developed as a plaza with decorative paving/pavers, trees, planters, or other amenities.
- 3. Xeriscape landscaping is utilized in designated stormwater control areas.
- 4. When existing trees and other vegetation serves the same or similar function as the required landscaping, they may be substituted for the required landscaping if they are healthy and appropriate for the site at mature size. When existing trees are eight inches or more in diameter, they shall be equivalent to three required landscape trees. If necessary, supplemental landscaping shall be provided in areas where existing vegetation is utilized to accomplish the intent of this chapter.

D. Other Areas.

All other portions of a site not covered by structures, hard surfaces, or other prescribed landscaping shall be planted in L3 open area landscaping until the maximum landscape requirement threshold is reached (see SMC 17C.200.080).

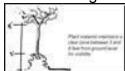
E. Parking Lot Landscaping Design.

1. Purpose.

To reduce the visual impact of parking lots through landscaped areas, trellises, and/or other architectural features that complement the overall design and character of developments.



- Parking Lot Landscaping Design Implementation.
 This section is subject to the provisions of SMC 17C.120.015, Design Standards Administration.
- 3. The parking lot landscape shall reinforce pedestrian and vehicle circulation, especially parking lot entrances, ends of driving aisles, and pedestrian walkways leading through parking lots. (P)
- 4. Planted areas next to a pedestrian walkways and sidewalks shall be maintained or plant material chosen to maintain a clear zone between three and eight feet from ground level. (R)



- 5. Low walls and raised planters (a maximum height of three feet), trellises with vines, architectural features, or special interest landscape features shall be used to define entrances to parking areas. Where signs are placed on walls, they shall be integrated into the design and complement the architecture or character of other site features. (P)
- 6. Landscape plant material size, variety, color, and texture within parking lots should be integrated with the overall site landscape design. (C)
- F. Parking, Outdoor Sales, and Outdoor Display Areas.
 - 1. In residential, commercial, center and corridor, and FBC zones, a six-foot wide planting area of L2 see-through buffer landscaping shall be provided between any parking lot, outdoor sales, outdoor display area, and a street right-of-way. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, raised masonry planters, or L1 visual screen landscaping shall be used to screen parking lots from adjacent streets and walkways (overall height including any plantings or structures shall not exceed three feet). Trees required as a part of the L2 landscape strip shall be located according to the standards for street trees in SMC 17C.200.050, Street Tree Requirements.
 - 2. In residential, commercial, center and corridor, and FBC zones all parking stalls shall be within sixty feet of a planted area with L3 open area landscaping. All individual planting areas within parking lots shall be at least one hundred fifty square feet in size.

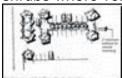
- 3. In residential, commercial, center and corridor, and FBC zones all paved parking areas on a site with more than fifty cumulative parking spaces shall have plantings that satisfies one of the following options:
 - a. Option 1. Interior landscaping consisting of L3 open area landscaping, including trees amounting to at least ten percent of the total area of the paved parking area, excluding required perimeter and street frontage strips. A minimum of one interior tree shall be planted for every six parking spaces.
 - b. Option 2.

Tree plantings shall be spaced in order that tree canopies cover a minimum of seventy percent of the entire paved area of the parking lot within fifteen years of project completion. Canopy coverage shall be measured in plan view, and be based on projected mature size of the selected tree species. All individual planting areas within parking lots shall be a minimum of eight feet in width, be at least one hundred fifty square feet in size, and in addition to the required trees, shall be planted with a living groundcover. See the "Landscape Plants for the Inland Northwest" issued by the Washington State University cooperative extension and the U.S. department of agriculture, available from the City planning services department, for acceptable mature tree size to be used when calculating canopy size.



- 4. Where parking lots are located between the building and a street, the amount of required interior landscaped area shall be increased by fifty percent and the minimum amount of tree shade cover shall increase to eighty percent. Where parking lots are behind buildings, the amount of interior landscaping may be decreased by fifty percent of what the code requires and the minimum amount of tree shade cover shall decrease to fifty percent.
- 5. A planting strip of five feet in depth with L1 visual screen landscaping or site-obscuring decorative wood, iron, etc. fences or masonry walls at least six feet in height shall be installed along property lines where any adjacent single-family residential zone would have views of parking or service areas.

6. A minimum of two-foot setback shall be provided for all trees and shrubs where vehicles overhang into planted areas.



- 7. In industrial zones, parking lots, outdoor sales, and outdoor display areas that are abutting or across the street from residential zones are subject to all of the requirements of subjections (E) and (F) of this section.
- In industrial zones, all uses in the commercial categories (see chapter 17C.190 SMC, Use Category Descriptions, Article III, Commercial Categories) are subject to the standards for uses in the general commercial (GC) zones.
- 9. In downtown zones an applicant must demonstrate to the director that the following required elements meet the intent of the Downtown Design Guidelines. Key design elements for these features include integrating storm water facilities, improving the pedestrian environment, and adding public amenities next to surface parking; outdoor sales and outdoor display areas so that they help to define space and contribute to a more active street environment.
 - a. Surface Parking Lot Liner Walls in the Downtown Zones. Surface parking lots must have a solid, decorative concrete or masonry wall adjacent to a complete street and behind a sidewalk. The wall must have a minimum height above the surface of the parking lot of two and one-half feet and a maximum height of three feet. The wall shall screen automobile headlights from surrounding properties. A wrought iron fence may be constructed on top of the wall for a combined wall and fence height of six feet. An area with a minimum width of two feet, measured from the property line, must be provided, landscaped and maintained on the exterior of the required wall. Such walls, fences, and landscaping shall not interfere with the clear view triangle. Pedestrian access through the perimeter wall shall be spaced to provide convenient access between the parking lot and the sidewalk. There shall be a pedestrian access break in the perimeter wall at least every one hundred fifty feet and a minimum of one for every street frontage. Any paving or repaying of a parking lot over one thousand square feet triggers these requirements.





Parking liner walls with plantings contribute to an interesting pedestrian environment. The parking liner wall and screen pictured above is enhanced by larger wall sections near automobile crossing points and a change in sidewalk scoring pattern. Both give cues to pedestrians and drivers.

- Surface parking lots in the Downtown zones are subject to the interior parking lot landscaping standard sections (F)(2) through (F)(6).
- c. The exterior boundary of all surface parking lots adjacent to any public right-of-way must include trees spaced no more than twenty-five feet apart. The leaves of the trees or any other landscaping features at maturity shall not obscure vision into the parking lot from a height of between three and eight feet from the ground. The species of trees shall be selected from the city's street tree list. If street trees exist or are provided consistent with SMC 17C.200.050 then this landscaping strip may be omitted.
- d. Outdoor sales and display areas shall contribute to an interesting streetscape by providing the following:
 - i. Monument Features or Artistic Elements along the Street Edge between the Outdoor Display Area and the Sidewalk.
 - These shall be integrated with display area lighting and pedestrian amenities.
 - ii. Additional Streetscape Features in the Sidewalk Environment.

Items may include elements that improve the health of street trees and plantings, improve storm water management, or artistic features that improve the pedestrian environment. This may include items such as permeable pavers in the pedestrian buffer strip, increased soil volumes for street trees, suspended sidewalks around the street tree to increase the amount of un-compacted soils, and engineered soils to support larger and healthier trees.

Section 2. That section 17C.200.050 of the Spokane Municipal Code is amended to read as follows:

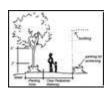
Section 17C.200.050 Street Tree Requirements

A. Purpose.

To provide consistent street frontage character within the street right-of-way. The street tree standards also maintain and add to Spokane's tree canopy and enhance the overall appearance of commercial and neighborhood

development. Trees are an integral aspect of the Spokane landscape and add to the livability of Spokane. They provide aesthetic and economic value to property owners and the community at large.

- B. Street Tree Implementation.
 - Street trees are required along all city streets in downtown, commercial, center and corridor, industrial ((zones)), residential ((zones)), and ((in)) FBC zones.
 - 2. Street trees shall be planted between the curb and the walking path of the sidewalk.



- 3. Street trees and other landscaping shall be maintained and irrigated by the adjacent property owner. If the adjacent property owner fails to maintain the adjacent street trees and other landscaping, the City may perform the required tree and other landscaping work at the abutting property owner's expense as referenced in SMC 12.02.0210(B)(2).
- 4. If a street has a uniform planting of street trees or a distinctive species within the right-of-way, then new street trees should be of a similar form, character and planting pattern.
- 5. For a full list of approved trees in the city of Spokane, see the urban forestry program's approved street tree list. Species selection should be guided by individual site conditions including hydrology, soil, solar orientation, and physical constraints.
- C. Planting Zones.
 - 1. Provide continuous planting strips or individual planting areas per Table 17C.200.050-1, Tree Planting Dimensional Standards.

TABLE 17C.200.050-1 Tree Planting Dimensional Standards [1]						
ZONE	CONTINUOUS PLANTING STRIP (minimum width as measured from back of curb)	INDIVIDUAL PLANTING AREA (width as measured from back of curb)				
Downtown	Individual Planting Areas (tree vaults) required [1]	4 ft. minimum 6 ft. maximum [2]				
СС	5 ft.	4 ft. minimum 6 ft. maximum [2]				
FBC	Individual Planting Areas (tree vaults) required [1]	5 ft [2]				

Commercial	5 ft.	4 ft. minimum 6 ft. maximum [2]
Industrial	6 ft.	Continuous Planting Strip required [3]
RA, RSF, RTF	6 ft.	Continuous Planting Strip required [3]
RMF, RHD	6 ft.	Continuous Planting Strip required [3]
School/Church Loading Zone	Not Applicable	4 ft. minimum 6 ft. maximum [2, 4]

Notes:

- [1] Individual Planting Areas (tree vaults) are the standard for the Downtown and FBC Zones. Proposals for Continuous Planting Strips may be evaluated on a case by case basis.
- [2] Un-compacted soils are necessary for street trees. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of uncompacted soils per tree at a maximum depth of three feet. Refer to the Engineering Design Standards for examples of potential options in individual planting areas.
- [3] Continuous Planting Strips are the standard for Industrial and Residential Zones. However, individual planting areas meeting the CC standard may be proposed and evaluated on a case by case basis in Industrial, RMF and RHD Zones.
- [4] In all zones, within a school/church loading zone, street tree location may vary from the standard as long as street trees are located within the right-of-way.
- [5] In all zones, when a continuous planting strip will double as a stormwater swale, the minimum width shall be 6.5 feet.
 - 2. Continuous Planting Strips.
 - a. Continuous planting strips may be planted with living ground cover or low plantings that are maintained at a height less than three (3) feet from ground level.
 - b. When auto traffic is immediately adjacent to the curb, new street trees must be planted at least three (3) feet from the edge of the automobile travel way.



- 3. Individual Planting Areas.
 - a. When an individual planting area is not symmetrical, the longer dimension shall run along the curb.

b. Tree grates or plantings are acceptable. However, when there is on-street parking, a tree grate or a paved walk eighteen (18) inches wide behind the curb are encouraged to help avoid conflicts with car doors and foot traffic. The minimum clear pedestrian walking path as required for the zone shall be maintained.

Tree Grates



Street Trees with plantings up to 3 ft.



c. Where tree grates are used, they shall be ADA accessible and have a similar size and material as tree grates found in adjacent developments. Where tree grates are used, tree guards are encouraged for tree protection.

Tree Grate with Tree Guard



d. Un-compacted soils are necessary for street trees. A minimum of one hundred (100) cubic feet per tree at a maximum depth of three feet is required. See Engineering Design Standards for examples of potential options in individual planting areas and for retrofitting sidewalks.



E. Size Requirements for New Street Trees.

- 1. Street trees shall meet the most recent ANSI standards for a two-inch caliper tree at the time of planting
- Larger shade trees with spreading canopies or branches are desirable where possible. Species of street trees within the public rights-of-way shall be approved by the City urban forester and reviewed by the director of engineering services.
- 3. If overhead power lines are present, street trees shall be limited to a mature height of twenty-five (25) feet to avoid conflict with utility lines and maintenance crews.
- F. Spacing Requirements for Street Tree Spacing.

 The objective, when planting and maintaining street trees, is to create and maintain in a healthy condition a continuous tree canopy over the sidewalk.
 - Continuous planting strips.
 Average spacing shall be ((twenty five))twenty-five (25) feet for small and columnar trees and thirty (30) feet for canopy trees. The planning director may allow increased spacing for exceptionally large trees or upon the recommendation of the urban forester.
 - Individual planting areas.
 Average spacing for all tree sizes and types shall be twenty-five (25) feet.
 Trees planted adjacent to parallel parking stalls with meters may be spaced twenty (20) feet apart.
 - 3. Street tree plantings shall consider the location of existing utilities, lighting, driveways, business entrances and existing and proposed signs. See the Engineering Design Standards for required dimensions.

G. Clear View Zone.

Landscaped areas between the curb and sidewalk, as well as landscaped areas within the clear view triangle as defined in SMC 17A.020.030 shall be maintained or plant material chosen to maintain a vertical clear view zone between three and eight feet from ground level.



Section 3. That section 17C.200.080 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.080 Maximum Landscaping Requirements

In no case shall these provisions require more than fifteen percent (15%) of the total site area to be landscaped.

Section 4. That section 17C.200.090 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.090 Completion and Bonding

- A. All required landscaping, shall be in place before certificates of occupancy are issued. If a landscape plan was required per 17C.200.020, the applicant shall provide a form signed by the project's landscape architect verifying that required landscaping has been installed in substantial conformance with the landscaping plans approved by the City. The City shall provide the form for documenting the assessment. If, due to weather conditions, it is not feasible to install required landscape improvements, a temporary certificate of occupancy may be issued after a performance bond or other device acceptable to the City has been posted in the amount of one hundred twenty-five percent (125%) of the value of the required improvements, including labor and materials. Upon completion of the landscape improvements, the bond or device is released and a permanent certificate of occupancy issued; except a bond or device representing twenty-five percent (25%) of the value of the landscaping covering a period of two (2) years shall be provided to assure the full establishment of the landscaped area as prescribed in subsection (B) of this section.
- B. A certificate of occupancy may be issued only after a performance bond or other device acceptable to the city has been posted in the amount of twenty-five percent (25%) of the value of the required landscaping. This bond or device shall be held for a period of two (2) years to assure the full establishment of all plantings. After two (2) years, if the plantings are fully established, the bond or device is released. If the plantings have not been fully established, the bond or device shall be held for one additional year, then released or used to re-establish the plantings, whichever is appropriate.

Section 5. That section 17C.200.100 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.100 Irrigation Requirement

<u>The</u> ((Property)) owners <u>of the adjacent property</u> shall keep and maintain all required planting areas and street trees in a healthy condition((, including the installation and maintenance of an automatic irrigation system)). <u>For new construction, the installation and maintenance of automatic irrigation systems shall be required.</u>

Section 6. That section 17C.200.110 of the Spokane Municipal Code is amended to read as follows:

Section 17C.200.110 Water Conservation Measures

A. Landscape areas that are irrigated should be designed so that plants are grouped according to distinct hydrozones for irrigation of plants with similar water

needs at good efficiency.

- B. Newly landscaped areas should have soils be amended with either four (4) inches of appropriate organic material with the first two-inch layer tilled into existing soils, or as called for in a soil amendment plan for the landscape prepared by a state registered landscape architect or a professional agronomist.
- C. Newly landscaped areas, except turf, should be covered and maintained with at least two (2) inches of organic mulch to minimize evaporation.
- D. Irrigated turf strips that are less than five (5) feet in width are discouraged.
- E. Irrigated turf on slopes with finished grades in excess of thirty-three percent (33%) is discouraged.
- F. Retention of existing trees and associated understory vegetation is encouraged to reduce impacts to the stormwater system and to reduce water use. <u>To provide an incentive for new development to retain existing trees and associated plantings, property owners proposing new development may apply for a credit against their future utility charges as provided in Chapter 13.14, SMC.</u>

Section 7. That there is enacted a new section 17C.200.120 of the Spokane Municipal Code to read as follows:

Section 17C.200.120 Fees in Lieu of Planting Street Trees

The Planning Director, based upon a recommendation of the Urban Forester, may allow the payment of fees in lieu of street tree planting when site features and infrastructure prohibit adequate space for installation. When allowed, the owner of property which is adjacent to an area for which street trees are required may pay a fee of \$650 per tree in lieu of undertaking the planting of street trees.

Section 8. That there is enacted a new section 17C.200.130 of the Spokane Municipal Code to read as follows:

Section 17C.200.130 Guarding against Damage From Construction Work

Any person, firm or corporation engaged in or responsible for the excavation, demolition, or construction of any building, structure, street, or engaging in any utility work, and prior to the commencement of such work, shall sufficiently guard and protect street trees, public trees, and shrubs located within the limits of streets or alleys and near the location where such work is conducted so as to minimize potential injury to said trees and to maximize their chance for survival. When street and public trees are near the project, any construction permits issued by the City must be approved by the director, who may require protective measures as specified in the Arboricultural Manual.

Section 9. That there is enacted a new section 17C.200.140 of the Spokane Municipal Code to read as follows:

Section 17C.200.140 Unauthorized Removal; Damage or Destruction; Penalty

- A. No street tree shall be removed without the adjacent owner first obtaining a street tree permit obtained pursuant to SMC 12.02.960.
- B. No person shall intentionally cause or suffer to be caused to any street tree any act or effort to destroy, kill, injure, mutilate, or deface a street tree by any means.
- C. Any person responsible for a violation of SMC 17C.200.140(B) must pay the cost of repairing or replacing any tree or shrub damaged by the violation and may be subject to treble the amount of damages assessed in any enforcement action brought by the City, pursuant to RCW 64.12.030. The value of trees and shrubs is to be determined in accordance with the latest revision of the Guide for Plant Appraisals as published by the International Society of Arboriculture.
- D. In addition to the other remedies required by this section, violation of this section is a class 1 civil infraction. The director has the discretion to issue a warning for a first-time violation.

Section 10. That there is enacted a new section 17C.200.150 of the Spokane Municipal Code to read as follows:

Section 17C.200.150 Incentives

A. Property owners who retain existing trees during new construction activities on their property may be eligible for additional reductions in their water service (for residential customers) or water meter (for commercial customers) charges based on the number of points accumulated according to Table 17C.200.150, under which each point is equal to a 1% reduction, up to a maximum point accumulation of 50 points.

Table 17C.200.150 – Tree Retention Incentives (new construction only)

For lots < 0.5 acre, if tree is:	Then points received are:	For lot > 0.5 acre, if tree is:	Then points received are:

8-15" diameter	<u>10</u>	8-15" diameter measured at	<u>5</u>
measured at 4 ½ above		4 ½ above the ground	
the ground			
<u>16" + diameter</u>	<u>20</u>	16" + diameter measured at	<u>10</u>
measured at 4 ½ above		4 ½ above the ground	
the ground			
Ponderosa Pine bonus	5 per	Ponderosa Pine bonus	5 per
	<u>additional</u>		<u>additional</u>
	<u>tree</u>		<u>tree</u>

To determine additional discount available on water service or water meter charges, add the number of points received from this table. Each point equals a one percent (1%) reduction to the water service or water meter charge. For example, if a property owner retains one 16" diameter tree and two Ponderosa Pines that are both 8" in diameter on a lot > 0.5 acre during new construction, that property has accumulated 30 points and therefore receives a thirty percent (30%) discount on either the water service or water meter charge for that lot.

B. Additional Eligibility Criteria:

- 1. <u>Applicant must show and describe tree protection zones ("TPZ") in</u> development plans.
- 2. Applicant must maintain TPZs during the entire period of construction.
- 3. <u>Species maintained must be non-invasive species in order to qualify for the incentive created by this section.</u>
- 4. Retained tree(s) must be in fair condition or better.
- 5. All eligibility determinations may be subject to site inspections, upon reasonable notice to the property owner, and may be conducted before, during, and after construction activities.
- 6. <u>Tree retention incentives as described in this section shall have a duration of one year for commercial customers and three years for residential customers.</u>

Section 11. That section 17G.010.210 of the Spokane Municipal Code is amended to read as follows:

Section 17G.010.210 Application for Permits for Special Activities

A. Blasting Permit.

An applicant for a permit to conduct blasting operations on a particular job shall make written application to the engineering services department, on prescribed form, showing:

 if there is a structure at the blasting site, its occupancy, whether its power source is electricity or something else, and the combustibility of its contents:

- 2. the name of the person to have immediate charge of the blasting operations;
- 3. that the named blaster has currently in force a license, bond, and insurance;
- 4. such other information as may be required.

B. Building Moving Permit.

- 1. An applicant for a permit required to move any building, structure, or part of a structure along, over, or across a public way in the City must pay the prescribed fee and submit a written application on prescribed forms to the department of building services which application:
 - a. gives the applicant's current state contractor registration number;
 - b. is accompanied by the required street obstruction permit;
 - c. states the address and legal description of the land onto which the structure is to be moved and, if such land is within the City, is accompanied by a building relocation permit, as provided in SMC 10.26.010.
 - d. is accompanied by a certificate issued by an insurance company qualified to do business in Washington covering the moving activity with a general liability policy with minimum limits of five hundred thousand dollars combined single limit or an approved alternate indemnity arrangement;
 - e. describes the structure to be moved:
 - f. states the address from which the structure is to be moved;
 - g. details the proposed route;
 - h.details the measures to be undertaken to sufficiently guard and protect street trees, public trees, and shrubs located within the limits of streets or alleys and along the proposed route so as to minimize potential injury to said trees and to maximize their chance for survival; and
 - ((h.))<u>i.</u> states the date and time of the proposed move and estimates the time required to complete the move.
- 2. A building moving permit is a class IIIB license as provided in chapter 4.04 SMC.
- 3. No fee shall be charged for applications to move historic landmarks or buildings located within an historic district.

C. Sewer Permits.

1. A contractor or resident homeowner proposing to construct, reconstruct, extend, or repair a side sewer, private sewer, special side sewer, or private storm sewer, as defined in chapter 13.03 SMC, shall pay the prescribed fee and make application to the engineering services department for a permit, which application:

- a. gives the applicant's state contractor registration number, or contains a certificate that the applicant proposes to do work in connection with the residence owned by the applicant;
- b. indicates the legal and street address description of the premises to be served and the type of occupancy;
- c. subject to waiver by the city engineer, includes duplicate detailed plans of the work showing the entire course of the sewer from its terminus at the building(s) to the connection with the public sewer and, as may be required, detailing the structures and means for measuring, sampling, or otherwise determining the nature, quality, and quantity of sewage;
- d. gives such further information as maybe required.
- 2. If the work to be done under the sewer permit requires the excavation or obstruction of a public way, the applicant must obtain a street obstruction permit.
- 3. A separate tap permit, as provided in SMC 13.03.0606, is required for connection to the public sewer.
- D. Street Obstruction Permit.
 - A person proposing to dig up, excavate, work in, occupy by person, equipment, structure, or material, or in any fashion obstruct, render less safe, or interfere with the free use of any public way must first make application to the engineering services department for a permit, which may be individual location under SMC 12.02.0706 or a master annual permit under SMC 12.02.0707.
 - 2. Exemptions.

The following activities do not require a street obstruction permit:

- a.A <u>commercial tree</u> licensed((, bonded, and insured tree trimming)) firm <u>with a street tree permit</u> may ((trim)) <u>plant, prune, or remove</u> trees in the public <u>right-of-</u>way((, provided the work is not on an arterial or within the central business district. Additionally, for all other areas, this exemption does not apply, and a permit is still required if the work:
 - i. involves more than thirty minutes operations in the right-ofway (example: simply trimming branches and loading them in a truck), or
 - ii.if the work involves tree removal, stump grinding or chipping)) if such firm has received an annual tree service obstruction permit issued by the Development Services Center in coordination with the Urban Forester or his or her designee, as provided in SMC 12.02.0707.

- b. A licensed, bonded, and insured sign company performing routine maintenance to existing signs, provided a traffic lane is not obstructed or the work is not within the central business district.
- c. A licensed, bonded, and insured surveyor performing surveying work in the public way, provided the work is not on an arterial or within the central business district.
- d. All persons, whether or not required to obtain a permit, shall notify the department of their activities.
- 3. The applicant shall:
 - a. by plat or map show the exact location of the work, structure, material, or activity when required by city engineer;
 - describe in detail the activity, the extent, and duration of the obstruction, and the precautions to be taken to protect the traveling public from the hazards occasioned, including, at least, lighting, barricading, and signing;
 - c. pay the permit fee;
 - d. if the activity is contracting work, demonstrate that the applicant has the appropriate license or registration certificate;
 - e. post a bond as provided in SMC 7.02.070.

Section 12. That there is enacted a new chapter 13.14 of the Spokane Municipal Code to read as follows:

<u>Chapter 13.14</u> <u>Credit for Private Tree Retention</u> Section 13.14.010 Findings, purpose, and applicability

- A. The City of Spokane finds that it is important for the City to help ensure that the City meets its goal of 30% of the land area of the City covered with tree canopy by 2030.
- B. In order to do so, the City intends to provide an incentive to owners of private property to retain trees on newly-developed property through intentional construction, design, protection and preservation, by providing a credit against the property owner's City ((utility bill))water service charge (for residential customers) or water meter charge (for commercial customers).

Section 13.14.020 Qualifications

- A. In order to qualify for the utility fee credit established by this chapter, an applicant must provide documentary evidence (in the form of photos or a site visit by the Urban Forester or his or her designee) of the existence, type, location, and number of trees located on the applicant's undeveloped property which is to be developed. The fee credit established by this chapter is available only for undeveloped property which is to be developed.
- B. Qualifying property owners may request that each qualifying property receive the credit established by this chapter by submitting a written request to the City of

- Spokane, using the form prescribed and supplied by the City. A property owner must make this request through a duly authorized agent.
- C. If approved, the effective date for the credit shall be the month following the City's acceptance of an accurate, complete, and signed request. Any charges, along with any associated late penalties and interest that may have accrued for the property prior to the effective date of the credit will still be due, as previously billed, and subject to collection under to this chapter.
- D. <u>If a property owner qualifying under this section become the owner of additional property(ies)</u>, the owner must submit a new request for a credit for each property pursuant to subsection B of this section.
- E. The property owner is responsible for reporting any change in the number of trees existing on the property that may affect qualification for the credit. If the property owner fails to report any such change, the City shall have the right to pursue the billing and collection of any additional fees (i.e., the credit provided, multiplied by the applicable number of months) that may be due to the City.
- F. Any property owner qualifying for the credit shall, as a condition of receiving the credit, agree to permit the Urban Forester, or his or her designee, to access the property upon seventy-two (72) hours' notice, to verify the existence, number, and type of trees located on the property.

Section 13.14.030 Periodic Review

The program created by this chapter shall expire on December 31, 2022. No later than June 30, 2022, administration staff shall provide a report on the program created by this chapter to the City Council and make a recommendation as to whether to extend this program beyond the expiration date provided for in this section.

PASSED by the City Council on		
	Council President	
Attest:	Approved as to form:	
City Clerk	Assistant City Attorney	

Mayor	Date	
	Effective Date	