Spokane Plan Commission Agenda

Wednesday, October 14, 2020
2:00 PM
Virtual Teleconference
808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting - See Below For Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

	Public Comment Period:	
3 minutes each	Citizens are invited to address the Plan Commission on any topic not on the agenda.	
	Commission Briefing Session:	
2:00 – 2:30	1. Approve 9/23/2020 meeting minutes 2. City Council Report 3. Community Assembly Liaison Report 4. President Report 5. Transportation Sub-Committee Report 6. Secretary Report 7. Commission Business – PCTS Chair appointment	All CM Candace Mumm Mary Winkes Todd Beyreuther John Dietzman Louis Meuler
	Workshops:	
2:30 – 3:00 3:00 – 4:00	1. Renaming Fort George Wright Drive 2. Design Guideline Update – P.U.D.s, Skywalks, Public Projects, City Wide	Tami Palmquist Dean Gunderson
	Hearing:	
4:00 - 4:30 4:30 -5:00	1. 6 Year City Wide Capital Program 2. Continued Streets Standards Update	Paul Ingiosi Inga Note

Adjournment: The next PC meeting will be held on Wednesday, October 28, 2020

Plan Commission Meeting Information

Wednesday, October 14, 2020

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.

Members of the general public are encouraged to join the on-line meeting using the following information:

Meeting Password:
PlanCommission

Meeting number (access code):
146 205 9622

Join Webex Meeting Online: JOIN MEETING

Tap to join from a mobile device (attendees only):
+1-408-418-9388,,1462059622##
+tel:%2B1-408-418-9388,,*01*1462059622%23%23*01* United States Toll

Join by phone: +1-408-418-9388 United States Toll

Global call-in numbers:
https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af7864559443420dee7b

Join from a video system or application: Dial sip:1462059622@spokanecity.webex.com
You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business Dial:
sip:1462059622.spokanecity@lync.webex.com

How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

SIGN UP

The form will be **open until 1:00 p.m.** on October 14, 2020. Hearings begin at 4:00 p.m. When it is your turn to testify, Plan Commission President will call your name and you can begin your testimony. If you called-in to the meeting, you must hit*3 on your phone to ask to be unmuted. The system will alert you when you have been unmuted and you can begin giving your testimony. When you are done, you will need to hit *3 again.

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Louis Meuler at plancommission@spokanecity.org

The audio proceedings of the Plan Commission meetings will be recorded, with digital copies made available upon request.

Spokane Plan Commission – Draft Minutes

September 23, 2020
Webex Teleconference
Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

Attendance:

- Board Members Present: Michael Baker, Todd Beyreuther(President), John Dietzman, Greg Francis(Vice President),Thomas Sanderson, Carole Shook, Diana Painter, Jo Anne Wright, Candace Mumm (City Council Liaison), Mary Winkes (Community Assembly Liaison), Clifford Winger
- Board Members Not Present: Sylvia St. Clair
- *Quorum Present: yes*
- Staff Members Present: Louis Meuler, Jackie Churchill

Public Comment:

None in Briefing Session.

Briefing Session:

Minutes from the September 9, 2020 meeting approved unanimously.

President Beyreuther made a motion to move Board Business to the briefing session after the workshops and before the hearing to discuss the Work Plan 2020. ***Motion approved unanimously****.*

1. **City Council Liaison Report – Candace Mumm**
   - CM Mumm reported that the City Council is considering implementing a councilmanic sales tax to help with affordable housing and will continue considering, listening to proposals, and doing outreach through the end of the year before making a decision.
   - CM Mumm reported that the Northtown Center business has been suffering due to COVID-19 Pandemic and is a great opportunity to invest in higher density housing in that area.
2. **Community Assembly Liaison Report – Mary Winkes**
   - Ms. Winkes reported that she is now the Community Assembly Liaison on the Spokane Housing Plan Committee.
3. **Commission President Report – Todd Beyreuther**
   - Vice President Greg Francis reported on a Single Family Zoning presentation that focused on housing disparity and lack of housing affordability in Seattle.
   - President Beyreuther stated that he is in touch with subject matter experts who are willing to join the joint Plan Commission/Design Review Board/Historic Preservation subcommittee meeting that is being planned for late October.
4. **Transportation Subcommittee Report – John Dietzman**
   - Mr. Dietzman reported that the Plan Commission Transportation Subcommittee will meet on 10/6/20. He is working on a proposal for forming a new committee that would reconstitute the CTAB committee which would use the same board members and continue to focus on residential maintenance but also expand to arterial maintenance.
     a. **Diana Painter joined meeting at 2:24pm.**
5. **Secretary Report – Louis Meuler**
   - Mr. Meuler reported that Planning Department is starting to interview to replace Planner Shauna Harshman who has moved to a different job within the City. He also reported that Neighborhood and Planning Services is under a transition as Neighborhood Services will be under new management and is no longer part of the long term Planning Department.

Workshop(s):

1. **Housing Action Plan Update**
   - Presentation provided by Maren Murphy
   - Questions asked and answered
   - Discussion ensued

2. **Code Cleanup Title 17**
   - Presentation provided by Melissa Wittstruck
   - Questions asked and answered
   - Discussion ensued

Board Business:

2020-2022 Draft Work Program
- Presentation provided by Louis Meuler
- Questions asked and answered
- Discussion ensued

o *Greg Francis motioned to approve the Draft Work Plan 2020 as shown and amended as discussed to City Council for approval. Motion seconded by Jo Anne Wright.* ***Motion Approved Unanimously.***

Hearing:

1. **Street Standards Update**
   - Presentation provided by Inga Note
   - Questions asked and answered
   - Discussion ensued
   - Public Comment: none

     o *Greg Francis made a motion to continue the Street Standards Update Hearing to the next Plan Commission meeting on October 14th. Seconded by Michael Baker.* ***Motion passes unanimously.***

2. **Comprehensive Plan Update**
   - Presentation provided by Kevin Freibott
   - Questions asked and answered
   - Discussion ensued

- **Z20-042COMP: Arterial Network Map**
  - **Public Comment: none**
  - *Greg Francis moved to recommend approval of Z20-042COMP to City Council as written and presented. Seconded by John Dietzman.* ***Motion passed. (9, 0)***

- **Z20-045COMP:**
  - **Public comment: none**
  - *Greg Francis moved to recommend approval of Z20-045COMP to City Council as written and presented. Seconded by Michael Baker.* ***Motion passed. (9, 0)***

- **Z19-499COMP:**
    - *Greg Francis moved to recommend approval of Z19-499COMP to City Council as written and presented. Motion seconded John Dietzman.* ***Motion passed (9, 0)***
- **Z19-501COMP:**
    - *Greg Francis moved to recommend approval of Z19-501COMP to City Council as written and presented. Motion seconded by John Dietzman.*
    - *Greg Francis made a friendly amendment to the motion to change zoning to Office-35 and underlying land use to match. Seconded by Thomas Sanderson.*
    - *Greg Francis made a friendly amendment to the amended motion to include and have the Planning Department evaluate the applicability of Land Use Standards 1.5 to the Comprehensive Plan and bring forward at next meeting on Oct. 14. Seconded by Thomas Sanderson.* ***Amendment to the motion and amendment to the amendment failed unanimously***
    - *Michael Baker calls for the question on the main motion.* ***Motion fails to carry (0,9)***
    - *Michael Baker motioned to deny Z19-501COMP as inconsistent with Comprehensive Plan policy LU 1.8, General Commercial Uses. Seconded by Jo Anne Wright.* ***Motion passed (9,0)***
- **Z19-502COMP:**
    - *Greg Francis moved to recommend approval of Z19-502COMP to City Council as written and presented. Motion seconded by Carole Shook.*
    - *Greg Francis made a friendly amendment to the motion to remove parcels 35273.0219 and 35273.0220 from the original motion.*
      Seconded by John Dietzman. ***Amendment to the motion passed (9,0) Amended Main Motion passed (9,0)***
    - *Greg Francis moved to recommend denial of 35273.0219 and 35273.0220 due to lack of compliance with Land Use Standards 1.5 (Office Uses). Seconded by Jo Anne Wright.* ***Motion Passed (9,0)***
- ***Z19-503COMP:***
    - *Greg Francis moved to recommend approval of Z19-503COMP to City Council as written and presented. Seconded by Jo Anne Wright.* ***Motion Passed (8,1)***
- **Z19-504COMP:**
    - *Greg Francis moved to recommend approval of Z19-504COMP to City Council as written and presented. Seconded by Jo Anne Wright.* ***Motion Passed (9,0)***
    - **Commissioner Diana Painter left the hearing at 6:18 pm.**

- **Z19-505COMP:**
    - *Greg Francis moved to recommend approval of Z19-505COMP to City Council as written and presented. Seconded by Michael Baker.* ***Motion failed (3,5)***
    - *Greg Francis calls the question. Seconded by Michael Baker*
    - *Greg made a motion to recommend denial of Z19-505COMP based on inconsistency with Land Use policy 1.3 and Land Use policy 1.4. Second by John Dietzman.* ***Motion passed (7,0,1)***

- **Z20-019COMP:**
    - *Greg Francis moved to recommend approval of Z20-019COMP to City Council as written and presented. Seconded by Michael Baker.* ***Motion passed (8,0)***

Meeting Adjourned at 7:09 PM

Next Plan Commission Meeting scheduled for Wednesday, October 14, 2020

Briefing Paper

Plan Commission Workshop 10-23-2019

Division & Department:	Business and Development Services, Development Services Center
Subject:	Rename Ft. George Wright Drive
Date:	October 14, 2020
Contact (email & phone):	Tami Palmquist, 625-6157
City Council Sponsor:	
Executive Sponsor:	Development Services Center
Strategic Initiative:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of the renaming of Ft. George Wright Drive.

Background/History:

Roadways may be renamed by Council Ordinance. An application was received to rename Ft. George Wright Drive. Councilmembers Stratton and Wilkerson are working with local tribal leaders to select a new name for the roadway. Major property owners along the roadway are in support of the efforts.

Proposal:

The renaming of Ft. George Wright Drive to a new name yet to be chosen. Councilmembers Stratton and Wilkerson are work with local tribal leaders to select a new name for the roadway.

Street Name Change Application

Rev.20180103

1. **Describe the purpose or reason for the proposed street name change. In what way will the public's interest or public safety be served by the name change?**

   Given the genocidal atrocities that the US Army inflicted upon the Spokane Tribe, their crops, horses and leaders at the command of George Wright it is fitting to work with the tribe and change the name to something more inspirational to our Native population especially those that travel Fort George Wright Drive to go to SFCC to better themselves with higher education.

2. **What uses are located on the adjacent property and in the vicinity? Describe the character of the street proposed for the name change.**

   The drive stretches from Government Way to TJ Meenach Bridge. It is surrounded by the Unitarian Universalist Church, Spokane Falls Community College, Mukogawa Japanese School, Spokane Neighborhood Action Partners, and a couple of apartment complexes including the old Fort George Wright barracks.

3. **Is the proposed change consistent with the policy for naming streets found in Chapter 17.D.050 of the Spokane Municipal Code? If so, how is it consistent?**
   Yes, the primary purpose of renaming this roadway (more specifically "drive") is SMC Section 17D.050A.060, subsection B that reads, "Roadway names shall not contain vulgarity or vulgar innuendo, nor insult to any person, group, or class of persons, or institution."

   Fort George Wright Drive was named for U.S. Army Colonel George Wright, for whom the fort itself, established in 1895, was also named. Colonel Wright was stationed at Fort Walla Walla in Washington Territory in 1858 during the outbreak of hostilities between the United States and the Yakima, Palouse, Coeur d'Alene, and Spokane tribes, triggered in large part by the continued encroachment of white settlers on native land. After the defeat of Colonel Edward Steptoe at the Battle of Tohotonimme (commonly called "Steptoe Butte") near present day Rosalia, Steptoe and his soldiers were forced to retreat to Fort Walla Walla, Col. Wright embarked on a punitive expedition throughout Eastern Washington and into Northern Idaho. Colonel Wright ordered the slaughter of over 600 captured horses near the Idaho border, destroying the tribe's economy, causing great harm to the tribe's culture, and causing food shortages and starvation. In addition, Col. Wright ordered the burning of native crops and food stores and ordered the summary execution by hanging of any native person he suspected of having fought against him. At a camp on Latah Creek (often called "Hangman Creek" based on this episode), Col. Wright allowed some native people to come into camp to make peace, but when they did so, Wright ordered some 16 of them arrested and summarily executed, without trial. We believe that maintaining the name of Fort George Wright Drive is a continual stain on our City by honoring a person who engaged in

genocidal and terroristic actions toward the native people who have always lived here. We also believe that maintaining the existing name of Fort George Wright Drive undermines the intent of the City of Spokane's strategic diversity plan, which has, as one of its goals, that the City of Spokane will "create a compassionate community so that all people can feel safe, empowered, and welcome." This renaming process will give us all the opportunity to not only begin a healing process with the tribes, but have an insightful and deep conversation about the history of racism, violence, and discrimination which have been the hallmarks of the interactions between white settlers and native people in the Spokane area, not to assign blame, but to embark on a new shared future, together.

4. **Does the proposed new street name duplicate a street name already in use within the Spokane Metropolitan Area?**

   There is no proposed name yet, we will be working with the tribes to find a more appropriate name for that roadway.

5. **Is the proposed new street name consistent with the name of adjacent streets and streets with a common alignment?**

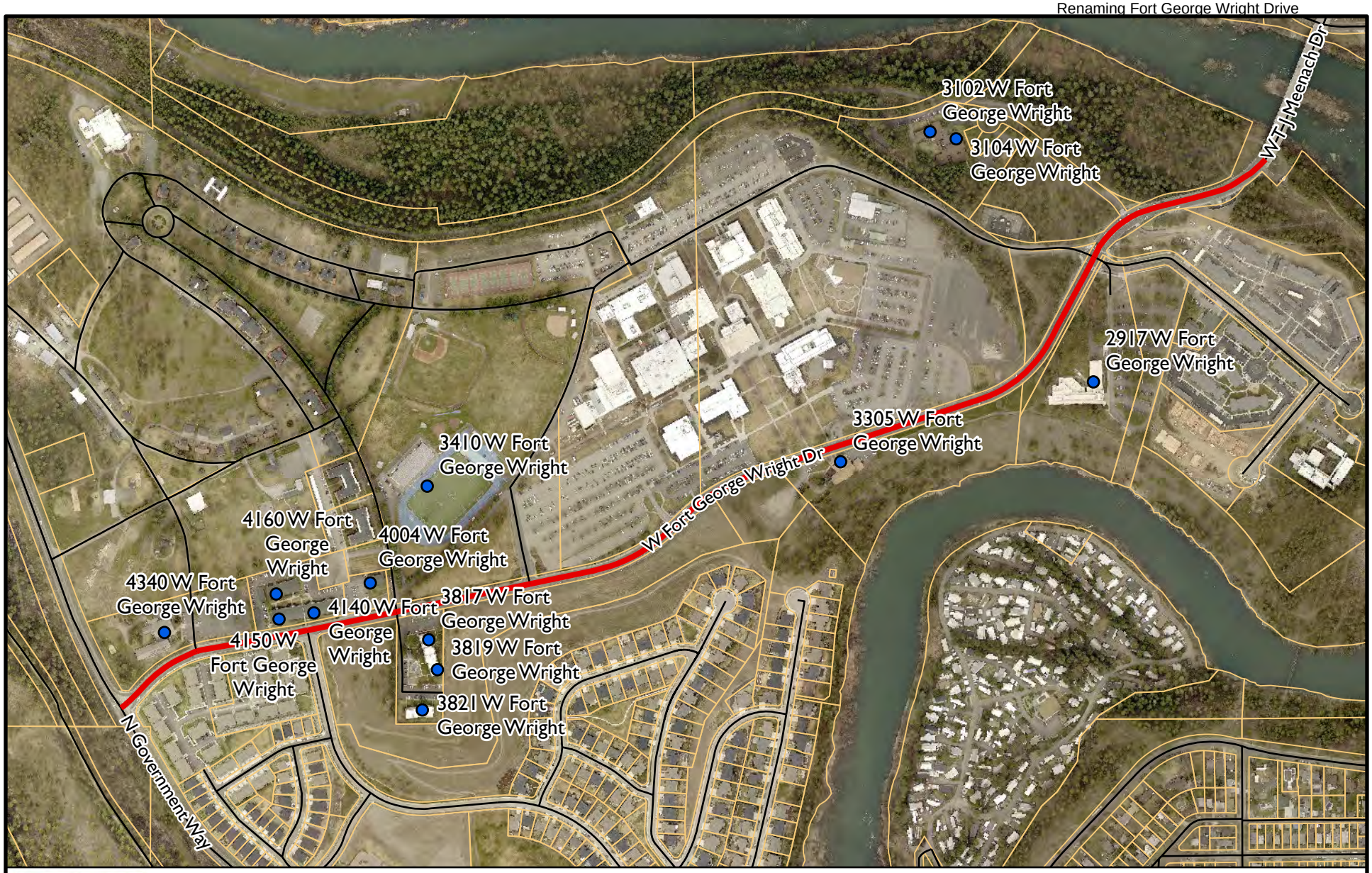
   Again, there is no proposed name yet, as we will be working with the tribes to find a more appropriate name for that roadway. We are aware of the guidelines listed out in SMC Section 17D around names and numbering of roadways in conjunction with the adjacent streets and streets with a common alignment.

6. **If the proposed name change is within a Planned Unit Development, will the proposed name of the private street be consistent with the names of surrounding public streets?**

   Again, there is no proposed name yet, as we will be working with the tribes to find a more appropriate name for that roadway. We are aware of the guidelines listed out in SMC Section 17D around names and numbering of roadways in conjunction with the adjacent streets and streets with a common alignment.

7. **Will the proposed street name result in an intersection with the same name (e.g. First Avenue and 1st Avenue) or create more than one intersection with the same name?**

   Again, there is no proposed name yet, as we will be working with the tribes to find a more appropriate name for that roadway. We are aware of the guidelines listed out in SMC Section 17D around names and numbering of roadways in conjunction with the adjacent streets and streets with a common alignment.



CITY OF SPOKANE

Fort George Wright Drive

Fort George Wright Drive Renaming

0 0.05 0.1 0.2 Miles

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

N W E S

Legend
- Address Point
- Project Limits
- Parcel

2020

AGENDA

Palmquist, Tami

From: Plan Commission
Sent: Thursday, October 1, 2020 9:21 AM
To: Palmquist, Tami
Subject: FW: Changing the name of Ft. George Wright
Attachments: Letter to Spokane City Council.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: MARGO HILL <margo_hill@msn.com>
Sent: Tuesday, September 29, 2020 9:57 PM
To: City Council Members and Staff <CityCouncil2@spokanecity.org>; Plan Commission <eraplanc@spokanecity.org>; Mayor <mayor@spokanecity.org>
Subject: Changing the name of Ft. George Wright

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Spokane City Council:

Xest xl xalt. Greetings and Good day. I hope you are all doing well during these challenging times. As a Spokane Tribal citizen, it is my pleasure to share with you the attached letter signed by 42 signatory organizations urging you to ensure the Planning Commission expedites the re-naming of Ft. George Wright Drive. The time is now to change the name. This has been a grass roots effort by Spokane City community members and surrounding tribes and is strongly supported by the organizations that are named on this letter. We look forward to the progress of this endeavor as we unite for this important purpose.
Thank you for all your good work for our city.
Lem Lemsh
Margo Hill
Spokane Tribal Citizen

Wednesday, September 29, 2020

Dear Spokane City Council Members,

We, the undersigned organizations, urge you to ensure that the City of Spokane Plan Commission prioritizes the long-overdue renaming of Ft. George Wright Drive. It is time for the City of Spokane to cease the commemoration of a man responsible for brutal and inhumane acts against Northwest tribes.

In 1858, Col. George Wright decided to show no mercy in seeking retribution against Coeur d'Alene, Spokane, Yakama, and Palouse tribes, who had attacked military troops during the Steptoe Battle. Within a two-month span, he led troops throughout the territory and had at least 16 Native Americans hanged without trial. Of particular note, the site now known as Hangman Creek was where Yakama Chief Owhi's son Qualchan - who had come voluntarily seeking a peace treaty - was hanged within fifteen minutes of his arrival.

The unjust execution of Native Americans was not George Wright's only atrocity. According to local author and historian Donald Cutler, he captured and ordered the slaughter of an entire herd of horses belonging to the Palouse, Coeur d'Alene, and other tribes. In a letter to his superior, Wright wrote this of his troop's actions: "Nine hundred horses and a large number of cattle have been killed or appropriated to our own use; many houses, with large quantities of wheat and oats, also many caches of vegetables…have been destroyed. A blow has been struck which they will never forget."

Wright's brutal measures had a lasting impact on the local tribes. According to Cutler, his acts "sever[ed] them from their land, animals, food supplies, and families… Many more Indians died of starvation that winter, particularly the very young and very old, from the destruction of their food supplies."

While some might argue that Colonel Wright was operating as any military leader would in war, historical records clearly indicate that he flouted martial law to inflict pain and punishment upon local tribes, creating a ripple effect that continues to haunt present-day descendants. Reflecting on George Wright, Spokane Tribe historian Warren Seyler writes, "Today as history is being revisited and emerging, the treatment of Native Americans and in this case Spokan's conjures up historical trauma hidden far beneath the scars."

Col. George Wright should have been reprimanded and convicted of his actions; instead, he was commended for his tactics and promoted. In modern-day, he should be memorialized as a perpetrator of genocide; instead, he continues to be commemorated as if a local hero with a street named Ft. George Wright Drive.

As other U.S. cities confront the sins of Confederate generals by toppling down statues erected in their memory, it is time for Spokane to also confront its past. The time for Ft. George Wright Drive to be re-named is past due. As citizens of Spokane, we urge the City Council to ensure that the name change is prioritized on the Plan Commission agenda, and that it is passed successfully this fall. Lastly, the City must work with local tribes and tribal leaders to develop a new name for the road that recognizes the rich tribal history in our region.

Signed,

Community Colleges of Spokane

Spokane Falls Community College

Spokane Community College

American Indian Community Center

The Spokane County Human Rights Task Force

The Native Project

Northwest Fair Housing Alliance

Fuse Washington

Spokane Center for Independent Living

ATU Local 1015

Muslims for Community, Action & Support (MCAS)

Tenants Union of Washington State

Spokane Community Against Racism (SCAR)

Spokane Riverkeeper

Global Neighborhood

World Relief Spokane

Emmaus Spokane Church

UUCS Social Justice Coordinating Council

Solace

Planned Parenthood Advocates of Greater Washington and North Idaho

Spokane Veterans for Peace

YMCA of the Inland Northwest

YWCA Spokane

The Lands Council

Spokane NAACP

Diversity Section of the Spokane County Bar Association

Asian Pacific Islander Coalition - Spokane Chapter

Spokane Socialist Alternative

Disability Rights Washington

350 Spokane

Community Minded Enterprises

Gonzaga University Native American Studies Program

Gonzaga University Department of History

Gonzaga University Office of Diversity, Equity and Inclusion

Gonzaga University Department of Religious Studies

Gonzaga University Art Department

The Center for Civil and Human Rights at Gonzaga Law School

Spokane Alliance

Smith-Barbieri Progressive Fund

Peace and Justice Action League (PJALS)

WSU Health Sciences Spokane / WSU Native American Health Sciences

Salish School

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Date 20_0330 | **Subject** Spokane Memo 1 | **To** Dean Gunderson, City of Spokane | **From** Marcy McInelly, Pauline Ruegg

MEMO #1 CONTENTS

OVERVIEW: NEW DESIGN GUIDELINES FOR SPOKANE

The purpose of this project is to work with the key stakeholders and the public to craft and adopt new Design Guidelines for the following project types subject to design review:

- Areas outside of the city center or downtown / City-Wide (or Base) Guidelines
- Public Projects and Structures
- Skywalks over Public Rights-of-Way
- Planned Unit Developments

This memo summarizes the consultant's interviews with stakeholders, and presents a comparison of three cities' design review systems, with a particular focus on how those cities handle design review for the topic areas listed above.

Interviews with stakeholders took place in February, with the consultant interviewing users of the design review system over the phone and in person. About 30 people were interviewed. The consultant also observed a design review board project review and deliberation .

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The three "State of the Practice" cities were selected to represent a cross-section of design review systems that are mature and tested (Seattle and Portland), and design review systems that are fairly new (Boise). The three cities also represent a spectrum of medium to large cities, and a range of attitudes about land use regulations and private property rights.

A design review system is only successful if the city is able to match an improved system to its staff resources and capabilities of design review boards. Therefore, when evaluating the design guidelines of Spokane and the other three cities, the consultant looked at the entire regulatory system that supports the design guidelines.

Table 1 – Evaluating Guidelines

Effective tools	Clear and fair process	Engages the community	Consistently positive outcomes	Right-sized for Spokane
Do the tools that make up the design review system communicate the City's vision for design? These tools should include design guidelines and development standards that work together as a suite of complete and coordinated regulatory tools. Working together the tools and processes should support the City of Spokane in implementing its vision.	The process should be reliable and consistently applied. The design review process should exemplify the City of Spokane functioning at its highest civic service. The process should foster dialogue between applicants and the City, translating into better outcomes. The process should be easy to understand for applicants and streamlined in its use without sacrificing any design quality.	Design review tools are a means to encourage engagement by citizens, neighborhoods, designers, and developers in defining the vision for the City. A straightforward process that is easy to engage with will facilitate this outcome. Design review tools should be easy to find on the City's website, accessible to multiple different users, and simple to read and clearly understandable.	Ultimately the intent of a design review system is to foster positive outcomes. This translates into excellent building and site design. Desired outcomes include buildings and sites that contribute to the public realm, reflect Spokane's past, implement the vision for the City, and represent the values that the Spokane community places on its design.	A design review system is only successful if the City is able to match an improved system to its staff resources and capabilities of design review boards. The level and extent of design review should regulate what is important using the most effective tools and processes that are appropriate for the context and address each critical type of project.

Interviews: Highlights and observations

- People have a lot of misunderstanding about how the system works. This is true even for people who have been closely involved with the design review process, either as an applicant or as a board member.
- The current design guidelines are intended to focus on urban design, and the Collaborative Workshop is intended to allow for early feedback. However, when the board's evaluation occurs after the buildings have been sited and conceptually designed, urban design feedback may not be very meaningful.
- For public project, school, and park applicants there is a feeling that the DRB review occurs is either too soon or too late in the evolution of the project.
- The process for public projects is strained because the role of design review is not clear to all parties. Which public projects deserve design review is also not clear. This may also be true for Planned Unit Development. (Additional interviews focused on PUDs are being arranged.)
- PUD review is likely to be ineffective as current design guidelines lack objective criteria. Design Review Board review of PUDs has been controversial.
- The system is not prepared for the possible wave of citywide projects (such as citywide transit project bus stops), and applicants and city staff have no way to prioritize and selectively review projects as appropriate.

- DRB is asked to review projects which fall into the topic area categories, e.g., citywide projects and public projects, but without the right tools and processes their authority is ambiguous and this jeopardizes the DRB's overall credibility.
- Superior and creative alternative design approaches are not always allowed, even when the DRB prefers them, because of the way certain tools work.
- Design review is seen as critical to creating a positive urban experience and should be applied to more projects and more neighborhoods.
- Multiple tools or criteria exist for the DRB to use in their review. These tools are referred to in multiple locations in the Spokane Municipal Code and on the City's Design Review Board website.
- The city is missing coherent and clear overarching rationale and explanation of how their system works.

State of the Practice Cities: Initial findings

All design review systems appear to have flaws, but there are lessons to be learned from the state of the practice, including how to streamline the process, how to structure guidelines, and how to encourage a robust yet functional public process. When writing Design Guidelines that will apply to additional neighborhoods and additional types of projects, consider:

- Design review effort should be right-sized to the capabilities of the review body and staff. Cities across the northwest continue to grow, and what seems manageable today may not stand the test of time as the number of neighborhoods and the types of projects demanding design review increase.
- Design review should be focused on larger and more complex projects with the greatest design challenges rather than universally applied.
- As demand for design review increases, consider which types of projects can be design-reviewed administratively, rather than increasing the load on the design review board.
- Cities should be mindful of the impact design review may have on affordability of housing.
- Design review tools should be structured to allow for creativity and unique designs that respond to context. Excellent design should be both facilitated and celebrated. This is best done through intent statements and a broad range of design responses, while allow latitude for departures as long as they meet the intent. In Spokane, this might mean making the design departure process a preferable and less expensive process.
- Getting design review correct on public projects is important and beneficial for design quality and design review credibility citywide. Well-designed public projects set a high bar for design quality, build community, and communicate the level of design that is desired.
- Getting thresholds correct is important. For example, establishing streamlined or administrative review options for smaller and mid-range projects can reduce the impact on the cost of developing desirable housing types.
- A clear process and tools that are easily accessible encourage better use by developers, designers, and members of the public.
- Effective engagement with the public should educate participants about the scope and review process to prime neighborhoods for change without bogging down the review of projects. Increase opportunities for dialogue with community around land use policies and plans for growth so that design review meetings do not become the primary forum to comment on growth issues.
- On design review boards there is a role for next generation leaders or student representatives to increase the diversity and representation of different viewpoints.
- On-going trainings for both design review boards and staff will promote consistency across different skill levels and improve outcomes.
- Regular audits of the process are helpful to assess if the program is functioning as intended. Keep detailed records and assess annually or bi-annually to see impact of review on different types of projects e.g. affordable housing projects, or projects in specific neighborhoods.

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Table 2 – How Spokane's Design Review system compares with Design Review in three other cities				
City	Spokane	Seattle	Portland	Boise
Review body	One 8-member Design Review Board (DRB)	Eight boards made up of 5 members each	One 7-member Design Commission	One 8-member Design Review Board
Tools or criteria	Downtown Design Guidelines	Downtown Design Guidelines	Central City Fundamental apply to entire Central City; seven Special District Design Guidelines apply to subareas of the Central City	Downtown Design Guidelines; Downtown Streetscape Standards and Specifications Manual
Process and procedures	Two types of review: · Standard Board Review · Administrative Review The DRB also preforms design departure reviews (recommendation to the Hearing Examiner, Planning Director or other authority)	Three types of review: · Full · Administrative · Streamlined	For Central City projects, one type of review: · Type III– Major Review	Two types of review: · Full · Administrative
Thresholds	Defined by square feet or degree of modification to the structure; and location within the Downtown—central, perimeter or gateway areas	Determined by land use zone	Defined by square footage and dollars	Defined by square footage
Detailed description	Page 6	Page 7	Page 9	Page 11

In addition to the basic design review profiles provided on pages 6-14, The State of the Practice section describes how each city addresses one or more of the New Design Guidelines topic areas, as follows:

- Areas outside of the city center or downtown / City-Wide Guidelines—examples from Seattle, Portland and Boise
- Public Projects and Structures—example from Seattle
- Planned Unit Developments—examples from Portland and Boise
- Skywalks over Public Rights-of-Way— examples from Seattle and Portland

Seattle and Portland added citywide design guidelines to their review systems after establishing design review for their downtowns. In Boise the downtown and citywide design guidelines were adopted as part of a comprehensive design review approach adopted in 2013.

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Table 3 – How the profiled cities address Spokane's topic areas				
City	**Topic areas**			
	Citywide	**Public Projects**	**PUDs**	**Skywalks**
Seattle	7 of the eight boards conduct design review in neighborhoods outside the downtown. See page 16 for more information.	A separate Seattle Design Commission reviews public projects. See page 23 for more information.	Not studied	Design guidance meeting with Skybridge Review Committee (SRC) first, then review by City Council and Director of Transportation for a term permit. See page 26 for more information.
Portland	Public and private projects within design overlays in central city and in neighborhood centers and corridors are subject to design guidelines. See page 9 for more information about design review in the Central City.	Public and private projects within design overlays in central city and in neighborhood centers and corridors are subject to design guidelines. See page 19 for more information.	Planned Development allow additional housing types or greater density, uses not normally permitted in base zone, or non-conforming lots. Review processes vary. See page 25 for more information.	Reviewed by Design Commission based on citywide policy on Encroachments in Public Right-of-Way along with goals and guidelines from Downtown Design Guidelines. See page 27 for more information.
Boise	The one Design Review Commission in Boise administers both downtown and citywide design guidelines for public and private projects. See page 11 for more information.		Reviewed and permitted by Planning and Zoning Commission. Multi-family projects must comply with Citywide design standards and guidelines. See page 26 for more information.	Not studied

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DETAILED DESIGN REVIEW PROFILES

Summary: Design Review in Spokane Today

Review Body

Spokane has one Design Review Board (DRB) that reviews projects citywide. Projects that require design review include all public projects or structures, shoreline conditional use permit applications, skywalk applications over public rights-of-way, projects seeking a design departure from the design standards of the land use code, and private projects identified in the Downtown Design Review Threshold Map. They may also review other development proposals or planning studies per the request of the Plan Commission, Plan Director, or Hearing Examiner.

The DRB has eight (8) members who represent diverse design and technical professions along with community interests. The DRB includes:

- One (1) architect
- One (1) landscape architect
- One (1) urban planner or urban designer
- One (1) civil or structural engineer
- One (1) member of the city arts commission
- One (1) real estate developer
- One (1) citizen at large
- One (1) designated liaison from the community assembly

The DRB is supported by the Senior Urban Designer and staff. The Board meets twice a month in the evening.

Review Tools

The primary tools used by the DRB are the Downtown Design Guidelines. The Downtown Design Guidelines are structured around five design areas:

- Site planning and massing– responding to the larger context
- Architectural expression –responding to the neighborhood context
- Pedestrian environment– defining the pedestrian environment
- Public amenities – enhancing the streetscape and open space
- Vehicular access and parking – minimizing adverse impacts

Two other tools or criteria are employed by the DRB:

- Design Standards and Guidelines for Centers and Corridors. These are the criteria used by the DRB when an applicant requests a design departure within Centers & Corridors zones.
- Mini-storage guidelines for mini-storage projects adjacent to, or across the Right of Way from residentially developed or zoned properties.

Review Process

There are two types of review. Both require some form of pre-application consultation or collaborative workshop with city staff to garner information about design review and applicable guidelines and set up an on-going dialogue. This early collaboration is intended to allow feedback before any major decisions have been made.

- **Administrative** - projects that clearly meet all design standards and guidelines are reviewed by staff then reported to the DRB Chair. The Chair then may accept the recommendation, modify it, or decide the project warrants review by the full board.
- **Full** – review is performed by the Design Review Board and all meetings are public

Applicants can request a design departure from site and building standards as part of the land use review process at a public hearing of the DRB. Following review, the DRB makes a recommendation to the Hearing Examiner, Planning Director or other responsible authority.

Thresholds

Thresholds for design review are determined by location within the downtown design review area:

- Within the central area, new buildings or structures greater than 25,000 square feet or a modification of more than 25% of a building façade visible from an adjacent street.
- Within the perimeter area, new buildings or structures greater than 50,000 square feet or a modification of more than 25% of a building façade visible from an adjacent street.
- Within the gateway areas, all new buildings and structures or a modification of more than 25% of a façade fronting on a designated gateway street or within 100 feet of an intersection with a gateway street.

Design Review in Seattle

Review Body

Seattle has eight design review boards—one represents the downtown; the other seven review projects for the twenty-three neighborhoods that comprise the city. Each neighborhood has design guidelines in place. The boards only review private development projects. The Seattle Design Commission which is a separate body (see page 22) reviews all public projects. All boards, including the downtown board, have 5 five members:

- One (1) design seat
- Two (2) community seats
- One (1) development seat
- One (1) business/landscape design seat

Seattle has three design review program staff to manage the program, recruit and train residents on the design review boards, and schedule and advertise meetings. There are twenty design review planners on staff who lead developers and architects through design review process, explain the land use code and design guidelines, and serve as support staff for design review boards. The Downtown Design Review Board meets twice a month in the evening. They hold quarterly training sessions.

Review Tools

The intent of design review is:

> *To promote designs for projects that fit into and relate to surrounding neighborhoods while offering flexibility with code standards to achieve better design.*

The Design Review Board for downtown uses the Downtown Design Guidelines to review projects to see if they meet the intent of each applicable guideline.

The emphasis of design review is on:

- Design of building and site, including materials, open space, and landscaping:
- How the proposal relates to adjacent sites and the street frontage;

- How the proposal relates to unusual aspects of site (views or slopes);
- and pedestrian and vehicle access;

Applicants can also seek design review for requested development standard departures in order to better meet intent of design guidelines. These departures may not include, however, increases to overall square footage allowed, or height of building or types of permitted uses (in most cases). The design guidelines cover five themes (site planning and massing, architectural expression, the streetscape, public amenities, and vehicular access and parking). Each topic area has several guidelines. Each guideline includes an objective ("respond to the neighborhood context") and an intent statement ("Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood"). Specific directives or "considerations" are provided to applicants. These considerations along with photo examples and diagrams provide tools for Design Review Boards to evaluate projects.

Review Process

There are three types of review. All require a pre-application conference and include 1) an Early Design Guidance Review of concept alternatives that determines which guidelines are applicable and 2) a Recommendation Review where the reviewing body determines how well the proposal meets these guidelines:

- **Full** – review is performed by the Design Review Board and all meetings are public
- **Administrative** –city staff assigned to proposal performs administrative review with no public meetings and no involvement from the Design Review Board.
- **Streamlined** – similar to administrative review, city staff perform an administrative review of town-house proposals and other small forms of low-rise multifamily housing. There are no public meetings and the Design Review Board does not review the project.

Recent changes require projects going through design review to conduct community outreach before the Early Design Guidance Meeting to establish a dialogue with the community. Previously, outreach for some types of projects was voluntary. Following review, Design Review Boards or city staff make a recommendation to the Director of the Seattle Department of Construction and Inspections (SDCI), who makes the final decision. Decisions can be appealed to a Hearing Examiner.

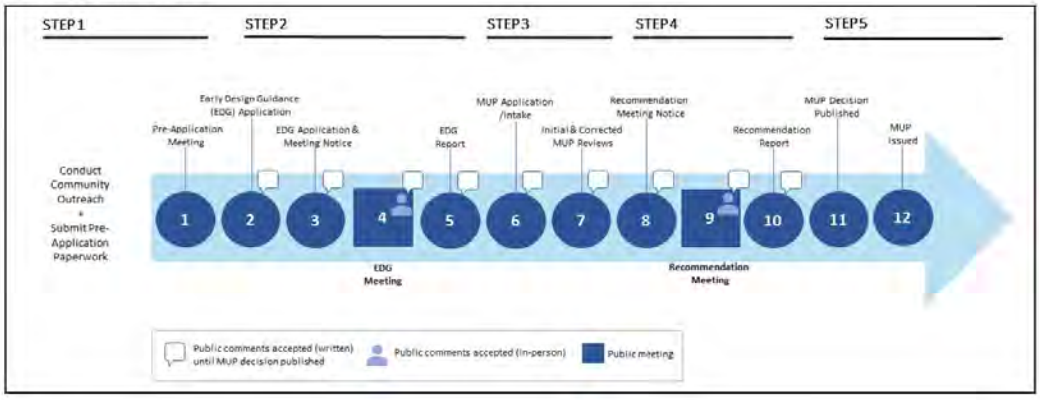
Thresholds

Thresholds for review are determined by land use zone.

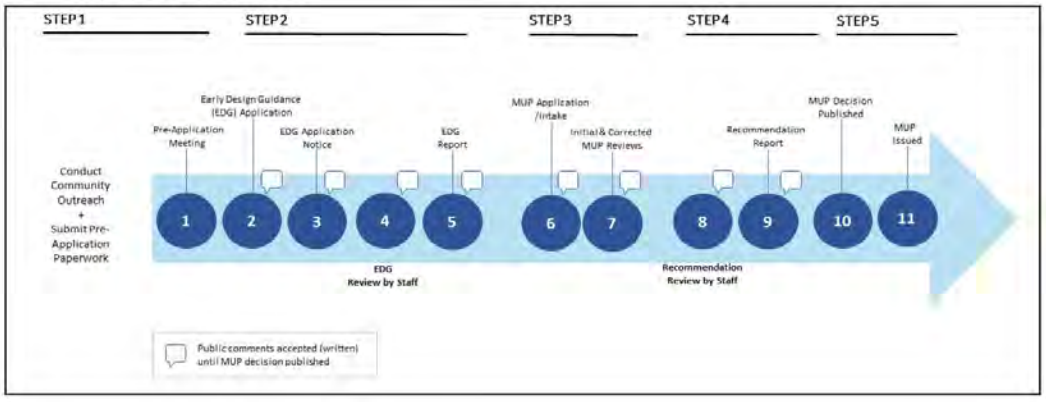
- Multi-family, commercial, and mixed-use proposals must go through Full Design Review when above 35,000 gross square feet. Previously the threshold was as small as four units or 4,000 square feet.
- Downtown and industrial zone proposals must go through Full Design Review if above 50,000 gross square feet in DOC or DMC zones and if above 20,000 gross square feet in other downtown zones and IB and IC zones. Previously only projects in a few specified industrial areas went through Design Review.
- Recent changes to thresholds also allow publicly funded affordable housing projects to be reviewed administratively instead of full design review.

Two track design review process: Seattle

Full Design Review Process



Administrative Design Review Process



Source: Seattle Department of Construction and Inspections Tip 238, http://www.seattle.gov/DPD/Publications/CAM/cam238.pdf

Design Review in Portland

Review Body

Portland's design review process is one of the longest standing in the country. Portland has one Design Commission made up of seven (7) members that reviews all projects citywide that meet thresholds. Initially the Design Commission reviewed both private and public projects within eight Central City areas in a design overlay zone. Over time, the same process has been extended to cover additional design overlay zones in areas outside the central city. The Commission includes:

- One (1) representative from the Regional Arts and Culture Council
- One (1) member representing the public at large
- Five (5) members experienced in design, engineering, financing, construction or management of buildings and land development. There is a limit to two representatives from each of these areas of expertise.

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Portland has three to four staff to support the Commission; ten to twelve staff conduct administrative review. The Design Commission meets three times a month in the afternoon and attends regular trainings.

Review Tools

Design review is administered through a design overlay that designates specific guidelines for neighborhoods throughout the city (including downtown) subject to discretionary review. The Central City Fundamental Design Guidelines serve as the approval criteria for review of projects. A second layer of location-specific design guidelines apply to twelve designated areas within the Central City covering the majority of the downtown except industrial areas. Design review seeks to foster the development of high quality and innovative designs. Guidelines give designers flexibility while ensuring the compatibility of new development with the desired character of the area.

Guidelines are structured around four themes (Portland personality, pedestrian emphasis, project design, and special areas). Each guideline has a background statement outlining goals the city wishes to accomplish. Photo examples are provided. Modifications to development standards such as setbacks or landscaping may be made to allow projects to better meet design guidelines; adjustments to use-related standards must still go through an adjustment process.

Review Process

Portland has a two-track approval process: applicants may choose the either the discretionary or the clear and objective standards track. Projects in the designated Central City overlay, however, are subject to discretionary review only. In a Type III procedure, staff prepares a recommendation for review body (Design Commission or Landmarks Commission), and the review body makes the decision. A pre-application conference is required. Representatives from planning, transportation, environmental services, water, parks, and others as needed attend. The city recently began requiring a Design Advice Request (DAR) for large projects in the central city (half a city block ~ 20,000 SF). These DAR are timed early enough to allow for meaningful input about the "big picture" aspects of a project without high increase in design costs. All property owners and renters within 400 feet of the site and recognized organizations with 1,000 feet of site are notified and signs are posted on the site. A notice of decision is mailed. Decisions may be appealed to the City Council.

Thresholds

Projects in the downtown design district are required to go through public review if:

- New floor area is over 1,000 SF
- Exterior alteration is over $481,300

These thresholds vary in other designated districts within the Central City overlay. The extent to which design guidelines are applied to a project is tailored to the size, scale, and complexity of a project.

Scaled design guidelines: Portland

Table 2.

DESIGN GUIDELINE APPLICABILITY BASED ON PROPOSAL TYPE

DESIGN GUIDELINE / PROPOSAL TYPE	New Development	Exterior Alterations	Storefront Remodel	Parks and Open Areas	Sign and/or Awning
A PORTLAND PERSONALITY					
A 1 Integrate the River	■	■		■	
A 2 Emphasize Portland Themes	■	■		■	
A 3 Respect the Portland Block Structures	■			■	
A 4 Use Unifying Elements	■	■	■	■	■
A 5 Enhance, Embellish and Identify Areas	■	■	■	■	■
A 6 Re-Use / Rehabilitate / Restore Buildings	■	■	■	■	■
A 7 Establish and Maintain a Sense of Urban Enclosure	■	■		■	
A 8 Contribute to a Vibrant Streetscape	■	■	■	■	
A 9 Strengthen Gateways	■	■		■	
B PEDESTRIAN EMPHASIS					
B 1 Reinforce and Enhance the Pedestrian System	■	■	■	■	■
B 2 Protect the Pedestrian	■	■	■	■	■
B 3 Bridge Pedestrian Obstacles	■	■		■	
B 4 Provide Stopping and Viewing Places	■	■	■	■	
B 5 Make Plazas, Parks and Open Space Successful	■	■	■	■	
B 6 Develop Weather Protection	■	■	■	■	■
B 7 Integrate Barrier-Free Design	■	■	■	■	
C PROJECT DESIGN					
C 1 Enhance View Opportunities	■	■	■	■	■
C 2 Promote Permanence and Quality in Development	■	■	■	■	■
C 3 Respect Architectural Integrity	■	■	■	■	■
C 4 Complement the Context of Existing Buildings	■		■	■	
C 5 Design for Coherency	■	■	■	■	■
C 6 Develop Transitions Between Buildings and Public Spaces	■	■	■	■	■
C 7 Design Corners that Build Active Intersections	■	■	■		
C 8 Differentiate the Sidewalk-Level of Buildings	■	■	■		■
C 9 Develop Flexible Sidewalk-Level Spaces	■	■			
C 10 Integrate Encroachments	■	■	■	■	■
C 11 Integrate Roofs and Use Rooftops	■	■			■
C 12 Integrate Exterior Lighting	■	■	■		■
C 13 Integrate Signs	■	■	■		■

■ Indicates applicable design guideline

Source: Central City Fundamental Design Guidelines

Design Review in Boise

Review Body

There is one Design Review Commission in Boise that administers both downtown and citywide design guidelines. The Design Review Commission is made up of eight (8) members. They represent a range of professions including architecture, landscape architecture, and engineering—in addition to one liaison to the Planning and Zoning Commission and a youth appointment. Design Review Committee meets once a month in the evening. There are three staff members supporting the Commission. The Commission also reviews appeals of administrative design review decisions and makes recommendations on ordinance amendments to the Planning and Zoning Commission and City Council. The Commission oversees an annual Building Excellence Award to recognize projects that represent the best of Boise's built environment.

Review Tools

Design guidelines are applied through two overlay zones. A Design Review district covers most of the city, and a Downtown Design Review District covers the downtown area of the city. Applications for both overlay districts are reviewed by the same Design Review Commission. The stated objective for the Commission's review is to "*protect property rights and values, enhance important environmental features, and ensure orderly and harmonious development with the community.*"

Downtown and citywide design guidelines follow the same structure and content. The guidelines seek to provide clear objectives for projects while promoting creative and high-quality urban design. The guidelines address four themes:

- Context and considerations
- Block frontages and community design framework
- Site design elements
- Building design

In addition to supporting pedestrian-oriented design, contextual responses, and sustainable designs, the guidelines call for "*maintaining and enhancing property values within Downtown Boise*." While the Downtown Design Guidelines are easy to find on the city's website, the process lacks clear definition for community/users; materials are spread across the website rather than being consolidated in one place for clarity and easy of use.

Guidelines for site design and building design are structured with an intent statement and considerations to be used by the Commission to determine if an application meets the stated intent. Both quantifiable standards and discretionary standards that provide multiple different ways to meet the intent are included in the document. Departures are also permitted to allow an applicant an alternative means of compliance. Criteria for departure are provided. Checklists are provided to facilitate applicants' analysis of the unique context of their site.

Included in the guidelines are block frontage standards. An applicant must first determine their block frontage classification to define applicable standards. Next any future internal connections must be defined. Lastly, if the site is identified as a gateway or high visibility street corner, additional standards apply. Site design elements and building design guidelines apply to all projects irrespective of their frontage type, connections, or designated gateway status.

The Downtown Streetscape Standards and Specifications Manual is appended to the guidelines. Design Review is the process used to ensure streetscape standards are met. The Design Commission considers these standards when reviewing applications. In addition, city staff inspects and enforces streetscape standards through the building division in partnership with the Ada County Highway District, which has approval authority for improvements in public right-of-ways.

Review Process

Boise has two tracks for review:

- Staff level review (e.g., administrative)
- Committee level review (e.g., discretionary)

Administrative review requires no pre-application conference or neighborhood meeting. For Committee level review, an applicant submits schematic designs. An initial staff review is performed. Then a public hearing is held by the Design Review Commission. Notification is mailed to all property owners and residents within 300 feet of the property. Notification is also posted in the newspaper and on the site. Following the hearing, the Commission issues a decision within 44 days that can be appealed by the Planning and Zoning Department or City Council. There are no pre-application conferences or early input on design. Although there's a link on public hearing processes for the public, there is little emphasis on public conversation about design outcomes.

Thresholds

Minor alterations to existing buildings, signs in conformance with sign regulations, parking lots, and canopies and awnings may be reviewed administratively as can minor modifications. There are three different thresholds for additions and remodels based on the increase in a building's gross floor area rather than the valuation of improvements.

- Level I improvement expands floor area by 0 – 50%
- Level II improvement expands floor area by 50 – 100%
- Level III improvement expands floor area by more than 100%

All new non-residential and multi-family projects in the designated downtown planning area are subject to the Downtown design Guidelines. Any visible exterior improvements to a site, building or structure also require design review. There are more detailed thresholds for design review used citywide based on number of units that may offset impact of costs of design review on housing projects.

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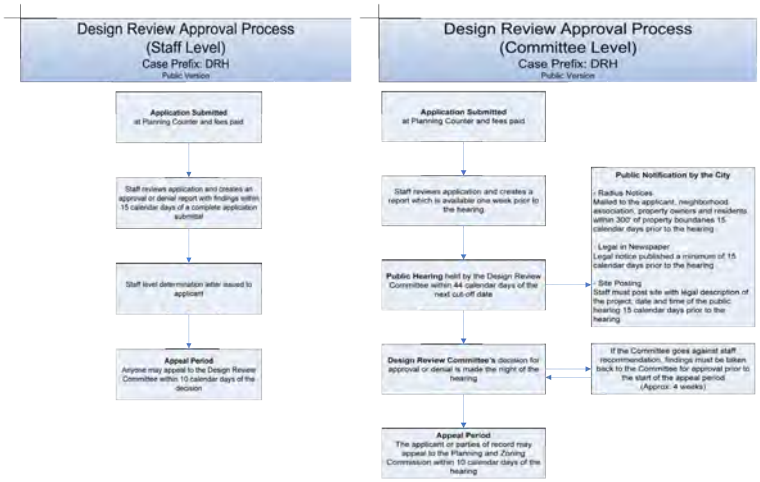
Two-track design review process: Boise

How Does the Design Review Process Work?

The charts below diagram the design review approval process under BCC 11-03-04.12. The thresholds for level of review are under BCC 11-03-04.12 B.



Source for all images: Boise Downtown Design Standards and Guidelines

Building façade standards and departures: Boise

Storefront Block Frontage

Description/Intent:
Storefront Block Frontages are intended to be the most vibrant and activated shopping and dining areas within downtown. They include continuous *storefronts* placed along the sidewalk edge with small scale shops and/or frequent business entries.

Vision:

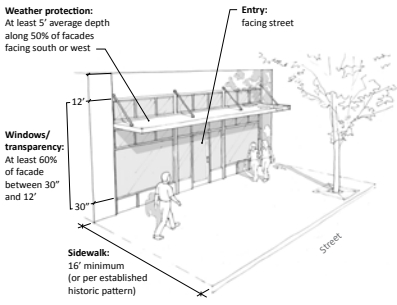
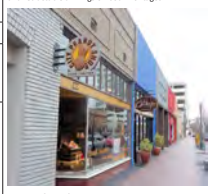


Fig. 2-7. Storefront vision and key standards.

Fig. 2-5. 8th Street in the Downtown core is the prime example.

Fig. 2-6. Another good storefront example.

Storefront Block Frontage Standards:

Element	Standards (➲ indicates a *departure* opportunity)	Example and Notes
Ground floor: • Land use	Non-residential, except for lobbies associated with residential or hotel/motel uses on upper floors (see BCC 11-06 for the specific list of permitted non-residential uses).	
• Retail space depth	30' minimum	
Building placement	At front property line/back edge of sidewalk. Additional setbacks are allowed for widened sidewalk or *pedestrian-oriented space* (see Provision 3.4.2).	
Building entrances	Must face the street. For corner buildings, entrances may face the street corner. 60' maximum separation between building entrances is encouraged. 100' maximum separation between building entrances is a requirement.	Note large storefront windows, front & corner entries, and retractable awnings on both frontages.
Façade transparency	At least 60% of ground floor between 30" and 12' above the sidewalk. ➲	
Weather protection	Weather protection at least 5' in average depth along at least 50% of *façade* ➲; Retractable awnings may be used to meet requirements.	
Parking and driveways	New surface and structured parking areas (ground floor) are not allowed along street frontages (must be placed behind or under buildings). New driveways are prohibited, unless no other access option is available for on-site parking (per the design review authority).	On north facing *facades*, recessed entries may be used to meet the weather protection requirement.
Sidewalk width	16 feet minimum between curb edge and *storefront* (area includes clear/ buffer zone with street trees in grates) OR established historic pattern (whichever is more); ➲	Also see applicable Downtown Plan for further sidewalk/ streetscape design guidance.

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Departure Criteria:

Departures to the above standards will be considered provided they meet the intent of the standards, plus the following special criteria:

Façade transparency: The design treatment of *façade* area between ground level windows provides visual interest to the pedestrian and mitigates impacts of any *blank wall* areas. The City shall consider the current and desired context (per applicable Downtown Plan) of the specific site and determine if reduced transparency would be acceptable even with special *façade* design treatment. No less than 40 percent of the *façade* between 30 inches and ten feet above the sidewalk may be approved with a *departure*.

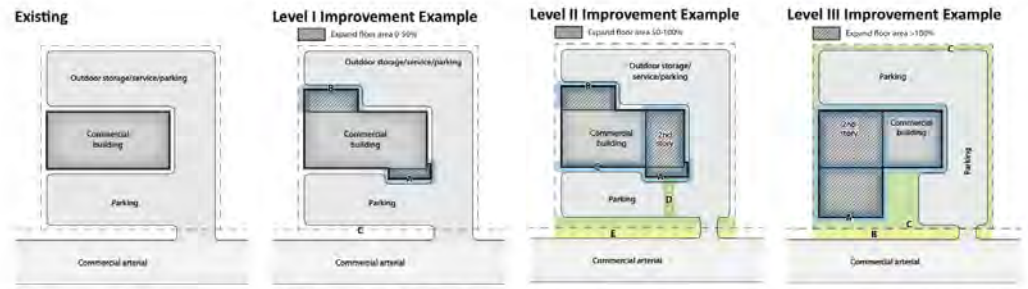
Weather protection: Other design treatments provide equivalent weather protection benefits.

Parking location: *Departures* shall only be considered for phased developments, where parking occupies up to 120 feet of block frontage in the initial phase of development. Design features are included above and beyond standard parking lot buffers to add visual interest to the pedestrian and help provide spatial definition to the street. The applicant shall illustrate how the subsequent phase(s) meet the standards.

Sidewalk width: Sidewalk/streetscape and/or building design techniques should be employed to increase pedestrian comfort and safety and provide visual interest and character to the specific neighborhood. The City shall consider the current and desired context (per Blueprint Boise or applicable Downtown Plan) of the specific site and determine if reduced sidewalk widths would be acceptable even with special design features referenced above. Minimum widths with *departures:* ten feet where on-street parking is present, 12 feet where there is no on-street parking, but a bicycle lane or wide shoulder is present.

Fig. 2-8. Design treatments between sidewalks and parking lots that add visual interest and help to provide spatial definition to the street.

Improvement thresholds: Bosie



Pre-existing non-conformities:

- Parking in front of building
- No pedestrian connection to entry
- Doesn't meet streetscape and landscaping standards
- Facade doesn't meet standards

A. Entry addition meets facade and building design/materials standards (Section 2.2 and Chapter 4)

B. Rear addition meets applicable building design/materials standards (Chapter 4)

C. Sidewalk and landscaping improvements are encouraged but not required.

A. Entry addition meets facade and building design/materials standards (Section 2.2 and Chapter 4)

B. Rear addition meets applicable building design/materials standards (Chapter 4)

C. Facade upgraded to meet applicable facade, building design/materials standards (Section 2.2 and Chapter 4)

D. Pedestrian access improvements per Section 3.1

E. Sidewalk improvements per Section 2.2

A. Entire building meets applicable facade and building design standards (Section 2.2 and Chapter 4)

B. Sidewalk improvements per Section 2.2

C. Site design conforms with block frontage provisions (Chapter 2).

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SECTION 3 – NEW DESIGN GUIDELINES FOR SPOKANE: STATE OF THE PRACTICE FROM PROFILE CITIES

Spokane's design review system needs improved tools, clarification about thresholds, and additional procedures to address the four topic areas that are the primary subject of this project:

- Areas outside of the city center or downtown / City-Wide (or Base) Guidelines
- Public Projects and Structures
- Skywalks over Public Rights-of-Way
- Planned Unit Developments

Needed New Design Guidelines

Citywide-applicable Guidelines

This is not a type of project or development but may be best described as a set of urban design Best Management Practices. The reason these are necessary relates back to why we have design guidelines in the first place—in order to facilitate effective conversations about a project or plans design elements in order to meet the community's aesthetic expectations.

Examples:

- When Urban Design staff or the Design Review Board are asked to provide advice on a Plan (not connected to a development proposal).
- When Urban Design staff or the Design Review Board are tasked with evaluating a Design Departure (to determine whether an alternative design proposal is superior in design and may qualify for a departure).
- When Urban Design staff or the design Review Board are asked to provide advice in unique projects that have no adopted design guidelines.

Public Projects

All public projects in the city are subject to design review. Here's a brief list these kinds of projects:

- All City of Spokane Projects (Parks, Bridges, Trails, City Buildings/Structures, Open Space)
- Spokane School District Buildings and Structures (Elementary Schools, Middle Schools, Senior Highs, Administrative and Maintenance Buildings)
- Charter School Building and Structures
- Public Colleges and Universities Buildings and Structures (SCC, SFCC, EWU, WSU, UW)
- Spokane Public Libraries
- Spokane Transit Authority Buildings and Structures
- County, State, and Federal Buildings and Structures

Skywalks in Spokane

This category of project includes any type of structure or building intended that is built over a publicly owned right-of-way. Here's a brief list these kinds of projects:

- Conventional Skywalks (like those in the downtown)
- Buildings over public streets (like those in the hospital district)
- On/Off-ramps to elevated structures located on adjacent parcels
- Open-air pedestrian trail bridges

Planned Unit Development Projects

These are a unique type of subdivision which does not fully comply with the development standards but may be approved based on its superior or innovative design.

A good local example is Kendall Yards.

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State of the Practice for Citywide Design Guidelines: Seattle

Seattle has a system of neighborhood-based design review boards. There are eight (8) boards that represent twenty-three neighborhoods comprising the entire city limits. The Downtown Design Review Board is one of these eight boards. Design Review boards have the same number of members and make-up as the Downtown Design Board. Collectively these design review boards review the majority of new multi-dwelling and commercial private development projects citywide. This system emerged in the 1990s in response to long-simmering conflict between the city and neighborhood activists. The intention is to align neighborhood plans and vision into a well-integrated city plan with political support. The de-centralized system emphasizes collaboration and inclusivity over a centralized system like the design review system in the City of Portland.

Seattle has a set of citywide design guidelines and twenty-three sets of neighborhood design guidelines. Designated neighborhoods can choose to develop a neighborhood plan that forms the basis of design guidelines or defer to the comprehensive plan. Neighborhood guidelines follow the same structure and topics as citywide guidelines and are used in tandem. Neighborhood guidelines include a character area map. Specific guidelines refer to these areas; the intent is to reinforce the context, role, and desired future character of each of these areas. Information is provided on additional policies and documents that inform guidelines. The coordination of citywide and neighborhood guidelines translates into consistency and ease of use for applicants. The same system of review and thresholds used for the downtown is applied citywide. Mandatory Housing Affordability (MHA) projects outside of downtown can now be reviewed administratively as well.

Citywide and neighborhood design guidelines give broad guidance on design of buildings and sites to encourage flexible responses. Design intent is expressed through images and language that promote excellence in design. Opportunity to depart from code standards increases ability of projects to respond to unique site conditions. Bi-annual People's Choice Design Awards celebrate innovative designs and encourage creative approaches over those more focused on receiving approval from the Design Review Board.

Changes have been made following an intensive assessment of the design review process in 2018. Changes include:

- Reducing impact of design review on smaller projects (8,000 – 15,000 SF) to decrease associated costs that impact cost of providing housing by increasing thresholds for design review and using gross square footage instead of number of units.
- Guidelines to improve efficiency and effectiveness of review meetings given large number including procedural changes to improve two-way dialogue
- Applicants required to receive and incorporate public comments prior to formal review

The city provides easy and clear access to guidelines and review materials through their website, as well as staff and board member contacts and all meeting minutes. The process is clearly explained, and an interactive map shows all private projects currently under review. "How to guides" and sample community outreach plans are excellent resources and effectively engage community members. Quick links on "How to comment" and an updated process requiring early community outreach for all private project types (including a website that tracks all projects currently under review and provides links to community organizations) encourages discussion with community members. Early outreach program required of all projects prior to Early Design Guidance meeting translates into more dialogue and reduced conflicts in review process. The stress on engaging the community and a clear and fair process has translated into a low number of appeals. For example, between 2014 and 2015 just 2% of projects reviewed were appealed. This emphasis has come, however, at the expense of an increasingly onerous review process that drives up the cost and uncertainty of development.

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Additional Information

Below are the issues raised by among others city administrators, developers, architects, and neighborhood advocates as part of the recent review of the current process conducted to address housing affordability concerns.

Unmanageable process

Thresholds for private projects for Full Design Review and large number of Neighborhood Design Guidelines translates into extensive design review. An average of 111 projects are reviewed annually be each neighborhood board. Desire has been expressed by the city through recent review of process to focus attention of design review on most complex projects with greatest design challenges.

Stakeholders note the lengthy process of Full Design Review adds cost and uncertainty to timeline for projects. Review Boards can require more meetings as they see fit.

Administrative review is used much less in Seattle putting a big burden on staff and board members to conduct Full Design Review.

Lack of consistency

While design intent is expressed in guidelines, the city's review of the process noted that the number of review board members and range of experience has resulted in varying success of outcomes; there is a lack of consistency across seven review boards.

Critics in the field have noted that there is inconsistency in how different neighborhood review boards apply similar guidelines. They have noted a lack of predictability for applicants and deficiency in awareness about impacts changes can have on project costs/outcomes.

Increase to cost of housing

Stakeholders in the city review noted that low thresholds for projects has resulted in an oversized impact on the cost of smaller housing projects that are desirable. There was support for the recent proposed Streamlined Design Review. Additionally, the city adjusted thresholds to permit all publicly funded affordable projects to go through Administrative Review.

urbsworks

DRAFT

Coordinated citywide and neighborhood guidelines

Seattle Design Guidelines

CS2

Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

See also DC3.C1 Character of Open Space for related guidance.

Originally designed with long curving streets and few intersections, this development reinstated the street grid to better reflect and connect to neighboring properties.

For information about Seattle street improvements and standards, consult the Right-of-Way Improvement Manual (ROWIM) published by the Seattle Department of Transportation at http://www.seattle.gov/transportation under the "Resources" link.

See also PL1.A1 Enhancing Open Space for related guidance.

Design Approaches and Strategies to Consider:

A. LOCATION IN THE CITY AND NEIGHBORHOOD

1. **Sense of Place:** Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.
2. **Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incoproate design detail, articulation and quality materials.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

1. **Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.
2. **Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

All Design Guidelines at a Glance

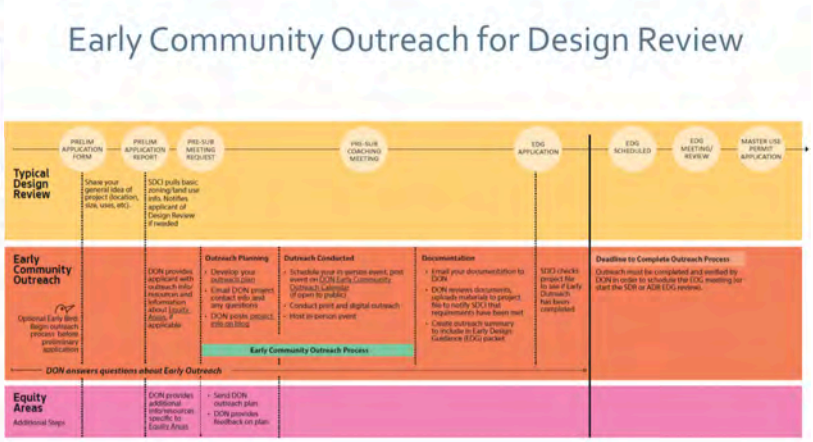
The Ballard Neighborhood Design Guidelines work together with the Seattle Design Guidelines, which remain applicable on all projects subject to Design Review. See SMC 23.41.004 for information on Design Review thresholds.

Below is a list of the 11 Seattle Design Guidelines. The column to the right indicates if the Ballard Neighborhood Design Guidelines provide supplemental guidance for that topic. A "**YES**" means both Seattle Design Guidelines and Neighborhood Design Guidelines are applicable. A "**NO**" means only the Seattle Design Guidelines apply.

Seattle Design Guidelines		Ballard Neighborhood Design Guidelines
CONTEXT & SITE (CS)		
CS1	**Natural Systems and Site Features** Use natural systems and features of the site and its surroundings as a starting point for design	YES
CS2	**Urban Pattern and Form** Strengthen the most desirable forms, characteristics and patterns of the surrounding area	YES
CS3	**Architectural Context and Character** Contribute to the architectural character of the neighborhood	YES
PUBLIC LIFE (PL)		
PL1	**Connectivity** Complement, connect and contribute to the network of open spaces around the site	YES
PL2	**Walkability** Create a safe and comfortable walking environment, easy to navigate and well connected	NO
PL3	**Street-Level Interaction** Encourage human interaction and activity at the street-level, including entries and edges	YES
PL4	**Active Transportation** Incorporate features that facilitate active transport such as walking, bicycling and transit use	YES
DESIGN CONCEPT (DC)		
DC1	**Project Uses and Activities** Optimize the arrangement of uses and activities on site	YES
DC2	**Architectural Concept** Develop a unified, functional architectural concept that fits well on the site and its surroundings	YES
DC3	**Open Space Concept** Integrate building and open space design so that each complements the other	YES
DC4	**Exterior Elements and Finishes** Use appropriate and high-quality elements and finishes for the building and open spaces	YES

Source: Seattle Citywide Design Guidelines, Ballard Neighborhood Design Guidelines

Transparency in materials/emphasis on community outreach in process



Source: "Engage with Design Review" presentation: http://www.seattle.gov/Documents/Departments/SDCI/About/HowEngageDesignReview.pdf, Seattle Department of Neighborhoods website: http://www.seattle.gov/neighborhoods/outreach-and-engagement/design-review-for-early-outreach

State of the Practice for Citywide Design Guidelines: Portland

Portland applies citywide design guidelines through a design overlay that modifies base zones. Any project, whether public or private, is subject to design review if located within a design overlay and over a certain threshold in size. Previously about 7% of the city was covered by the design overlay primarily in the central city. A recent update, however, expanded the area subject to design guidelines to 38%, covering the city's centers and corridors. This change seeks to address the increase in growth outside the central city and a desire to apply the same stringent emphasis on good design that has been in place since the 1980s through the design review process. The intent of review has evolved from a tool that focused on preservation and compatibility to a tool that supports and anticipates areas of high growth. Annual review processes are in place to assess the design review process including caseload by district, type, and land use so the process can be amended to meet the needs of the city. There are also annual design excellence awards celebrating innovative designs.

While all projects in the Central City must undergo discretionary review, there is a two-track process for other areas in the design overlay outside downtown. Based on the type of development or value of improvements, projects either go through a minor or major review. A Minor Review (Type II procedure) is an administrative decision made by staff. Clear and objective Community Design Standards are the review tool. These primarily address the compatibility of infill with existing neighborhoods. A Major Review (Type III procedure) is a discretionary review that goes before the one centralized Design Commission serving the city at large. All major public and private projects citywide are subject to discretionary design review. Designated Design Districts have their own district-specific design guidelines in place as the review tool for the discretionary review by the Design Commission. These guidelines are used as tools by the Commission to deliberate the merits of how an applicant has responded to the intent of design statements that do not offer clear and objective standards but rather guidance.

Recent changes have modified the thresholds for design review to streamline review and reduce the burden on smaller projects and workload for the Commission and staff. While this change does require a high level of staffing to review projects administratively, the hope is that it will reduce the number of projects reviewed by Design Commission. Citywide guidelines were recently updated to reflect the city's Comprehensive Plan. The guidelines now

focus on three tenets of design (response to context, public realm and ground floor design, and quality and sense of permanence). These tenets reflect the concepts that have guided growth downtown for decades. The guidelines are sequenced from the big-picture to site-specific considerations and balance the aspirations of future desired character with today's context. Each guideline has a background statement outlining why the guideline is important and what specific issues it addresses. Diagrams and photographic examples illustrate potential design approaches to meet the guideline.

Other changes to the process reflect the need to better communicate the design overlay and clarify the role of review to the public. These changes came out of a public and stakeholder involvement process. Proposals that add at least 10,000 square feet of net building area to a site are now required to make neighborhood contact prior to submittal of an application. Renters have been added, in addition to property owners, to mailed notifications. Larger signs are posted announcing design review and include a site plan and rendering. The involvement of neighborhood groups in design review has not been consistent or well-document. Applicants are now expected to document community input. There is support for increasing transparency of both Type II and Type III processes through increased communication between the city and public including through an interactive website.

Additional Information

Below are the issues raised by among others city administrators, developers, architects, and neighborhood advocates as part of the recent review of the current process in response to a changing development environment placing stress on the existing process and tools.

Unmanageable process

The detailed nature of the design review and procedures in Portland is a process built up over time that lacks consistency in both its tools and application. Designated areas of the city have extensive and detailed guidelines while large areas of the city rely on outdated community design standards. While these are in the process of being updated – more here

It is not always clear that the standards and guidelines making up the tools of design review address the same issues in a consistent way and format. It would be helpful to have a tool to collate district design guidelines either into a single citywide set or a checklist.

Given the large number of projects subject to centralized design review, hearings are lengthy and unwieldy. The city is seeking to improve meeting protocol and focus commission deliberation. Recommendations have been made to hold the commission responsible for tying their comments to relevant guidelines that pertain to the current state of review. A checklist tool is being developed to summarize guidelines and group them by the three tenants of design to place greater emphasis in review on response to context over other design issues. The city is also considering adding a second design commission to cover areas outside of the Central City following a trial period of proposed changes to manage meetings more effectively.

Lack of consistency and integrated process

Although the Central City Design Guidelines and Neighborhood Subdistrict Design Guidelines follow a similar outline, they are not a seamlessly integrated tool. The interaction/overlap of overall design guidelines, subdistrict design guidelines, community design guidelines, and designated conservation district guidelines is confusing. One reviewer noted the *"plethora of standards and guidelines can be both daunting and confusing."*

A clear and fair process would make it easier to understand for applicants and streamline the process. A better explained or simplified process would be better navigated by community members and easier for users.

Overly detailed nature

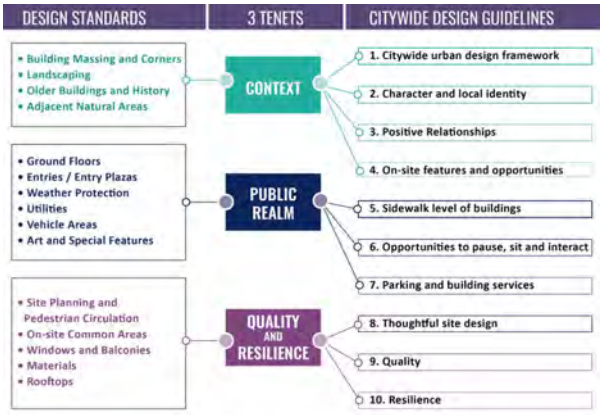
Although design review broadly covers all aspects of a project, the process does allow for flexibility around modifications from design guidelines to allow for better design that is both innovative and appropriate to its location. Some critics argue, however, that the emphasis in review is on the details at the expense of bigger

picture review. The city is seeking to address this by requiring a Design Advice Request (DAR) in addition to a pre-application conference for all projects over a certain size (half a city block) or in specified geographic locations. DAR would be used to set design direction early. DARs would address early schematic design including context analysis, initial concepts, massing, and site planning.

Increase to cost of housing

Applicants argue that the process of design review is not in sync with the typical sequence of designing buildings. Additional review meetings can be added, and input may come too late in the process. Issues that appeared resolved may be. Some have raised the concern that the value review adds to the quality of design does not outweigh the negative impacts on the cost of housing. Recently Portland began providing courtesy pre-application conferences to all 100% affordable projects throughout the city to address these concerns. It is not clear if this goes far enough however.

Core tenant of design guidelines



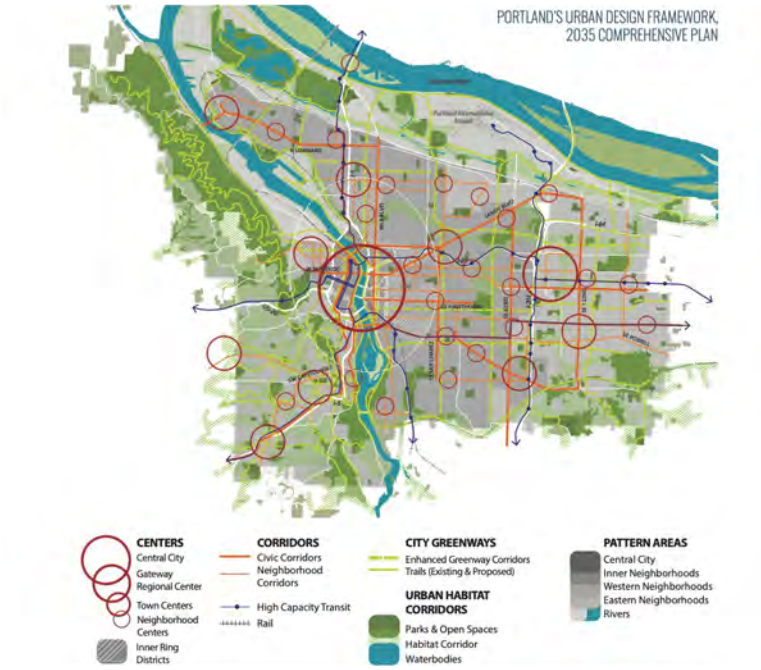
Source: Design Overlay Zone Amendments, Proposed Draft – September 2019, https://beta.portland.gov/bps/doza/doza-documents-and-resources

Checklist to streamline design review: Portland

	COMMUNITY DESIGN GUIDELINES (1998)	DATE	PROJECT NAME PROJECT ARCHITECT	PROJECT NUMBER PROJECT VALUE $
P	PORTLAND PERSONALITY	STRONG	FAIR	WEAK
P1	Enhance sense of place & identity by incorporating features that respond to area's desired characteristics and traditions			
P2	Enhance identity of historic and conservation districts, using features that reinforce area's significance			
P3	Develop/strengther transitional role of gateways adopted in community plan			
E	PEDESTRIAN EMPHASIS	STRONG	FAIR	WEAK
E1	Create a safe and connected sidewalk network for pedestrians			
E2	Provide comfordable places along circulation routes to stop, meet and rest			
E3	Create a sense of enclosure through design features, gathering places and differentiated façades			
E4	Create active intersections through careful scale and location of building entrances			
E5	Design to protect pedestrians from sun, shadow, glare, reflection, wind and rain			
D	PROJECT DESIGN	STRONG	FAIR	WEAK
D1	Create outdoor areas when possible. Design these areas to be accesible and connected to pedestrian circulation			
D2	Make main entrances to buildings prominent and transit-oriented			
D3	Enhance building design through placement of landscape features			
D4	Integrate parking to minimize negative impacts for pedestrians			
D5	Reduce crime through placement of windows and active ground level use			
D6	Respect building character when making exterior modifications.			
D7	Incorporate elements of nearby qualify buildings such as building details			
D8	All parts of a building should be interesting and long lasting, forming a cohesive composition			

Source: Design Overlay Zone Assessment, Final Report

Urban design framework guiding citywide design review establish pattern area characterisitcs and aspirations for centers, corridors, and transit stations: Portland



Source: Design Overlay Zone Amendments, Proposed Draft

State of the Practice for Public Projects and Structures: Seattle

The Seattle Design Commission (SDC) provides direction on all city-funded capital improvement projects that are located on city land, in the right-of-way, or constructed with city funds. Capital facilities include projects such as parks, community centers, libraries, and fire stations. They also review projects that require permanent or long-term vacation of a street or alley such as skybridges. They also support Light Rail Review Panel and advise the Department of Transportation on permits requesting long-term use of a ROW and review major transportation projects. The SDC has broad authority to review capital improvement projects and coordinate across relevant city agencies. Their purview and tools differ from the citywide process described above overseen by the Design Review Boards. There are ten (10) commissioners who have expertise in the following fields:

- Two (2) licensed architects
- Landscape Architecture
- Planning
- Engineering
- Urban design
- Fine art
- One (1) member at large
- One (1) "Get Engaged" candidate who represents next generation of leaders/advocate for youth voices

The SDC meets twice a month and is supported by four staff members. All meetings are public and allow for comment.

Review Tools

The SDC refers to an internal handbook for guidance on reviewing projects as well as the following broadly defined values:

- Inspired design that unifies the public realm and inspires the community by embodying state of the art practices
- Contextual integration of design that responds to context and enhances the neighborhood
- Innovative sustainability that minimizes environmental impact and emphasizes self-sufficiency
- Social inclusion in design that elevates quality of life for all and responds to cultural context
- Exemplary partnerships that integrate design across multiple disciplines and agencies
- Effective investments that provide high value over total life-cycle of project

There is not a specific set of guidelines the SDC uses. Rather they refer to existing policies. For example, they refer to the city's Sustainable Buildings Policy, equity in the design of public spaces or public facilities policy, street vacation policies, and public benefit policies, among others. A planning handbook is provided to applicants to detail all steps of the review process and requirements for presentations to the SDC. Applicants must submit extensive documentation including design issues, geotechnical conditions, site layout, stormwater collection, and cost estimates. Also submitted are analyses of neighborhood context, an urban design analysis of key project features, intended character, and experiential qualities of the design.

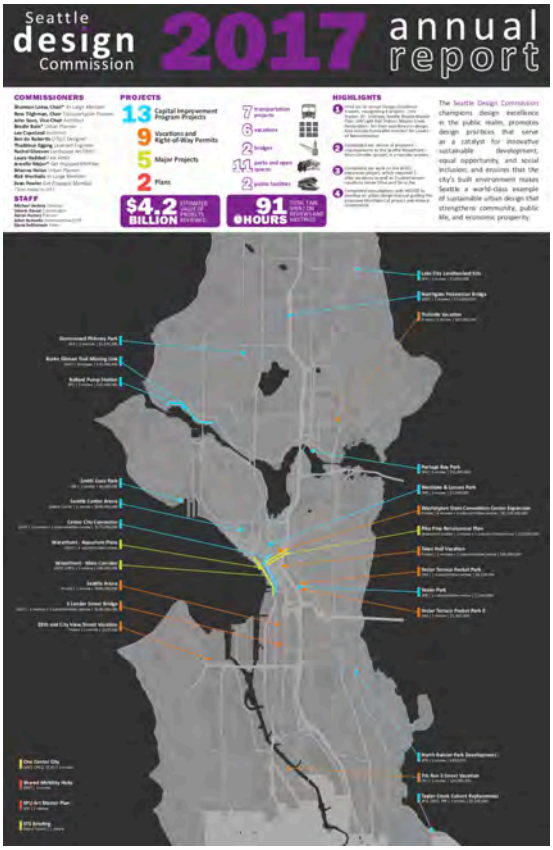
A feedback loop is in place to assess the design review process for public projects; annual reviews keep track of the number and types of projects reviewed; successes are noted along with the amount of time spent in review and total amount in dollars of projects reviewed. The system of review allows for meaningful input about design while seeking to reduce cost impacts on projects; this translates into increased value for public investments and improved results.

Review Process

Projects are reviewed at concept design (30% of final design), schematic design (60% of final design), and design development (90% of final design). If the project is complex in size or mission or assumes a street or alley vacation, a pre-design (15% of final design) review may be held. Leading up to each of these benchmarks, there is extensive internal review by a dedicated project team representing different agencies. The SDC votes to approve a project at each phase. If the Commission does not approve a project progressing to the next phase, multiple reviews may occur.

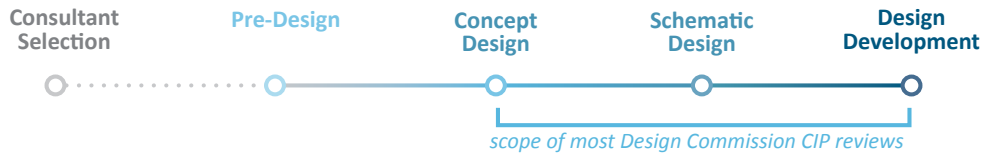
The SDC does not approve a permit but advises the Mayor, City Council, and Planning Commission on design excellence for publicly funded projects. In reviewing public right-of-way proposals (such as skybridges), the intent of the review is to provide clear recommendations to the City Council about what kind of public benefits should be provided to offset the loss of a street or alley.

Annual review promoting accountability and excellence in public projects: Seattle



Source: Seattle Design Commission Annual Report, https://www.arcgis.com/apps/MapSeries/index.html?appid=4b00fbd91e624c6abf645a3549123269

Review that mirrors design process (30%, 60%, 90%)



Source: Design Commission Review Handbook, https://www.seattle.gov/Documents/Departments/OPCD/DesignCommission/ProjectHandbook/SeattleDesignCommissionHandbook.pdf

State of the Practice for Planned Unit Developments: Portland

In Portland Planned Unit Developments (PUDs) are referred to as Planned Developments. They are a policy tool intended to allow for creative development while assuring that the project complements existing neighborhood character. They provide a master planning tool to allow additional housing types and uses that may not be allowed in base zones. The mechanism also facilitates configuring a site to visually integrate natural and built features.

Portland's Planned Development provides a two-part, tiered system with each tier permitting greater density, clustering, land use mix, or larger buildings in exchange for more in-depth review. When in a single dwelling zone, reviews tend to be Type III with a public hearing. When the application is in a commercial or mixed use zone, reviews tend to be administrative with a neighborhood contact. Options include:

Alternative development options in single dwelling zones – Permits additional housing types on a single dwelling-zoned site, including middle housing types (e.g., duplexes and attached dwellings), and multi-dwelling buildings. Certain base zone development standards are allowed to be modified. Lots are permitted to be smaller, and density is permitted to be transferred between sites. Total density cannot be exceeded but can be re-distributed. Even some land uses that are not permitted in single dwelling zones, such as commercial uses (e.g., a small grocery store) are permitted though this provision. Alternative development options in single dwelling zones are processed through a Type III Review.

Planned Development Bonus for commercial and mixed use zones – Applicants with larger sites in commercial or mixed use-zoned outside of the Central City and designated plan districts may propose additional Floor Area Ratio (FAR) and height in exchange for the provision of affordable housing, public open space, low carbon buildings and a public review process. Planned Development Bonus for commercial and mixed use zones are processed through a Type III Review, with some additional steps required, such as neighborhood contact.

When a Planned Development is applied for in conjunction with a Land Division Review—in areas of low-mid-density single dwelling—then the review is Type III with neighborhood contact. All other Planned Developments applied for in conjunction with a Land Division Review are subject to a The Type IIx procedure, which is an administrative process, with the opportunity to appeal the planning bureau director's decision to another review body.

Approval criteria

If the Planned Development is not proposing additional height or FAR, then the following criteria apply:

- Urban design and development framework:

- The proposed overall scheme and site plan provide a framework for development that meets applicable Community Design Guidelines and will result in development that complements the surrounding area.
- Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area.
- Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users.
- The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood.

- Transportation system – The transportation and circulation system provides multimodal connections that support the development of the site, and limit impacts to adjacent neighborhoods.
- Stormwater Management – The Planned Development meets the requirements of the Stormwater Management

Planned Developments that are proposing departures from site-related development standards must prove that the proposal better meets approval criteria.

For Planned Developments in commercial and mixed use zones, proposed commercial uses must meet other requirements, such as proving a lack of other nearby commercial uses, and that commercial uses will be local-serving.

State of the Practice in Planned Unit Developments: Boise

In Boise Planned Unit Developments (PUDs) are reviewed and permitted by the Planning and Zoning Commission. A pre-application conference is required for all subdivisions over 40 lots, conditional use permits, annexations, variances, special exceptions, rezones, or land use map amendments. This step may be waived by the Director if the project is not complex and has little potential to substantially impact neighboring properties. A neighborhood meeting is required, and notice is sent to all property owners within 300 feet and neighborhood associations. The meeting can also be waived by the Director. A public hearing is held either by the Planning and Zoning Commission or a Hearings Examiner. Approval can be granted by the Planning and Zoning Commission, the Planning Director, or a Hearing Examiner. It is not the intent of design review for PUDs to restrict or specify design; exterior detail or design, color, or materials are not reviewed except to the extent to which they may affect the general appearance and compatibility of a development. All multi-family buildings must be designed to comply with Citywide Design Standards and Guidelines. Otherwise the Commission conditions approval on conformity to approved plans and specifications including the Comprehensive Plan, Building Code and Public Works standards.

State of the Practice for Skywalks over Public Rights-of-Way: Seattle

Applicants wanting to construct a skybridge must petition City Council for authorization under a term permit. Together the City Council and the Director of Transportation review submittals. Prior to submittal there is a Design Guidance meeting with the Skybridge Review Committee (SRC) made up of staff from SDOT, SDCI, and the Design Commission.

At this meeting the SRC will review the proposal, identify issues, offer alternatives, and offer a threshold assessment of the feasibility of the skybridge. Applicants must submit conceptual drawings, cost estimates, alternatives, statement of reasons for necessity of skybridge, whether it is for general public or limited private use, and conceptual public benefit mitigation elements. The Director of Transportation is responsible for circulating the application to all interested city departments and public and private utilities affected for their review, comment, and recommendation. Applicants must also present to the Seattle Design Commission (the same Commission that reviews all public projects), and they will provide a recommendation to the SDOT Director.

The City Council then reviews all recommendations and makes a determination. No skybridges are permitted over streets designated as Downtown View Corridors. A new skybridge will not be approved unless it is found that it is in

the public interest and no reasonable alternative exists. Following conceptual approval of preliminary application, construction plans are submitted to the Director of Transportation and Director of Department of Construction for final review and recommendation to City Council. Skybridge term permits are approved generally for a ten-year term and will be renewed twice. Once the permit expires, the owner must renew their permit for review by SDOT and approval by City Council.

State of the Practice for Skywalks over Public Rights-of-Way: Portland

Portland has design review for skybridges via a Major Encroachment Review process. Pedestrian walkways above ground are allowed on a limited basis through a lease. Skybridges in Portland have historically been strongly discouraged, however with more multi-level senior living projects occupying multiple adjacent blocks, some projects have been recently approved.

. The Portland Bureau of Transportation details the policy guiding design criteria and practices that promote an environment conducive to walking. Broad pedestrian design principles are articulated along with specific conditions which above grade, at-grade, and below grade projects must meet.

Applicants submit documentation of their proposal. Staff then makes a recommendation to the Design Commission (the same commission that reviews downtown and citywide design proposals). Their review is intended to ensure the public use of the right-of-way is protects and that the characteristics of four designated districts (including the downtown) are preserved.

Skybridges must be in conformance with downtown design guidelines for promoting the "Portland Character." The applicant must demonstrate a public benefit which cannot be achieved without the encroachment. The stated desire is for features that enhance Portland as a livable city and extend the city's attractive identity. Staff performs a review then makes a recommendation to the Design commission. There is a presentation to the Design Commission and then a recommendation is made to the City Engineer on issues of design, aesthetics, views, and interpretation of city policies. Review is based on policies articulated in the citywide policy on Encroachments in the Public Right-of-Way as well as the goals and guidelines of the Downtown Plans and Downtown Design Guidelines. Skybridges are prohibited over streets designated as primary view corridors, discourage in secondary view corridors, and discouraged where they block views to visual focal points. The City Engineer then makes a recommendation to City Council for final approval.

2021-2026
Citywide Capital Improvement Program (CIP) Hearing

Plan Commission

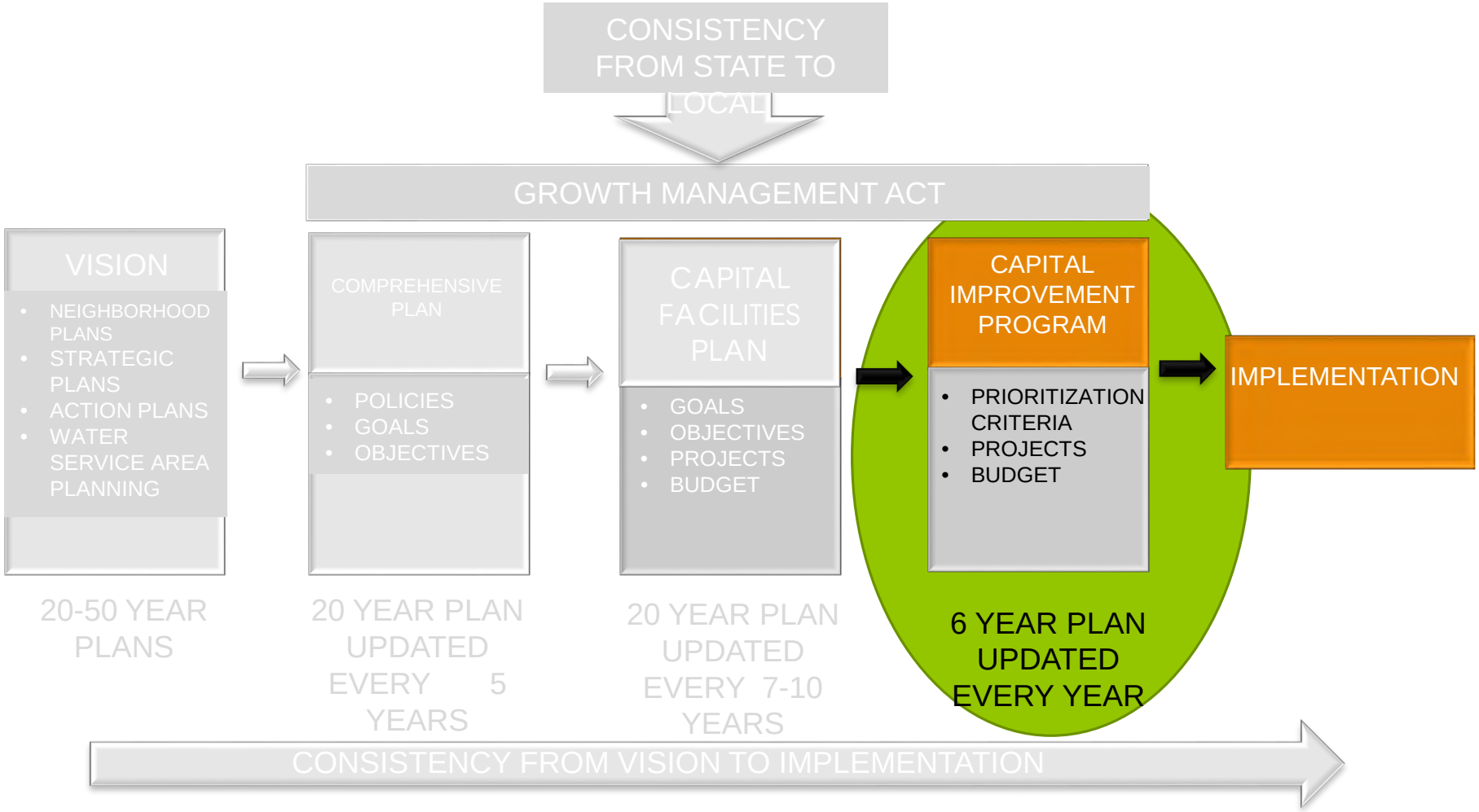
October 14, 2020

AGENDA

Infrastructure Planning

- **Comprehensive Plan**
  - 20-year outlook, updated periodically in addition to annual amendments
- **Citywide Six-Year Capital Improvement Program (CIP)**
  - Updated every year
- **Annual Budget**
  - Updated every year

Infrastructure Planning



Citywide Six-Year Capital Improvement Program (CIP)

Process

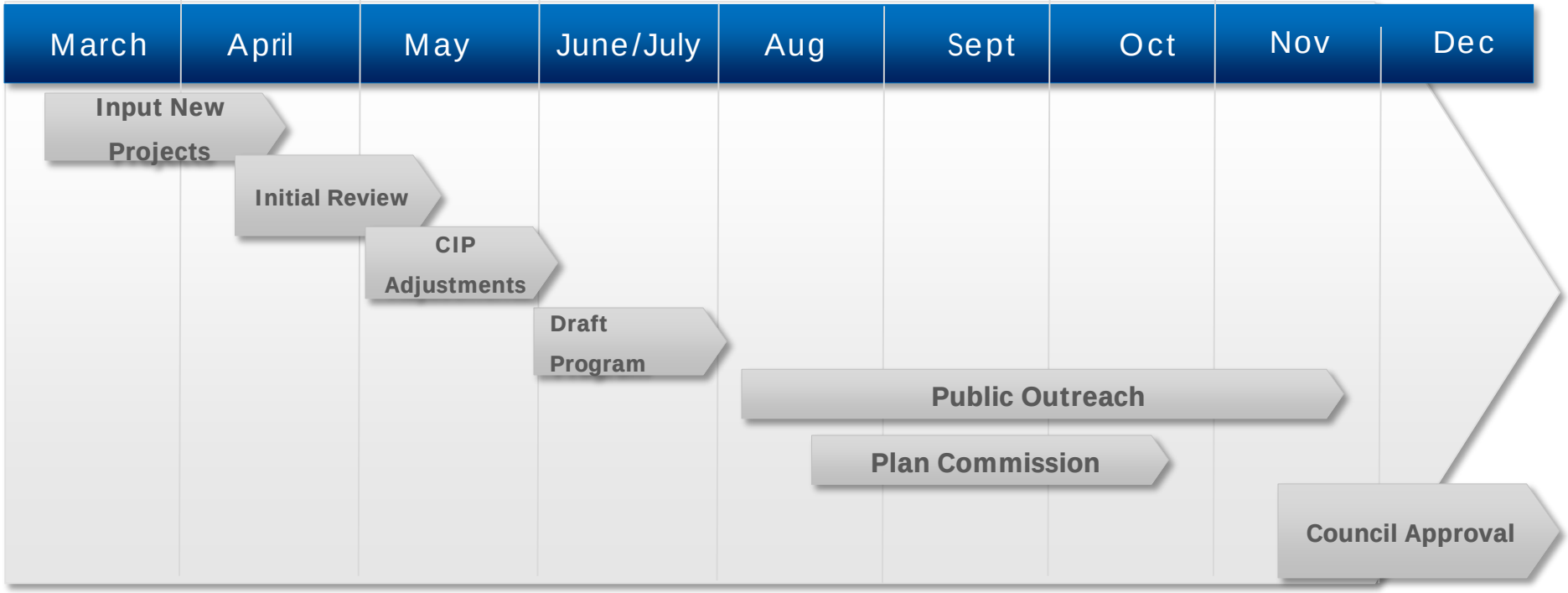
- **Updated every year**
  - Existing Capital Projects in the Program are reviewed by City Staff & Administration
  - New Capital Projects are considered, discussed, and when approved, submitted for inclusion in the current year Draft Program by City Staff & Administration

Citywide Six-Year Capital Improvement Program (CIP)

Process

- **Projects Presented to the City Plan Commission at the Consistency Review Workshop (All Departments: September)**
  - Projects Reviewed by the City Plan Commission for Consistency with the City's Comprehensive Plan
- **City Plan Commission issues a Findings of Fact, Conclusions, and Recommendations document at the CIP Hearing (October) which is taken forward to City Council**
- **Vote on Adoption of the CIP by City Council (November)**

2021-2026 Citywide CIP Timeline



March - June	City Departments submit projects
June - July	City Administration reviews and develops a Draft Program
Aug - Oct	Public Outreach
Aug - Oct	Plan Commission Consistency Review Workshop, Hearing & Recommendation
Nov - Dec	Vote for Adoption of the CIP by City Council

AGENDA

Overview of 2021 Annual Update

473 total projects in the CIP - $807.9M

80 new projects in the Program - $130.7M

241 projects with work in 2021 - $180.2M

Department	Total Projects	Total Funding	New Projects	New Projects Funding	2021 Projects	2021 Projects Funding
Asset Management	44	$146,213,072	2	$290,000	17	$40,393,690
Fire	6	$12,421,974	0	$0	5	$1,497,548
Information Technology	12	$27,038,219	7	$14,651,000	10	$3,170,367
Library	1	$70,000	0	$0	0	$0
Parks and Recreation	61	$37,939,900	4	$5,225,000	15	$8,851,900
Police	10	$26,975,004	3	$325,000	9	$4,657,743
Solid Waste Collection	7	$23,933,000	0	$0	3	$3,708,000
Solid Waste Disposal	29	$24,265,500	3	$1,100,000	13	$5,450,500
Street	95	$190,703,502	26	$27,279,032	44	$45,671,391
Wastewater	124	$138,229,351	21	$21,749,000	70	$39,610,351
Water	84	$180,094,960	14	$60,081,000	55	$27,225,960
TOTAL	473	$807,884,482	80	$130,700,032	241	$180,237,450

Next Steps

- **October 14 - Plan Commission Hearing**
  - **Findings of Fact, Conclusions, and Recommendations on the 2021-2026 Citywide CIP**
  - Certification that the CIP is in full compliance with the existing Comprehensive Plan & makes recommendation to City Council for adoption
- **October 26 - City Council Action to set Capital Hearing date**
- **November 2 - First Reading of the 2020-2025 CIP Ordinance**
- **November 9 - Council Hearing and Vote for Approval of 2021-2026 CIP**

Draft Citywide CIP document

https://my.spokanecity.org/projects/capital-programs/

Paul Ingiosi
Director of Management and Budget
pingiosi@spokanecity.org
(509) 625-6061

AGENDA

City of Spokane Design Standards (*Draft V12*)

Oct 7, 2020

STREETS, ALLEYS, BIKEWAYS, AND SIDEWALKS

3.0 Preface

The City of Spokane's adopted infrastructure standards require the design of integrated systems. For streets, this means not only that the full network of streets will function as a system, but that the other systems the streets intersect (transit, bike, emergency response, stormwater) will be seamlessly integrated.

Each section of the standards begins with a brief definition of the topic followed by the design standard.

The following key points guide this document.

- Street design is an iterative process, that entails flexibility and trade-offs. Within the built environment, particularly, physical space might limit what or how specific elements fit together to deliver a desired contextual experience. Decisions may be pushed by regulation, physical constraints, or public opinion, but ultimately should be guided by planned strategies and/or engineering standards.
- Balance is important. To maximize one component often means less achievement of another (prioritizing vehicle speeds often degrades conditions for people on foot and bike). The proper balance will vary from place to place in the city.
- Successful design will reflect community priorities, as defined through public outreach activities at planning, scoping, and design levels. Often, achieving a design that balances scope delivery, while accomplishing community goals will require compromise.
- The ultimate focus of street design should be how the street feels for users (drivers, pedestrians, shoppers, transit riders, residents, schoolchildren, etc.) on the ground level, and the desires of the city and community for how they want the space to function.

Transportation facility design will generally be based as either: new infrastructure built to facilitate development activities, or modification of pre-existing infrastructure. Development of new infrastructure will be held to the requirements here-in to deliver the most appropriate conditions to provide travel through the various urban conditions. Often the existing built environment does not adhere to today's standards, which have been updated over the years to reflect best practices. Thus, preservation or reconstruction work will often require more balancing of priority, and will necessarily vary from the standards due to limitations of space or inadequate meshing of facilities. New Development, Preservation, and Reconstruction work are defined in section 3.1 Definitions to provide guidance for the conditions wherein variance from the standards may be acceptable.

3.1 Definitions

AASHTO See Section 1.2

ADA See Section 1.2

ADAAG See Section 1.2

Alley A public or private way designed or intended to provide access to abutting properties. Alleys are generally not intended for through vehicle movements, but are useful to providing access to businesses and residences, and in some locations bicycle and pedestrian improvements.

Arterial See *Principal Arterial, Minor Arterial,* or *Collector Arterial.*

Bicycle Facilities Facilities designated for use by commuter and recreational bicyclists. The following types of bicycle facilities are identified in the Master Bicycle Plan:

- Neighborhood Greenway
- Shared Lane
- Bike Lane
- Bike-Friendly Route
- Shared Use Path
- Soft Surface Path (unpaved)

Buffer Strips Hard surfaced or landscaped areas between travel or parking lanes and sidewalks, also called Planting Strips.

Center Crown A roadway cross-section with the highest point of the *traveled way* located at the center of the road.

City Engineer Individual overseeing all operations and functions regulated by this title, subject to the authority of the Mayor. See SMC 13.01.0202

Clear View Triangle The corner area at an intersection or driveway which must be free of obstructions to provide adequate sight distance. See SMC 17A.020.030N for dimensions.

Clear Zone The roadside area free of obstacles, starting at the edge of the traveled way.

Collector Arterial A street providing access and circulation in lower-density residential and commercial/industrial areas. *Collector arterials (consisting of FHWA classifications Urban Major Collector and Urban Minor Collector)* collect and distribute traffic from *local access streets* to *principal* and *minor arterials*. Refer to the Auto Network portion of the City's Comprehensive Plan chapter 4, section 4.4 Modal Elements for additional discussion.

Cross Slope A slope that is perpendicular to the direction of travel.

Crown (Roadway Crown) The term used to define the highest point of the *traveled way* on a roadway cross-section. The City recognizes three types of roadway sections to facilitate drainage: *center crown, quarter crown* and *curb crown*, which are defined herein.

Curb Crown A roadway cross-section with the highest point of the *traveled way* located at one curb.

Curb Ramp A ramp constructed in the sidewalk to provide an accessible route from the sidewalk to the street.

Entrance Gate Queuing Area A length of street on the public side of an entrance gate that allows vehicles to exit the connecting street prior to the gate.

Driveway A cement concrete driveway structure as shown in the Standard Plans.

Fire Lane A road or other passageway developed to allow the passage of emergency vehicles. A fire lane is not necessarily intended for general vehicular traffic usage. Refer to SMC 17F.080 Appendix D for dimensions and requirements.

Integral Curb and Gutter Concrete curb and gutter which is formed and placed as one unit.

Local Access Street A street that provides access from individual properties to *collector arterials* and *minor arterials* in residential, commercial and light industrial areas. Refer to the Auto Network portion of the City's Comprehensive Plan chapter 4, section 4.4 Modal Elements for additional discussion.

Median A painted or raised traffic island used to channel, separate and otherwise control vehicular traffic.

Minor Arterial A street providing service for trips of moderate length, connecting the principal arterial system and providing intra-community circulation. Refer to the Auto Network portion of the City's Comprehensive Plan chapter 4, section 4.4 Modal Elements for additional discussion.

Monument A physical survey monument as shown in the City's Standard Plans.

MUTCD See Section 1.2 and SMC 17A.020.130.

NACTO Refers to the National Association of City Transportation Officials.

Neighborhood Greenway A low-volume street that is designed to prioritize pedestrian and bicycle travel. Most often greenways will be implemented on local access streets, and elements of the greenway may disrupt through-travel by automobile as a means of regulating vehicle volume. Greenways are best implemented near and parallel to an arterial street which boasts access to goods and services, thus also providing ready access to users of the greenway. Another crucial element of a greenway is signage that identifies the route as a greenway and provides wayfinding.

New Development Development or redevelopment of land adjacent to (and often inclusive of a portion of) the Right of Way, or development of land with the intent of dedicating Right of Way infrastructure. Most private development falls under this category, and occasionally the City of Spokane will develop new streets through vacant or underdeveloped land.

Path Facility designed for use by bicyclists and pedestrians, usually separated from vehicle traffic by a median or landscaped area.

Place-making An element of streetscaping that involves the use of unique design features with the ability to set a street segment apart, helping to create an environment for economic vitality and innovation. Application of place-making design elements should be used in connection with planned land uses and in coordination with stakeholders.

Preservation A roadway maintenance project conducted by the City of Spokane to refresh the driving surface of the street and thus prolong the pavement service life. These projects are

generally confined to the pavement area between curbs. Example treatments may include grind and overlay, chipseal, micro-seal, slurry seal, crack seal, etc.

Principal Arterial A street serving major activity centers and providing a high degree of mobility. Refer to the Auto Network portion of the City's Comprehensive Plan chapter 4, section 4.4 Modal Elements for additional discussion.

Private Streets Roadways which are not controlled or maintained by a public authority, and which serve two or more properties.

PROWAG Refers to the Public Right-of-Way Accessibility Guidelines.

Quarter Crown A roadway cross-section with the highest point of the *traveled way* located at a distance from one curb of one-fourth the roadway width (as measured from face of curb to face of curb).

Reconstruction A roadway corridor project that typically replaces the full depth of asphalt pavement, updates curb ramps, and may include utility updates as appropriate. Sidewalk repair, replacement, capacity improvements, signal and lighting upgrades and transit stop improvements may also be included in a reconstruction project. These projects are administered by the City of Spokane, and the scope of each project is determined in accordance with city plans. As this type of work is done within the built environment, space constraints may impede the full realization of the design standards. Prioritization of standards is generally addressed within this document, but each individual project will need to be scoped with future use conditions in mind.

Shared-Use Pathway A non-motorized transportation pathway shared by pedestrians, scooters and bicyclists. May be located next to a street or in a separate right-of-way. Examples include the Children of the Sun Trail, Ben Burr Trail, Fish Lake Trail and Centennial Trail.

Street Classifications *In conformance with FHWA guidance, arterial* and *local access streets* are classified in the Auto Network portion of the City's Comprehensive Plan chapter 4, section 4.4 Modal Elements section as follows:

- Principal Arterial
- Minor Arterial
- Collector Arterial (Major Collector or Minor Collector)
- Local Access Street

Definitions of all of the above classifications are included herein. Private streets are not classified.

Street Character Character consists of refined street definition based upon a street's function within the transportation network (or classification) and its context (land use zoning).

Street Realm A part of the right-of-way designed for a particular user group or use (pedestrian, flexible zone, vehicle, median). See Figure 2.

Streetscape or Streetscaping The combinations of living and non-living items that provide opportunities for place-making. Generally everything beyond the asphalt makes up the streetscape, although the median may include streetscaping elements.

Structural Sidewalks Structural sidewalks shall be defined as all elevated slabs, grates, and panels located within a sidewalk or driveway not supported on grade. Typical examples of elevated structural sidewalks are concrete slabs, steel grates, and steel plates for utility vault lids, service elevator covers, utility covers, and building basements.

Traveled Way The area of roadway which is intended to carry vehicular traffic, not including any shoulders. See SMC 17A.02.200.

3.2 Street Character

Street design is governed by two primary factors: zoning context and classification. Zoning context refers to the environment (land use zoning) in which a street is found. For example, sidewalks must be wider on downtown streets to accommodate higher pedestrian volumes and place-making elements. Street classification speaks to its function within the network, an arterial street with planned bicycle facilities will be built with the facilities the full length of the street regardless of how the facilities might change due to zoning the street passes through. Street Character is defined by the combination of zoning and classification. A principal arterial should have a different character through a CC zone than through a Residential zone.

3.2-1 Street Zoning Application

Spokane's comprehensive plan refers to urban infrastructure contexts for the city. This refers to the land use zoning through which a street traverses and to which the street facilities provide access. Land Use Zoning is defined in Title 17C "Land Use Standards" of the Spokane Municipal Code. Zoning is applied and defined for each land parcel in the city. Streets themselves are not assigned specific zoning, but should take on the context of zoning they front.

Zoning can, for the purposes of selecting street design characteristics, be lumped into four categories: Centers and Corridors, Downtown/Commercial, Residential, and Industrial. While zoning might change multiple times along a given block, some street characteristics will necessarily remain constant. Design criteria should be selected for the most generous zoning on a given block, and should be applied block by block. In some instances a street may traverse a different zoning for only one or two blocks, and best judgement should be applied as to whether to shift the street character in such instances. Emphases should be given to place-making opportunities when considering these shifts in street character.

Some consideration should be given to the planned versus the existing land use. The Zoning code allows for a variety of uses within several of the zoning contexts. For instance, the zoning for Centers and Corridors, CC1 allows for commercial, office, or residential development. When developing the street serving a planned development, or when rehabilitating a street within the built environment, it is worth considering what land use is to be expected for the life-span of the roadway, or about 20 years.

Motor vehicle volume (Average Daily Traffic – ADT) on a given street should be a strong determinant when considering how the facilities of the street fit together to provide appropriate levels of safety and provision to all users of the street. The street classification is largely determined by existing and planned traffic volume as well as the percentage of freight traffic on the street, and combined with the street type derived from the Land Use Zoning, provides the basis for design expectations for a given street.

Spokane exhibits four street classifications:

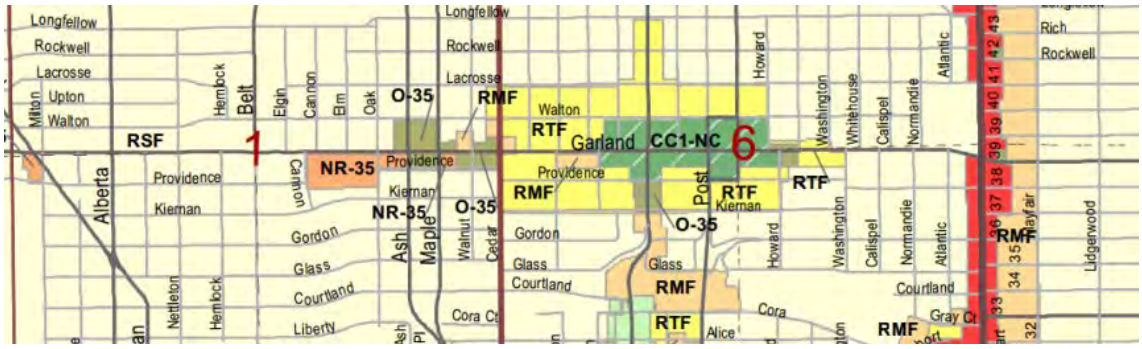
- Principal Arterial – Spokane's largest streets that provide regional connections and serve the highest volumes of traffic.
- Minor Arterials – Similar in design to Principal Arterials, Minor Arterials typically have fewer lanes and connect Collectors to Principal Arterials.

- Collector (Major and Minor) – Streets that circulate through neighborhood hubs and connect to minor and principal arterials. Collector streets are further defined as Major and Minor Collectors depending on traffic volume, but for the purposes of design, these will be treated under the same criterion.
- Local Access – Low-volume and low-speed urban streets providing access to homes and businesses.

In combination, the zoning contexts and street classifications result in sixteen overall street characterizations for Spokane. Street character, identified at the start of a project is the basis for this design standard, and sets the starting point for decision-making balance through the design process.

Street design for a given street should change with the context. For example, Garland Avenue's zoning changes several times from Alberta to Division, as depicted in Figure 2. Cross sectional design elements for the CC1-NC zone will be selected differently than for the RSF zone. Consult the zoning maps when beginning a street improvement project to understand context changes along a corridor that may warrant design adjustments from one stretch of roadway to the next.

Figure 1 – Zoning map (full map available at https://my.spokanecity.org/opendata/gis/)



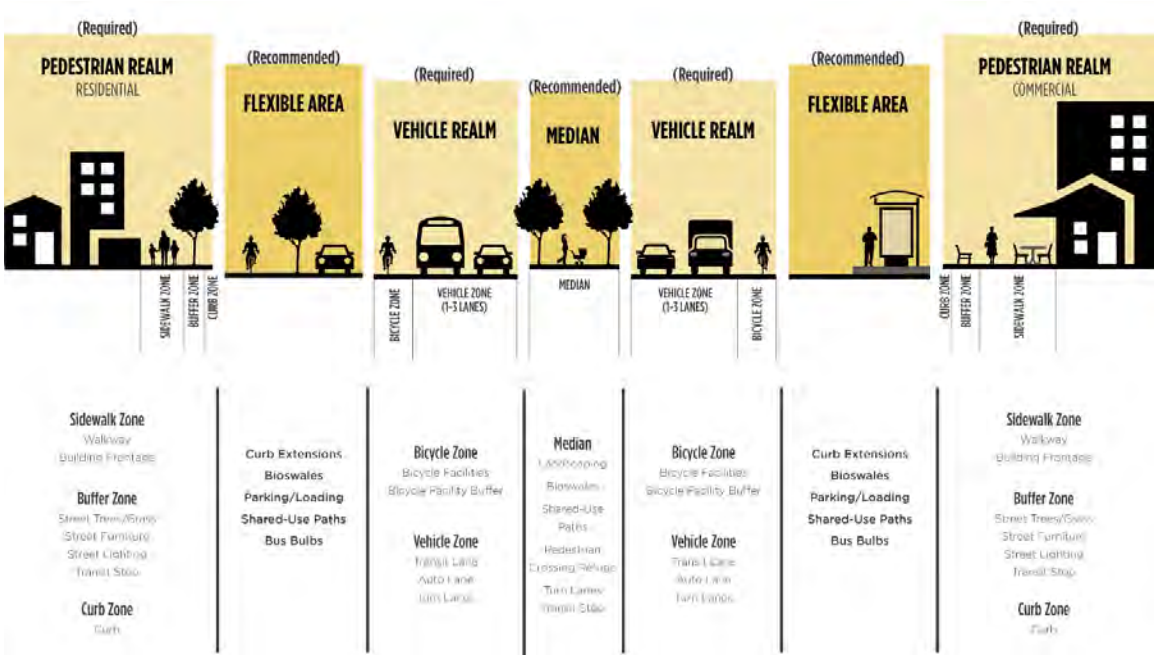
Industrial route streets serve the areas where industrial zoning is assigned. Freight routes, as planned for traversing the city, may also be considered Industrial despite other zoning such streets traverse. Due to the high percentage of larger commercial trucks, vehicle lanes are typically wider (11 to 12 feet) to provide sufficient space, which is most important approaching intersections where truck lane changes and turn movements require wider geometric layouts than passenger vehicles. These streets require special attention to factors such as pedestrian crossings, pedestrian visibility, and bicycle facility design to ensure corridors may balance industrial needs and multi-modal functions, particularly where industrial land uses are co-existent with pedestrian-generating facilities.

3.2-2 Street Realms and Zones

The cross section of a street includes some elements that are standard to all streets and others that are recommended for certain street character. Within the overarching street areas (Pedestrian Realm, Flexible Area, Vehicle Realm, Median) various elements can be arranged to provide a high-quality street depending on the needs of a given area. By thinking of streets in zones, designers ensure multimodal outcomes by considering all needs in relation to land use zoning context. All Spokane streets must have sidewalks, for example, which fall under a

"required" zone, whereas additional elements such as curb extensions or medians can only be built if enough room exists after placing the required elements.

Figure 2 – Street Realms and Zones



The **Pedestrian Realm** includes the area from the property line or building front to the curb and is made up of three primary zones: the sidewalk zone, the buffer zone, and the curb zone, as defined below.

- **Sidewalk Zone.** The sidewalk zone is the area dedicated to pedestrian travel between the buffer zone and the property line. A minimum of 5 to 8 feet of concrete surfacing must be built as defined in the Land Use Zoning. ADA standards also dictate minimum dimensions to be kept clear of obstacles and protruding objects and provide a direct connection along pedestrian access routes. Vending tables, sidewalk cafes, or other activities that protrude into the through-walking space must conform to SMC Section 17C for minimum through-way requirements for the applicable Land Use Zone. In addition to the pedestrian walkway, the sidewalk zone also includes the building frontage wherein could be located vending tables, sidewalk cafes and various street furnishings.
- **Buffer Zone.** The buffer zone is located between the curb and sidewalk zone. This area can be paved or planted, depending on the street character. It may include street trees, parking meters, planters, rain gardens, bioretention swales (overlapping into flexible area), bus shelters, utility poles and boxes, lamp posts, traffic signs and signals, bike racks, news racks and stands, waste receptacles, street furniture and drinking fountains. In addition to the curb zone, the buffer zone provides a buffer for pedestrians from the adjacent roadway and can accommodate snow storage in the winter. Vegetation in this area will generally be maintained by the adjacent property owner, except in the case that such serves a stormwater management purpose. In that case, the city will often maintain vegetation.
- **Curb Zone.** The curb zone is a continuation of the sidewalk elevation plane, typically lies between the traveled way and the buffer zone, and typically consists of 6-inch-wide

elements; although wider elements like bicycle parking or riding facilities are sometimes included. The curb zone will commonly be incorporated into the flexible area for curb extensions or raised cycle tracks, for example. It provides space to open a car door, for vehicle overhangs and for pedestrians to wait for taxis or buses. For those with visual impairments, the curb indicates the border between the sidewalk and the roadway. The curb zone should be free of all objects, furniture, sign posts etc.; particularly adjacent to on-street parking.

Flexible Area (optional). This space between the vehicle realm – where vehicles and bicyclists move – and the curb zone can be programmed for car parking, bike parking, landscaping, stormwater management (general overlap with buffer zone), pavement-level protected bike lanes, shared-use paths, bus bulbs, or curb extensions. Shy space, a distance commonly required on the right side of a vehicle to allow for driver deviation near curbs is also part of this area. Not all streets have enough space for both required and optional elements.

Vehicle Realm. This area has two zones:

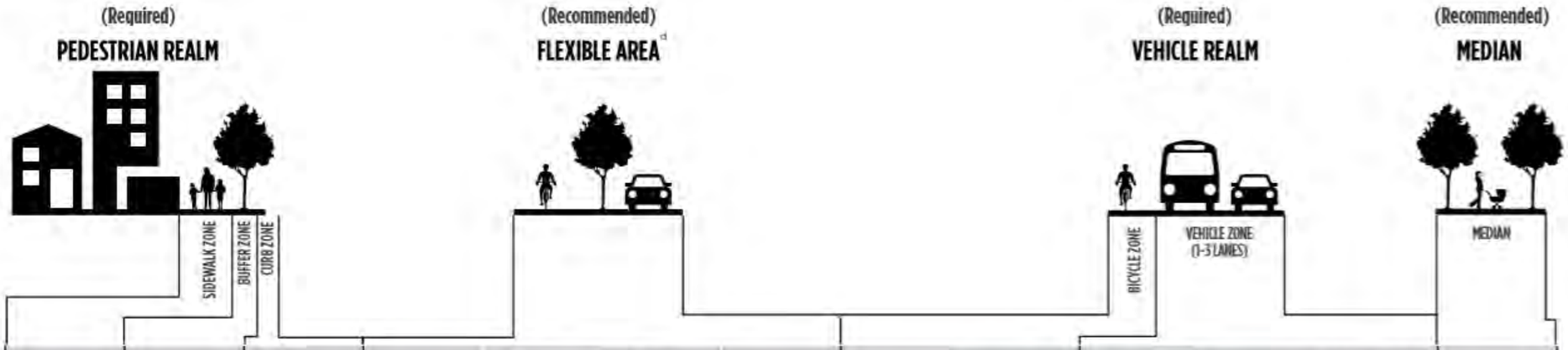
- **Bicycle Zone.** Consult the Master Bicycle Plan and Section 3.5 to determine the type of facility and design desired. Depending on the street character, this zone may include shared lane markings, a lane, a buffer between the lane and vehicles, or other components. In some cases the bicycle facilities will be placed in the Flexible Area, such as in the case of a multi-use path or parking-protected bike lanes.
- **Vehicle Zone.** Auto or transit vehicle lanes are included in this zone, including the outer travel lane, inner travel lane(s), and optional Two-Way Left Turn Lane (TWLTL).

Median. Medians calm traffic, provide refuge for pedestrians crossing the street (especially along wider streets), and present opportunities for landscaping, streetscaping, stormwater management and transit stops. Medians can be used midblock in tandem with turn lanes at intersections. Similar to the Flexible Area, not all streets need medians, and when medians are considered, access to utility access or controls, left turns, alley access, etc. should be maintained where appropriate. Based upon available right-of-way and community input, a menu of options can exist in a median. Pedestrian refuge medians should be installed in accordance with SMC 17H.010.210 and SMC 17H.010.215.

Flexibility in street design may be maintained by referencing a range of possible dimensions rather than prescribing exact requirements. A design, may thus be crafted based upon the unique elements of each street. Street design, particularly within the built environment, requires a range of possible elements and dimensions in order to deliver desired outcomes. Table 1 lays out the target dimensions for street zone elements by street classification and zoning contexts.

Deviations beyond these standards must be approved by the City Engineer. Wider sidewalks, buffer zones, swales and medians are allowed without a deviation.

Table 1 Street Dimensions



	Sidewalk Zone[a]	Buffer Zone[b,c]	Curb Zone	Opt. Shared Use Path[e,f]	Stormwater Management[g]	Curb Extensions[h] / Bus Bulbs[i]	Parking	Bicycle Lane[j]	Bicycle Buffer[j]	Vehicle Zone Outer Lane[k,l]	Vehicle Zone Inner Lane[k]	Vehicle Zone Left Turn or TWLTL	Median[m]
Downtown DTC, DTG, DTU, DTS; Form Based Code CA1, CA2, CA3, CA4; Center & Corridor CC1, CC2, CC3, CC4													
Urban Principal Arterial	7	5	0.5	12	Varies	7	8	6	1.5-6'	11	11	11	6-20
Urban Minor Arterial	7	5	0.5	12	Varies	7	8	6	1.5-6'	11	11	11	6-20
Urban Major/Minor Collector	7	5	0.5	12	Varies	7	8	6	1.5-6'	11	11	10	6-20
Urban Local Access	7	5	0.5	12	Varies	NA	7	6	NA	10	NA	NA	6-20
Commercial O, OR, NR, NMU, CB, GC													
Urban Principal Arterial	7	5	0.5	12	10	7	8	6	1.5-6'	11	11	11	6-20
Urban Minor Arterial	7	5	0.5	12	10	7	8	6	1.5-6'	11	11	11	6-20
Urban Major/Minor Collector	7	5	0.5	12	10	7	8	6	1.5-6'	11	11	10	6-20
Urban Local Access	7	5	0.5	12	6.5	NA	7	6	NA	10	NA	NA	6-20
Residential RA, RSF, RSF-C, RTF, RMF, RHD													
Urban Principal Arterial	5	6	0.5	12	10	NA	8	6	1.5-6'	11	11	10	6-20
Urban Minor Arterial	5	6	0.5	12	10	NA	8	6	1.5-6'	11	11	10	6-20
Urban Major/Minor Collector	5	6	0.5	12	10	NA	8	6	1.5-6'	11	11	10	6-20
Urban Local Access	5	6	0.5	12	6.5	NA	7	6	NA	10	NA	NA	6-20
Industrial LI, HI, PI													
Urban Principal Arterial	5	6	0.5	12	10	NA	NA	6	3	12	12	12	6-20
Urban Minor Arterial	5	6	0.5	12	10	NA	8	6	3	12	12	12	6-20
Urban Major/Minor Collector	5	6	0.5	12	10	NA	8	6	1.5-6'	12	12	12	6-20
Urban Local Access	5	6	0.5	12	6.5	NA	7	6	NA	11	NA	NA	6-20

A. See SMC 17H.010 for exceptions to residential sidewalk requirements. In locations where existing sidewalks exceed the dimension in Table 1, the sidewalk width should be maintained with redevelopment or street improvement.

B. Per SMC 17C.200.050.1, a tree-planted continuous buffer requires a 5-foot minimum width for commercial zones. For residential and industrial zones, the minimum increases to 6 feet. Alternatively, a narrower buffer may be used in select zones if tree vaults are implemented.

C. Buffers in commercial areas may be planted or concrete. When stormwater disposal is a governing concern, consideration should be given to use pervious surfaces.

D. The flexible area includes a menu of options which are chosen based on what makes most sense according to city plans, environmental responsibilities, and context. In some cases, none of these will fit within the project. Only in very rare cases will more than one fit – for instance, a parking lane plus bio-retention swale.

E. In places designated for shared-use paths, the path can take the place of the sidewalk zone.

F. Consult section 3.5 of this document for guidance on facility type and selection. Possible facilities include bike lanes, buffered bike lanes and parking protected bikes lanes. Physical or grade-separation may be preferred depending on conditions. Bicycle facilities may operate in the Flexible Area or the Vehicle Realm. Bicycle boulevards and shared roadways are possibilities on local access street.

G. Consult the Spokane Regional Stormwater Manual and/or Eastern Washington Low Impact Development Guidance Manual for desired locations for stormwater facilities. The stormwater catchment area must meet the required volume generated by the planned impervious area. In Downtown, Form Based Code or Center & Corridor zoning roadside swales are less common and alternative stormwater facilities in accordance with the above identified manuals may be considered or stormwater piped to another location.

H. Intersections and mid-block crossings, provide curb extensions into the parking lane.

I. On transit corridors, use bus bulbs if space allows to ease boarding, reduce sidewalk congestion, and allow buses to easily re-enter traffic. This should typically be done only if there is a second lane for vehicles to continue around stopped buses.

J. "High Traffic" and "Medium Traffic" lane routes on the Master Bicycle Plan should include buffers. Separation buffer between bike lane and vehicle lane should be implemented via parallel lane edge stripes with a periodic cross-hatch. 3' is the minimum buffer unless a raised curb is used, in which case 1.5' is the minimum. Wider buffers are allowable but should be well marked with hatching or bollards.

K. When constraints are prohibitive, consider 10-foot lane width as the minimum.

L. Travel lane includes the width of the gutter pan, if integral curb and gutter is used.

M. Medians less than 6 feet wide are considered traffic channelization. A pedestrian refuge is a raised median with a minimum width of 6 feet. Wider medians may be implemented in the context of boulevards.

3.2-3 Place-Making Elements

According to the Project for Public Spaces, place-making facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. Key to a successful place-making effort, is an associated community-based participation which helps identify a location's assets, inspiration, and potential to contribute to people's health, happiness, and well-being. This public participation also builds coalitions that will help care for the physical components of place-making, as well as assist in programing events held in such places.

As regards streetscaping, place-making involves the use of "unique design features that have the ability to set a street or segment of a street apart, helping to create an environment for economic vitality and innovation. Application of place-making design elements should be used in connection with planned land uses and in coordination with stakeholders." (Spokane Comprehensive Plan). This can occur through a number of planning efforts, including sub-area planning, neighborhood planning, and staff-level or board-level design review.

Capital Street projects have a unique opportunity to enhance place-making within the right-of-way. Examples of place-making treatments are provided below.

- Use of historic sidewalk patterns and stamping street names into the concrete.
- Preserving historic brick patterns in the gutter.
- Use of neighborhood specific tree grates and manhole covers.
- Re-use of historic granite curbing.
- Decorative lighting fixtures per the districts and standard types outlined in this document.
- Installation of benches, historic plaques, artwork, planter boxes, etc.
- Establishment of scenic overlooks.
- Trees and other plantings in the buffer strip or center median.
- Installation of street furnishing such as benches, bike racks, custom trash receptacles and media corrals.
- Bulb-outs at intersections or crosswalks
- Architectural features such as balconies, marquees, or arcades that may project out into the right-of-way (subject to appropriate clearances)
- Parklets and/or streateries

Other than potential landscape or hardscape improvements in a median, place-making treatments would generally be restricted to Pedestrian Realms, Alleyways, and Flexible Areas. Any place-making treatments in the Vehicle Realm (e.g. custom lighting or artwork on Skyways) must meet the other provisions of this document.

3.3 Right of Way

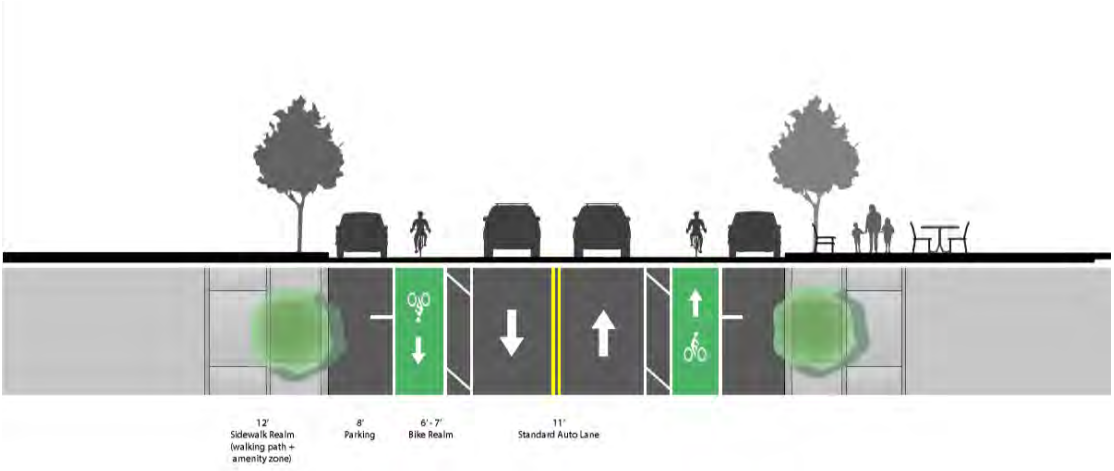
Follow the guidelines of SMC 17H.010.050 to determine minimum dimensions required for right of way for new development. Preservation and reconstruction work will often seek a balance of uses due to limited available space. Such balance should be determined based on land use context and right of way available.

Narrower right of way widths may be allowed in new development only at the discretion of the City Engineer. Variance requests will be evaluated based on topography, traffic circulation,

emergency vehicle access, zoning, utilities, existing development and on-street parking requirements.

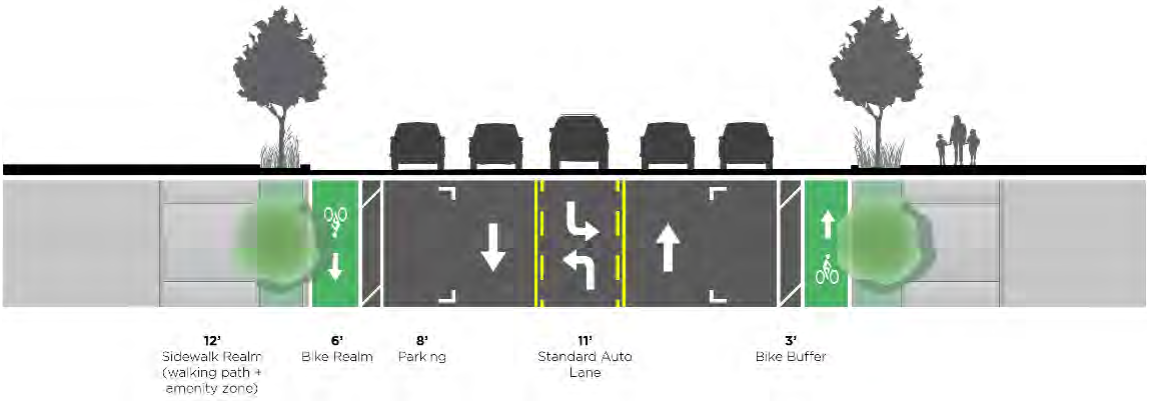
Application of Table 1 to a new and existing right-of-way is illustrated below. In some cases, the designer will be laying out a new street (Figure 3).

Figure 3 – Sample layout of an Urban Collector



In retrofit situations, Minor Arterials built to the city's earlier standards can have space reallocated based upon current pedestrian, bicycle, stormwater, transit, and/or other plans (Figure 4).

Figure 4 –Reallocation of space on example Urban Collector/Minor Arterials



In alignment with city goals (from the Transportation Chapter of the Comprehensive plan) TR A: Promote a Sense of Place and TR B: Provide Transportation Choices to achieve a balanced, multimodal transportation approach (emphasis on walking, biking, transit) street space must be reallocated if possible to users aside from drivers. FHWA has published guidelines for when a road can be downsized to three lanes (two through lanes and a center turn lane). Roads with 10,000 ADT or less are considered great candidates for a road diet. Roads with 10,000-15,000 ADT are good candidates in many instances, but agencies should conduct intersection analyses and consider signal retiming with implementation. Roads with 15,000 -20,000 ADT may be good candidates but agencies should first conduct a corridor analysis. Excess vehicle lanes can be allocated to parking, landscaping, stormwater facilities, bicycle facilities, or widened sidewalks.

When undertaking a repaving or reconstruction project on multi-lane streets with ADT of 20,000 or less, designers must undertake a traffic analysis and consider reconfiguring traffic.

3.4 Pedestrian Realm Facilities

3.4-1 Sidewalks

Sidewalks are the basic element of walkability, and can be augmented with planted buffer strips, center medians, and street furniture. The sidewalk zone includes both the area in front of a building where cafes or vendors might operate as well as the area for walking through. Ensure that for land uses where cafes and other active frontage uses are expected, appropriate unobstructed sidewalk width for walking is maintained per SMC 10.28.

Sidewalks shall be located as required by SMC 17H.010.180. Width and profile grade design criteria for sidewalks are outlined in Table 1 and Table 8. Sidewalks shall be designed in accordance with the Standard Plans and City of Spokane GSPs, and may use pervious concrete where feasible (SMC 17C.110.410, 17C.120.230, 17C.130.230).

Shared-use pathways may be substituted for sidewalks. This will typically occur in locations designated as shared-use paths on the Bicycle Plan, but other locations may be identified through the development permitting process or through a capital project design process.

Where existing, elevated structural sidewalks (vaulted over building basement spaces) are intended to be kept, they shall be designed in accordance with the applicable portions of the latest edition of the Uniform Building Code. The minimum concentrated load, L, to be used in the design shall be 10,000 pounds applied over a contact area of 100 square inches. The minimum single axle load shall be 20,000 pounds. The design tire load shall be 600 pounds per inch of tire width. The construction of new buildings with open space under the sidewalk shall not be allowed, nor shall private utilities for said buildings be placed under the sidewalk.

When development occurs on sites with existing sidewalks; broken, heaved, or delaminated sidewalk adjacent to the project shall be repaired or replaced as part of the project. Locations of sidewalk repair or replacement shall be included on plans submitted to Developer Services for review.

Reconstruction projects, where funding sources allow, should also consider sidewalk condition and completeness. Existing sidewalk width may fall short of the current standard. Consideration for widening will be a decision during the scoping phase while funding is gathered. Preservation projects is not required to adjust sidewalk width or condition of sidewalk parallel to the roadway, but grind and overlays are required to attend to ADA compliance updates at street crossings, in accordance with federal regulations.

Pedestrian detours must be planned and implemented whenever work reduces the through-walking path below acceptable ADA standards. Temporary sidewalk, when necessary, may displace vehicle parking or travel lanes, as appropriate, in order to provide a walking path detour for high-use sidewalks.

3.4-2 Buffer Zone

Buffer strips (separated sidewalk) can add greenery to a street, provide snow storage space, and provide horizontal separation for pedestrians from vehicle traffic. Buffer Strips can be hard surfaced or planted depending on the land-use zoning. The requirements for buffer strips are

included in SMC 17H.010.190, which requires buffer strips on both sides of all streets; SMC 17C.200.050, which guides dimensional requirements for incorporating street trees; and Table 1 which compiles the dimensional requirements from each land use zoning as defined in SMC 17C.

Reconstruction work should include pedestrian buffer strips where space allows. However, space limitations may determine availability of this option. Roadway narrowing may be considered when conditions allow, to create the necessary space for pedestrian buffers. Refer to the Pedestrian Master Plan, and prioritize buffers particularly for projects within pedestrian priority areas. Even creating this condition on one side is preferable to neither side. When creating a buffer on one side, take into account the continuity of pedestrian travel and likely destinations like schools, markets or community facilities. Street maintenance activities (non-capital) are not required to consider linear elements beyond the curblines unless attending to ADA or utility items.

3.4-3 Curbs and Gutters

Integral cement concrete curb and gutter shall be constructed per the City standard plan on roadways with profile grades below 1.0 percent. Special drainage issues may allow the use of alternative curb profiles depending upon road profile and setting, upon approval of the City Engineer. When repairing or replacing existing sections of curb, the type of curb constructed may match the adjacent curb.

The curb radius at alley entrances is addressed in the City's Standard Plans.

Consider curb extensions (bulb-outs or bumpouts) at intersection corners whenever on-street parking is present along the block. Curb extensions shorten the crosswalk width, assure parking setbacks from intersections and crosswalks, and delineate (or "book-end") parking lanes. The extension from the curbline should generally be 1 foot less than the parking lane width, but in some instances additional "shy distance" from the adjacent travel lane may be considered. Bumpout design must consider whether a bike lane is planned in the future. Curb extensions may also be used midblock to provide traffic calming or to protect a midblock crosswalk. Bumpouts should generally be implemented as part of a series, as singular instances of bumpouts on a corridor could result in a hazard. Use appropriate design and accommodated vehicles and refer to effective turning radii when designing curb extensions. Curb bumpouts should be delineated with flexible candles on the curb line near the travel paths to aid in winter visibility for drivers and snow plowing.

Figure 5 – Curb extension works to narrow a road adjacent to a school

Source: Googlemaps

3.4-4 Curb Ramps

Curb ramps can improve access for many, especially wheelchair users, people wheeling strollers, people with mobility challenges and older adults. How curb ramps are installed affect accessibility, particularly for people experiencing vision loss. Visual impairment can be very limiting for individuals, and physical clues built into street infrastructure are quite helpful. Curb ramps shall be designed in accordance with the recommendations of PROWAG, NACTO, the WSDOT Standard Specifications, and the City of Spokane Standard Plans and General Special Provisions. Curb ramps shall be located in accordance with the City of Spokane Standard Plans, SMC 17H.010.200, and SMC 17H.010.210E. Reconstruction and grind and overlay type preservation projects shall include ADA compliance updates as required by federal regulations.

In all new construction and reconstruction projects placement of two ADA compliant curb ramps per corner is required. The ramp layout should maintain the pedestrian line of travel when feasible. Ramps should be aligned such that the running slope (and edge curb if used) is parallel to the crosswalk markings and direction of pedestrian travel. Grade breaks at the top and bottom of the ramp should be perpendicular to the direction of travel. The low-point for stormwater collection should not be in front of the ramp.

Figure 6 – Ramp running slope aligned with direction of pedestrian travel and ramp on opposite corner

Figure 7 – Ramp running slope misaligned with crosswalk does not provide information to sight impaired individuals

For retrofit or preservation work the priority is to use two curb ramps per corner. However, the use of single curb ramps per corner may be appropriate when relocation of utilities would be required to accommodate dual ramps, topographic constraints, right-of-way constraints or intersections with small curb radii. When using a single curb ramp per corner, it is helpful to avoid deviating from the pedestrian line of travel. Alignment cues such as use of perpendicular angles should be utilized. Curb ramps are generally built with flared sides, but at times will be built with pedestrian curbs flanking the ramp. Pedestrian curbs used in this manner should be parallel to the crosswalk.

Figure 8 – Dual ramps with curbs instead of flares

3.4-5 Street and Pedestrian Lighting

General

This section provides general information on street lighting with the City of Spokane. Additional detail, such as the need, type and location, and request process for new lighting is determined by the "Street Lighting Guidelines", a document available from the Street Department.

Street lighting will generally be provided by the serving utility company. In these locations the maintenance and capital costs are included in the utility company rate. However, on bridges, traffic signals, downtown, certain business districts, and other locations the City may provide lighting equipment and maintenance in addition to the energy costs.

Arterial Street Lighting

Arterial lighting is typically 200 watt LED equivalent with one luminaire per intersection. Continuous roadway lighting on arterials is considered on a case by case basis. Lighting levels may be increased on arterials if the City Engineer determines higher levels are appropriate. Generally, low-volume neighborhood collector arterials will have lighting similar to residential streets while high-volume minor and principal arterials may have continuous high-level lighting service.

Arterial lighting will typically be installed on wood poles. The City Engineer may elect to install metal poles on certain streets. Adjacent property owners have the option of upgrading to metal poles through direct negotiation with the serving utility company.

If the arterial lighting service provided by the City does not fit the desired needs of the adjacent property owner, developer, or neighborhood association, they may install a private lighting system. The City will not participate in the costs of any such system. The presence of such a private system will not preclude the City from providing street lighting in conformance with the "Street Lighting Guidelines" if requested. All private lighting systems will require appropriate permits and encroachment agreements.

Preservation projects will not be required to update street lighting. Reconstruction projects should consider updating lighting as defined here-in.

Decorative Street Lighting

Decorative street lighting is limited to specific areas of the city and are considered an appropriate kind of place-making element. These areas are defined below. For new installations the maintenance cost may be funded by a business district or similar organization. This section is not applicable to lighting installed and maintained by the Parks Department.

The city has adopted three specific luminaire styles that must be used for all new city-maintained installations or updates. The styles are referred to as Modern Acorn, Transitional Series and Traditional Series. Project designers should refer to Standard Plan J-200 for the specific type to use in the CBD and North Bank/Spokane Arena Districts, and refer to the Street Department for guidance on specific types not listed on that plan.

> **Central Business District**. A large area generally defined as the area south of the Spokane River, west of Division, north of I-90 and east of Maple Street. Some areas in the CBD provide decorative pedestrian lighting and street lighting, others are pedestrian only. Much of this area still has the Expo '74 lights that are being removed and replaced

with street improvement projects. The infrastructure supporting this lighting (conduits, wiring, electrical cabinets) also need to be updated when the newer decorative fixture are installed.

University District (south). Parts of the south University District including the Sherman Plaza, the south bridge landing, on Riverside from Sherman to Sheridan, on Sheridan from Riverside to Sprague. Overlaps with the East Sprague Business District lighting.

East Sprague Business District. The area along Sprague Avenue east of Division to Altamont Street.

North Bank/Spokane Arena. There is some decorative lighting in the vicinity of the Spokane Arena and north edge of Riverfront Park.

Monroe-Lincoln South. This business district has pedestrian lighting on the arterial street from approximately 10th Avenue to 15th Avenue.

North Monroe. Monroe Street from the river north to Alice Avenue. There is a gap between Mallon and Indiana.

The following districts have special fixtures that are maintained by other entities.

University District (north). The area east of Division, south of the river, and north of the railroad. This lighting is maintained by WSU.

Kendall Yards. The Kendall Yards development has decorative pedestrian lighting throughout the development. This lighting is maintained by Kendall Yards.

Gonzaga District. Parts of the Gonzaga campus including the frontage along Hamilton Street. This lighting is maintained by Gonzaga.

Many of the decorative lighting areas have legacy fixtures that are maintained by the City but no longer used for new installations.

West Broadway. Broadway Avenue from approximately Elm Street to Walnut Street within the West Central neighborhood.

Browne's Addition. The intersection of Pacific Avenue and Canon Street in the Browne's Addition neighborhood.

Perry District. Along Perry Street from 8th Avenue to 12th Avenue.

Sunset Boulevard. Along Sunset Boulevard from 5th Avenue to Hemlock Street, generally associated with the Inland Empire Way underpass.

Hillyard District. The Hillyard Business District has decorative lighting along Market Street.

Cliff Drive. On the Cliff Drive bridge over Grove Road.

Local Access Street Lighting

Local Access Street lighting consists of a 100 watt LED equivalent lighting fixture on a wood pole at each intersection. Midblock lights may be installed on long blocks of 600 feet or more. However, lights will not be placed less than 200 feet apart.

- The Streets Department maintains a first-come, first-serve priority listing for new lights to be installed as funding comes available.
- Street lights will not be provided at dead ends or at the end of cul-de-sacs. However a midblock street light may be approved for cul-de-sac streets at least 600 feet long.
- The person or group requesting lighting may upgrade the basic wood pole to a metal pole through private negotiations with the electrical service company.
- If the basic street lighting service provided by the city does not fit the desired needs of the adjacent property owner, developer, or neighborhood association, they may install a private lighting system after obtaining the appropriate permits and encroachment agreements. The city will not normally participate in the cost of any such system.

3.4-6 Roadside Planting

Any roadside planting shall conform to the City's clearances/clear zone standards as discussed in Section 3.12 and SMC 17A.020.030N, and SMC 17C.200.050. A permit in accordance with SMC12.02.960 is required for the planting, removal, or pruning of any street tree. Guidelines for proper tree installation can be obtained from the Urban Forestry program of the Parks and Recreation Division. Locations of all existing and proposed street trees shall be shown on plans submitted for review.

The standards within this chapter provide a target set of dimensions for basic tree growth space. Following these standards will support the growth of street trees in an urban environment, and but will not likely support a thriving canopy that can be experienced in more park-like settings. Within the confines here-in defined, tree growth and health will, in time, be stunted, requiring replacement at a younger age. In order to develop a more mature canopy, additional space (beyond these standards) for root growth would be necessary. In further consideration of larger growth expectations, the planter width should appropriately provide for larger trees. The following recommendations set the stage for the standard street tree, thus if larger growth is desired, additional considerations should be discussed during the tree permitting process.

Existing Street Trees

When development occurs on sites with existing street trees, the following items must be addressed as part of the project:

- All dead or diseased trees must be removed and replaced.
- Trees that are missing shall be replaced.
- Broken or missing irrigation systems shall be repaired or replaced as needed when incorporating new plantings.
- Broken or missing tree grates shall be repaired or replaced.
- All concrete tree grates shall be replaced with metal grates meeting ADA requirements.
- When structural sidewalk is removed and backfilled, concrete planter vaults shall be removed and replaced with an appropriate containment facility providing at least 100 cubic feet of soil.
- Gaps between the tree grate and the soil surface exceeding 6 inches shall be filled in with pea gravel.

- Tree grates that are not flush with the surrounding sidewalk shall be raised or lowered as necessary to prevent a tripping hazard.
- If existing trees have roots that have heaved pavement or sidewalk, work with Urban Forestry to determine an appropriate course of action.

New Street Trees

Tree selection shall be coordinated through Urban Forestry. Approval shall be obtained from the City Engineer and the Urban Forester prior to planting tree(s) in the City right of way. A Street Tree Permit (SMC 12.02.960) is also required before planting tree(s) in the City right of way.

In an effort to assist in the selection of an appropriate tree, the City has published a document entitled "Spokane Urban Forestry Approved Street Tree List" which is included in Appendix F. Not all of the trees appearing on this list are acceptable for every situation. Requests to plant trees not included on the list will be considered on a case-by-case basis. Urban Forestry can provide the most current list.

When locating street trees, the following specific criteria shall apply. In the case that these criteria would prohibit planting of street trees, the Urban Forester and City Engineer may consider alternatives:

a) Street tree installations shall meet all City of Spokane visibility requirements as defined by clear view triangle (SMC 17A.020.030) for intersections and driveway approaches and be placed to provide minimum stopping sight distance for stop signs and visibility for warning and other regulatory signs.

b) Street trees shall be located so as to not interfere with street signs, visibility of regulatory and warning signs, lighting poles, STA stops or pads and to accommodate ADA pedestrian requirements. Also tree locations should consider the tree canopy reach, the impact that may have on fire aerial operations and visibility of warning and regulatory signs.

c) Minimum separation distances from the centerline of a tree to other structures or improvements in the planting strip shall be as follows:

1) 10 feet to edge of single-family residential driveway, 15 feet to edge of commercial or multi-family driveway (10 feet may be allowed in some cases);

2) 20 feet to street light luminaire (15 feet may be allowed where lighting pattern is not affected);

3) 10 feet to hydrants and utility poles. Lower limbs must be pruned for full visibility of the hydrant. No new utility pole location shall be established closer than 10 feet to an existing tree;

4) As required to provide an adequate clear sight triangle as defined below and shown in the Appendix;

5) 15 feet to underground duct or pipe;

6) 5 feet from curb cut for drainage;

7) 20 feet from drywell, unless the species permits a closer placement due to crown diameter;

8) and shall conform with the Arboricultural Manual: Specifications and Standards of Practice.

d) Trees that are suitable for wet areas shall be selected for planting within bioretention or biofiltration areas. Trees that are planted within bioretention or biofiltration areas shall not interfere with, obstruct, or retard the flow of water in the stormwater facility.

e) Spacing of street trees will be determined by the permitting department. Clustering of trees may be allowed under specific circumstances. Contact Urban Forestry Department for more information.

f) If trees are to be planted in an area with no planting strip, the following criteria shall apply:

1) A permanent, hard walking surface at least four feet wide shall be provided between the tree well or planting area and any structure or obstruction.

2) Sidewalk cuts in concrete for tree planting shall be at least 48-inch x 96-inch as shown on the Standard Plans to allow air and water to the root area. Regardless of the sidewalk cut size, the soil volume below the sidewalk should facilitate a minimum of 100 cubic feet for each tree.

3) In cases where the existing walk cannot meet the four foot width requirement after tree planting, additional sidewalk width must be added within street right of way or an easement or the tree position must be modified.

g) Irrigation systems shall be required for all areas where street trees are planted. In most cases, irrigation is to be provided by adjacent land owners.

h) Any proposed deviation from these conditions shall require submittal of a written request/ explanation to the Department of Engineering Services or Development Services Center and shall be subject to review and approval by the City Engineer and/or the Director of Parks and Recreation.

3.4-7 Transit Stops

Transit riders must walk along and often cross the street to access and exit their bus stop. Transit-supportive design provides safe and convenient walking routes considering every passenger's trip from start to finish. Transit stops play an important role as part of the streetscape; with the integration of quality bus shelters, wayfinding maps, real-time information systems, and other key features, bus stops have the potential to enhance the public realm.

Stop Placement

Stop placement must be determined through discussion with STA. Locate bus stops in safe and secure locations where they meet both passenger and operational needs. Each intersection and potential bus stop exhibits unique characteristics that should be considered. Near and far side stops at signals both have pros and cons. Locating stops on the far side reduces conflicts between right-turning vehicles and buses, but can also result in traffic queues through the intersection. Far side stops also allow buses to clear the intersection and efficiently continue operations. Near side stops place the riders closer to the crosswalk.

In-lane vs. pullout stops have similar pros and cons. In-lane bus stops speed up the operation for transit riders since the bus doesn't need to maneuver out of the lane and then wait for traffic to come back in. They also require less curb space than pullouts which can work better in areas

where on-street parking is a priority. In-lane stops work best when the stop time can be minimized through the use of off-board fare payment and curb height that matches the bus floor level. Pullout stops prioritize through traffic movement including through-moving transit, and may be desirable when the bus dwell time is consistently expected to be long (such as at a high school with large groups getting off at one time) or on higher speed roadways such as US 2 in the West Plains.

Coordinate all stop placements with STA such that operations are directly considered.

Pedestrian crossing facilities near bus stops

Locate safe, convenient, and ADA-accessible crossing facilities at or near all bus stops matched to street type. Bus stops on the far-side of intersections require pedestrians to cross behind the vehicle. On the far-side, provide a 90-foot no parking zone with the bus stop located at the far end of the zone.

Where it is impractical to locate bus stops on the far side, near side bus stops should be located at least 30 feet from the intersection crosswalk to ensure pedestrian visibility and space to load/unload bicycles. Provide a 100-foot no parking zone with the bus stop located at least 30 feet from the crosswalk. No parking zones will need to be longer for bus pullout conditions. Refer to route bus size and Transit Authority plans for routes along the roadway when selecting the proper facility type and size.

Bike facilities near bus stops

Bus stops adjacent to bike lanes create conflict zones. There are several design options that can be used to provide safer interaction between these two transportation modes. Figure 9 shows bike lanes separated from bus stop activity using an island bus stop design. This design channelizes the bike lane between the island and the curb.

Figure 9 – Island bus stop separates bike lane from bus traffic

Figure 10 shows a shared bike lane and bus stop where the bike lane rises up to the bus platform level and shares the space used for the bus boarding zone. While the example photo shows a temporary installation would typically use a concrete bumpout.

Figure 10 – Shared bike lane and bus stop using temporary platform

Bus Stop Amenities

Bus stop amenities encompass the infrastructure present where passengers wait for transit vehicles. They include physical infrastructure such as seating, shelters, and lighting, and informational infrastructure like transit maps or real time information boards. Bus stops with higher levels of activity typically have more intensive infrastructure. Shelters will be located outside of the required boarding and alighting area. Coordinate with STA to ensure shelter location, seating, schedule information, and properly located bus stop signs do not interfere with pedestrian zones and accessibility.

- **Paved and Accessible Boarding and Alighting Areas.** Provide a paved and unobstructed boarding and alighting area that is a minimum 8' x 8', providing space for ramp deployment while ensuring ADA accessibility. A sidewalk can serve part of this purpose, but may require additional space to meet STA design standards[1]. Higher-use transit stops may warrant additional paved frontage for queueing passengers.
- **Supply Secure Bicycle Parking Where Demand Warrants.** Secure bike parking at bus stops encourage people to ride bikes to transit, expanding the reach of transit for many users. Provide leased bike lockers, on-demand eLockers, and basic bike racks where appropriate. Locate basic bicycle parking such as staple racks at all HPT stops and bicycle lockers at all park-and-ride locations. Other optional parking facilities include bike corrals or covered parking areas.

Preservation work is performed between curb lines, and need not address transit facility updates. Reconstruction work should coordinate closely with the needs of current and future transit facilities and incorporate these as appropriate.

[1] https://www.spokanetransit.com/projects-plans/bus-stop-design-standards

3.5 Flexible Area

This space between the Pedestrian Realm and the Vehicle Realm can be programmed for car parking, bike parking, landscaping, stormwater management, pavement-level protected bike lanes, shared-use paths, bus bulbs or curb extensions.

3.5-1 On-Street Parking

Parking lanes allow drivers and bicyclists to park their vehicles in the public right-of-way, providing convenient access to businesses and homes, and offering loading zones for freight vehicles. Carefully managed, on-street parking can offer traffic calming, economic development, and access benefits. On-street parking lane widths shall be in accordance with SMC 17H.010.120, the City's Comprehensive Plan and/or as directed by the City Engineer. Requests for a reduced street cross-section will be evaluated on a case-by-case basis and a waiver of the on-street parking requirement granted at the discretion of the City Engineer.

Parking and utility access locations should not share the same space. When conducting preservation work that refreshes the paved surface, there is opportunity to re-balance the uses of space. The scoping of such projects should consider the need for parking or access points, which offset one another. Consolidation of access driveways can provide additional parking space. This must be done in coordination with adjacent property owners, and in accordance with access management standards.

Some older streets in Spokane function as “yield streets”. These are bi-directional streets with a through-way narrower than two cars in width, meaning drivers must yield to each other to pass. Yield street operation work best on residential streets when parking utilization is 40-60%, creating a “checkered” parking scheme, which allows drivers to pull over in empty parking spaces or driveways. Yield street operation works best on residential local access streets with two-way traffic that measure 24-26 feet wide with parking on both sides, or 16-20 feet wide with parking on one side.

Figure 11 – Example of a Yield Street: Baldwin Ave between N Hamilton St and N Perry St (25-feet wide)

Parking Lane Width

Parking on arterial streets must be accommodated by 8-foot-wide parking lanes. See Table 1 for parking dimensions. Parking width on residential streets may be narrower, but the street must meet minimum width requirements defined in SMC 17H.010.060.

Bicycle Lanes Adjacent to Parking

When bicycle lanes are included in the Master Bicycle Plan, consult Table 1 for the desired bicycle lane width to be used in tandem with parking lanes. Ideally, provide a buffer between the bike lane and travel lane, allowing cyclists to ride outside the parked car "door zone". Where parking has a high usage and turnover, consider using parking-protected bike lanes with a door zone buffer to reduce conflicts between bikes and cars.

Angle Parking

Angle parking may increase parking supply if sufficient uninterrupted curb length is available, and is useful in mixed-use areas and retail and commercial districts. Angle parking tends to create a traffic calming effect by inducing caution for motorists driving adjacent to the parking zone. Refer to the city's standard plan G-60 for dimensions.

Utilize back-in angle parking, which requires the driver to back into the space; particularly when placed adjacent to bicycle lanes. This allows drivers to load vehicles from the sidewalk, improves driver-bicyclist visibility as the driver departs the space, and increases safety for the driver as the person can pull out into traffic rather than blindly backing up into traffic.

Other Parking Lane Uses

New uses of the parking lanes such as bike corrals and parklets increase the use of the public space for active living, placemaking and recreation.

Bike Corrals

Bike corrals expand the amount of bicycle parking on a street without taking valuable space away from the sidewalk. Bike Corrals typically replace one parking space at the request of a local business or property owner and accommodates 12-24 bikes. Corrals can be installed at corners to "daylight" an intersection since bicycle parking has minimal effect on the visibility of pedestrians to moving vehicle traffic. Bike corrals have been shown to have a positive impact on nearby business.[2] Corral location must consider:

- Safety for users
  - Set corral back from travel lanes in a parking lane
  - Use corrals on streets with low speed limits and low parking turnover
- Rack placement
  - Perpendicular to curb/roadway for wider parking lanes
  - Angled racks better for narrower lanes
- Land uses
  - Commercial and retail uses have more demand for corrals

[2] Meisel, Drew. Bike Corrals: Local Business Impacts, Benefits, and Attitudes." Portland State University. http://bikeportland.org/wp-content/uploads/2010/05/PDX_Bike_Corral_Study.pdf

- Design
  - Demarcate corral with bollards, rubber curbs, and striping. Planters and reflective bollards may also be used.

Before installing a bike corral, require a maintenance agreement between the city and a local business owner or community organization who will maintain the corral and clear it from snow, dirt, or debris.

Parklets

Parklets repurpose street right-of-way, often motor vehicle parking spaces, into publicly accessible spaces for all to use. Parklets provide additional public space for people to sit, enjoy meals, meet others, and use for art and plantings. Parklets help communities reimagine the role of the public street. Parklets should be installed on low speed streets.

Before installing a parklet, require a maintenance agreement between the city and a local business owner or community organization who will maintain the space and clear it from snow, dirt or debris.

Requirements for parklet design, planning, and maintenance can be found in the SMC 10.55 Parklets and Streateries.

3.5-2 Stormwater Management

Low-Impact Development Stormwater Treatments

Stormwater facilities are addressed in SMC 17D.060. Conventional stormwater management infrastructure is engineered to convey the largest volume of water from a site as quickly as possible, collecting surface runoff in subsurface structures.[3] Sustainable stormwater management, by contrast, views rainwater as an amenity, using it to improve urban ecology, microclimates, air quality, and the aesthetic quality of the public realm.

Low impact development design utilizes landscaping, engineering, and urban design tools to mimic natural watershed capabilities.

Figure 12 – Lincoln Street stormwater management

[3] "Chapter 3, Fundamentals of Stormwater Management," *New Hampshire Stormwater Manual* (Concord: New Hampshire Department of Environmental Services, 2006).

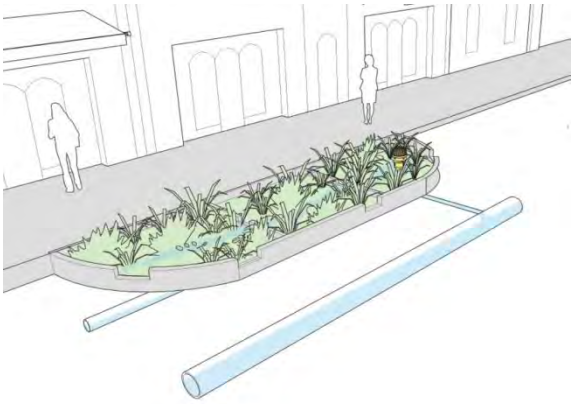
Stormwater facilities that fit the urban landscape, particularly in retrofit situations, are described below. Consult the Spokane Regional Stormwater Manual and Eastern Washington Low Impact Development Guidance Manual for detailed standards and placement guidance. Some tools for Low Impact Development are listed below.

Bioretention Facilities

Bioretention facilities are shallow landscaped depressions that receive stormwater from small contributing areas. They can be integrated into the site as a landscaped amenity because they are small-scale and dispersed. Bioretention facilities can be placed flexibly within medians, curb extensions, or public space. Maintenance of bioretention facilities involves vegetation management, soil replacement, and sediment and debris removal. In some cases it may be preferable to pipe stormwater to a nearby site where a single large bioretention facility can be constructed. This option must be enacted in accordance with the stormwater development guidelines. City reconstruction projects may have more flexibility to operate in this manner due to the extents and connectedness of the right of way.

When bioretention facilities are added to collectors or arterials, the designer should consult with STA to determine if current of future bus stops may be needed within the project limits. Adding a bus stop later on will reduce the area available for stormwater treatment.

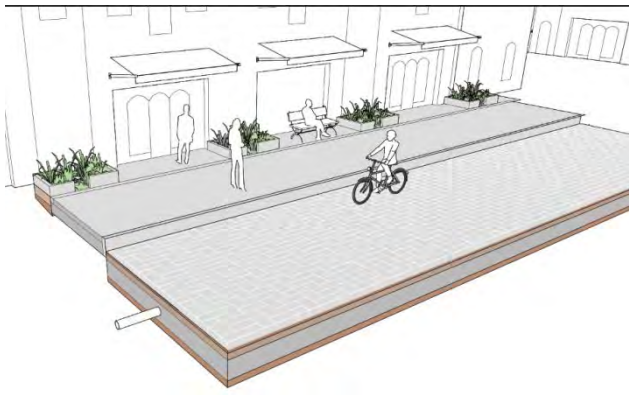
Figure 13 – Bioretention facility



Permeable pavement

Permeable pavements are being tested in the city for sidewalks, transit stops, pathways, parking lanes and travel lane surfacing. Permeable pavements generally do not work well on travel lanes of roads with high volumes and extreme loads, or where hazardous materials, dirt, or anything that could clog the pavement are loaded and unloaded. Permeable pavements may work well in parking lots, sidewalks, residential streets, medians, driveways, and fire lanes. Maintenance of permeable pavement involves street sweeping, leaf pick up, and may include pressure washing and vacuuming.

Figure 14 – Permeable pavement



3.5-3 Shared-Use Pathways

Shared-Use Pathways can be used adjacent to roadways under certain conditions. They work best in locations where limited vehicle volumes can cross the pathway. Common placements would be a pathway between the road and a ridge, river, railroad, freeway, or other manmade or natural feature that restricts vehicular cross traffic. Examples of this in Spokane include the Centennial Trail along Pettet Drive and Upriver Drive, the Ben Burr connection on 3rd Avenue, the South Gorge Trail in Peaceful Valley, and the pathway along Government Way. Low-volume street or driveway interactions may be accommodated with design features such as signage, pavement markings and adequate sight distance.

Figure 15 – Shared-Use Pathway along Pettet Drive

Shared-Use Pathways shall be employed where designated in the City's Comprehensive Plan and in the Master Bicycle Plan, and shall be designed in accordance with SMC 17H.010.260. When constructed within the road right-of-way, these will typically be constructed behind the curb and accommodate both bicycles and pedestrians. Additional width to provide at least 2' separation from the curb is desirable.

In locations with a high volume of pedestrians (downtown, college campus) or significant through bicycle traffic, it may be desirable to physically separate the pedestrians and cyclists using striping and pavement markings.

Figure 16 – Shared-Use Pathway with Separate Bicycle and Pedestrian Lanes

3.6 Vehicle Realm Access Management and Connectivity

3.6-1 Access Management and Driveway Design

Driveway locations shall be designed to provide for safe operations and minimal disruption of traffic flow. In general, the higher the street classification, the fewer the number of access points that are allowed. In areas of high-density housing, shared driveways are encouraged. Multiple unshared driveways with minimal separation between them are discouraged. Minimize driveway width and place them to reduce conflict points.

Access management enables better property access by allowing people to get off the main road and circulate through local streets. On higher speed streets, frequent access points become a safety hazard for all users. Reduce the number of driveways per property to reduce conflict points across all modes, as appropriate and when opportunity arises (see Figure 15).

Access management (i.e. consolidation or reduction of the number of driveway access points along a corridor) may be conducted during street reconstruction projects. However, driveway installations and renovations are generally completed as part of new development and must adhere to the following:

- **Encourage Alley Development to Reduce Driveways on Streets with higher Bike/Ped Activity**. Alleys provide alternative access to adjoining properties. Require utilization of these alleys instead of driveways to reduce the number of access points on main streets. Develop new alleys where possible to provide this alternative access.
- **Design Driveways to Favor Pedestrians and Bicyclists**. Driveways should not be designed as small intersections, but as minor curb cuts. Whenever possible, sidewalks across driveways should maintain their grade rather than sloping down to the street. The

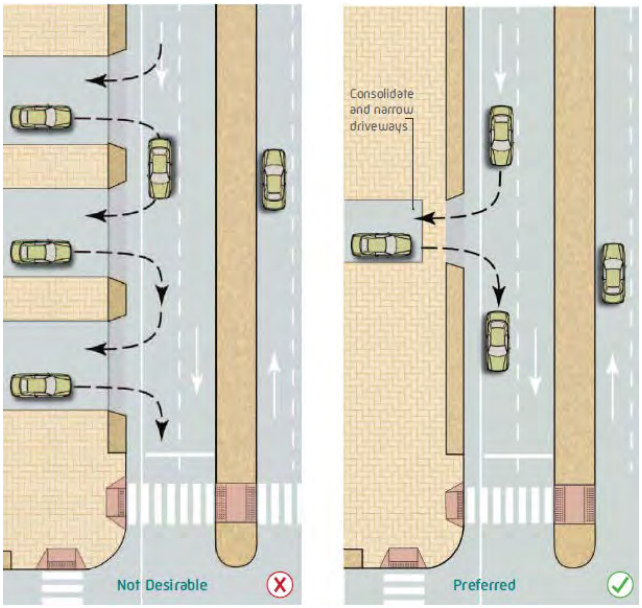
material used to delineate the sidewalk should continue through the driveway. See Figure 13, Figure 14, Standard Plans F-103, F-104, and F104B for examples.

- **During Street Projects, Assess Closure of Driveways**. When street projects are undertaken, evaluate the potential for consolidating driveways along the street to reduce the number of access points. Where streets do not meet the established driveway spacing standard, require new development and consider opportunities during reconstruction projects to address this.
- **High Volume Commercial Driveways**. These driveways should be considered in areas where high volume deliveries are required, where the receiving business may be likely to have a designated loading dock. Commercial driveways may also be considered in a dense commercial center, where multiple businesses could share commercial delivery space without restricting parking availability for customers. It is critical that this type of driveway design does not over-ride the facilities for the most vulnerable users, such as pedestrians. If visibility is a challenge for commercial vehicles entering or exiting, warning systems may be installed to warn drivers and pedestrians alike of an approaching vehicle.
- **Infill Access**. On case-by-case basis, single family residential zones can be developed using a variance to develop interior lots that share a driveway with primary lots. This is meant to facilitate development of lots that could not otherwise be developed in accordance with the standards. This applies only to parcels that are between 0.2 and 1.5 acres in size (8,700 to 63,430 ft^2), with an approved Design Variance. Utility, emergency fire access, stormwater considerations, and other considerations must also be met.

Figure 17 - Brick sidewalk pattern is continued over the driveway to establish pedestrian dominance.

Figure 18 - Continuous Sidewalk Design Establishes Pedestrian Space over Driveway

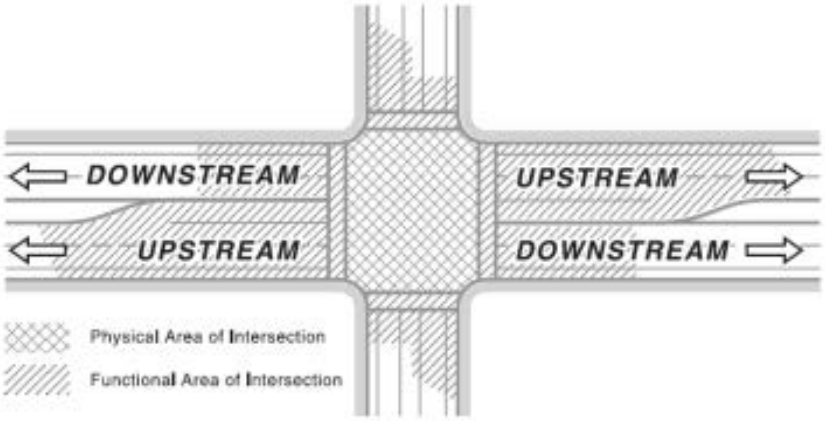
Figure 19 – Consolidated driveways increase safety for drivers and pedestrians



Access Management Standards

- Principal and Minor Arterial driveway spacing: minimum 125 feet
- Collector driveway spacing: minimum 90 feet
- Local Residential driveway spacing: one per parcel for new development
- Driveways shall be located outside the Functional Intersection Area at signals (area beyond physical intersection that includes decision and maneuvering distance), or in the alternative, may be restricted to right-in, right-out.

Figure 20 – Functional Intersection Area



- One driveway per commercial parcel with one additional access point per fronting street allowed if the property frontage is over ¼ mile in length and the site generates more than 100 PM peak hour departing trips.
- Commercial driveway approaches should be at least 75 feet from the point of curvature of a public road curb return on arterial streets and at least 30 feet for local access streets.

- For commercial driveways handling high volumes, a deceleration lane may be provided approaching the driveway, as justified by a traffic study or operational analysis. The driveway design must still maintain a tight turning radius to foster low speeds.
- Residential driveway approaches should not be closer than 15 feet from the point of curvature of a public road curb return on arterial streets and 10 feet for local access streets.
- Limit the Width of Driveways. Driveway width should be no more than 40% of the frontage (SMC 17H.010.220).
- Restrict Driveways near Bus Stops and Intersections. Do not place driveways within 100 feet of major intersections and 50 feet of other junctions, including bus stops, crosswalks, and small intersections.
- Shared driveways is a strategy to consolidate the number of access points along a block to reduce the number of potential conflict points between motorists and pedestrians. Driveways can be consolidated in instances where a single parcel has multiple access points, or where neighboring parcels may share parking resources. Driveway consolidation typically occurs during redevelopment as parcels and land use along a corridor change. Guidance for shared driveways for Single Family Residential Zoning development projects is found in the Infill Access and Utilities Standard.
- See additional access standards for Downtown Zones in SMC 17C.124.280 and Residential Zones in SMC 17C.110.535.

Standards for State Highways

Specific access standards apply for state highways within the City limits, which are classified as managed access facilities. Managed access is based on the premise that access rights of a property owner are subordinate to the public's right and interest in a safe and efficient highway system.

In accordance with Chapter 47.50 RCW, the City adopts by reference, the provisions of Chapter 468-52 WAC, together with all future amendments, in order to regulate and control vehicular access and connection points of ingress to and egress from, the State Highway System within the incorporated areas of the City of Spokane.

3.6-2 Street Connectivity

Connectivity refers to the density and directness of connections in path or road networks. Well-connected street networks have short links, frequent intersections, and minimal dead-ends or cul-de-sacs. High connectivity creates a more accessible and resilient transportation network, providing direct routes between destinations, multiple route options, and ultimately more capacity.

In designing streets, subdivisions, and retrofitting streets:

- The layout of new streets should consider future extensions of public roads and utilities into adjacent undeveloped parcels.
- Create blocks no longer than 660 feet in length. In urban settings (dense housing, centers and corridors, downtown, or commercial), strive to create short blocks that foster circulation.
- If topography, surrounding development patterns or other constraints make it impossible to meet the 660' block length, the City Engineer may approve a longer length if the total

perimeter of the block is less than 2000 feet. In these situations, pedestrian connections should still be provided at 660 feet or less.

- While rare; when opportunities arise (in the built environment) retrofit areas of the city with existing blocks longer than 660 feet in length with, at minimum, walking and bicycling connections. See Figure 21 for an example.
- When retrofitting areas of the city to create greater connectivity; utilities, emergency access, and maintenance access should be reviewed.

Figure 21 – Baymount Court connects through to Eagle Ridge Blvd for pedestrians and bicyclists.

3.6-3 Alleys

Alleys shall be constructed in accordance with SMC 17H.010.130 and the Standard Plans. All alleys shall have a minimum paved width of 12 feet with a 4-foot buffer strip on each side. The buffer strips may be paved, grassed, or graveled. The buffer strip may be used for utilities, but must be kept free of all vertical obstructions. Fences may not be placed in the buffer strip.

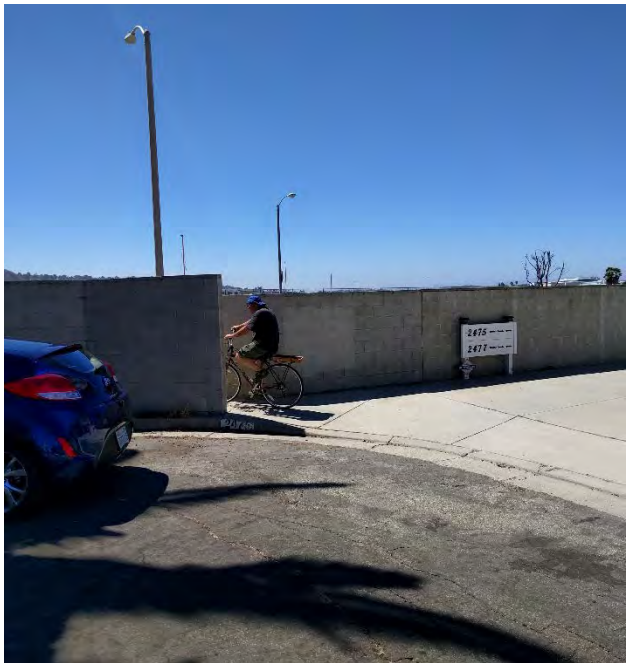
Preservation and reconstruction work will generally re-pave alley entrances to assure level matching of paving to the alley surfacing. When applicable, entrance design should coordinate with alley activation surfacing designs. Alley paving projects must comply with ADA standards where intersecting with sidewalks.

3.6-4 Turnarounds

Cul-de-sacs limit connectivity, lengthen emergency response time, and create a physical barrier between residents and trip generators. SMC 17H.010.080 restricts the construction of new cul-de-sacs unless specific conditions are met. Standard Plans W-114 and W-115 show design details of turnarounds.

In new developments, require a “stub-out” future roadway connection at the end of a street that will connect to future development. Connect existing turnarounds to any pedestrian and bicycle trails in the vicinity to close a gap in the walking and bicycling network.

Figure 22 - Example of bicycle and pedestrian connection from a dead-end street, providing additional connectivity.



If cul-de-sacs are provided, use the following types:

- **Standard Cul-de-sac**: The standard cul-de-sac is preferred for construction on local access dead end streets. The radius point of the bulb is on the street centerline. Install a stub-out at the end of the turnaround.
- **Offset Cul-de-sac**: An offset cul-de-sac has a radius point offset from the centerline, with one curb being tangent to the bulb curb. Like the standard cul-de-sac, it is intended for use on local access dead end streets.
- **Temporary Cul-de-sac**: A temporary cul-de-sac is similar to the standard cul-de-sac but allows for planned street continuation. Curbing is not installed in the temporary cul-de-sac, and the roadway dimensions resume at the terminus in preparation of further street construction (the terminus is suitably blocked to eliminate immediate access). When the street is extended, new curbs are constructed along the roadway tangent, extending from the end points of the original curbs and the excess asphalt is removed.
- **Hammerhead**: The hammerhead termination may be used on local access dead ends, but is primarily intended for use in dead end residential alleys. Construction of a hammerhead termination on local access streets is allowed only on approval of the City Engineer.

The following specific design criteria shall apply to the design of cul-de-sacs:

1. Cul-de-sac islands may be an option for any permanent cul-de-sac. The island area shall be finished in a manner approved by the City Engineer.

2. Minimum curb radius for the bulb shall be 50 feet plus the radius of a center island, if used.
3. Minimum right of way radius for the bulb section shall be 56 feet plus the radius of a center island, if used. If the sidewalk is to be located on an easement, the minimum right of way radius is 51 feet.
4. Unless otherwise approved by the City Engineer, cul-de-sacs shall be designed to "drain out" to the adjacent street to avoid flooding if the storm drainage system fails.
5. Cul-de-sac profiles shall be established to provide minimum 2% grades at all places along the gutter lines.
6. Provide a 14-foot wide connection (10-foot path plus 2-foot buffers) for pedestrians and bicyclists along fences separating two yards

3.6-5 Entrance Gates and Queuing Area

Proposed entrance gates may be allowed and designed in accordance with SMC 17H.010.100 and shall not interfere with emergency vehicle access. An adequate fire lane must be provided. If a center island is used, a minimum 14-foot wide lane between the face of curb and center island shall be provided. The center island shall not extend past the end of the gate when it is fully opened. In a case where there is no center island, the minimum road width is 20 feet. No parking on either side of the street will be allowed within 48 feet of the gate on both sides of the gate. The no parking zone shall be clearly signed on both sides of the gate. When fully opened, the gate shall not block access to structures or fire hydrants.

Gated streets require a queuing area to allow vehicles to exit the connecting street prior to the gate. The queuing area must be at least 48 feet long (measured from the intersecting curb line) to accommodate fire vehicles. Queuing areas longer than 150 feet will require a public turnaround designed to City Standards.

3.7 Vehicle Realm Geometrics

3.7-1 Bike Facilities

Bicycle facilities shall be employed where designated in the City's Comprehensive Plan and in the Master Bicycle Plan, and shall be designed in accordance with SMC 17H.010.260. Implementation of planned bicycle routes should be prioritized whenever reconstruction or preservation work is conducted, and new development should consider implementation of bicycle facilities to appropriately tie into the planned or existing network.

Side slopes adjacent to bikeways shall meet the requirements of Table 3. Minimum widths for bicycle facilities are shown in Table 1. Bicycle facility dimensions include the gutter pan.

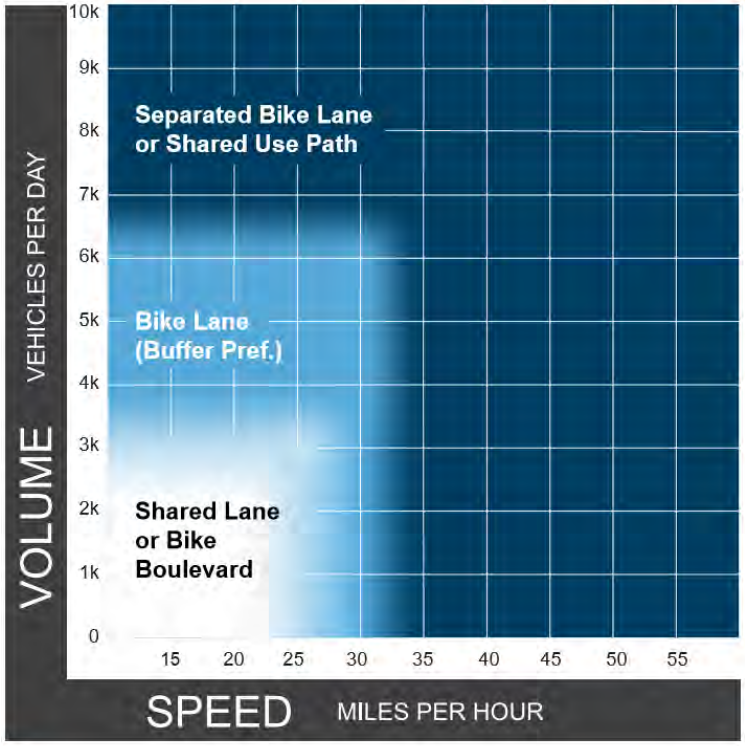
Consult the Bicycle Master Plan for design details on each bike facility type, and consider factors such as ADT, speed limit, and number of lanes when designing the bicycle facilities in accordance with the contextual guidance from FHWA shown in Figure 22 below.

Stress analysis research shows intersections are the toughest part to navigate, especially for people interested but concerned about cycling for transportation. Consult the MUTCD, NACTO Urban Bikeway Design Guide, AASHTO Guide for the Development of Bicycle Facilities, and FHWA Bikeway Selection Guide for corridor and intersection treatments.

Buffered bike lanes combine a single-direction bike lane with a buffer to provide a comfortable facility for users. The overall dimension should not be less than 6 feet without a buffer, or less than 7 feet including a buffer. This wider dimension accounts for curb-side obstructions or parked vehicle door dangers. Design should use a parallel line buffer design rather than cross-hatching to minimize the maintenance expense, although short lengths of cross-hatching may be used near conflict zones (intersections or driveways) to better communicate the purpose of the parallel lines as bike lane markings. Vertical elements may be introduced into the bike lane buffer. Planters may be used in downtown and other lower speed areas if they follow the guidelines in the Horizontal Clear Zone section. Reflective plastic bollards may be appropriate elsewhere.

Two-way bike lanes (on the same side of the road) are not addressed in Figure 1. If used they should be a minimum width of 8', although 10' is preferred, with a 2' minimum buffer.

Figure 23 – FHWA Bikeway Guide



Notes

1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

2 Advisory bike lanes may be an option where traffic volume is <3K ADT.

Neighborhood Greenways (aka Bike Boulevard) are residential bikeways that prioritize bicycle and pedestrian travel over vehicle through-put. Several tools may be employed to create a greenway. Generally a greenway will be sited on a residential street paralleling a nearby arterial street. Thus connections to destinations along the arterial are readily accessed, though the stress experienced by the walker or biker are much lower. Prioritizing pedestrian and bicycle traffic is achieved by providing appropriate facilities for these modes of travel and by calming or reducing vehicle traffic flows. Greenways are commonly attributed with slow speed, minimum stop signs, and protected crossings of arterial streets.

Some greenway tools include signing and intersection treatments. Signage should be used to highlight the designated greenway, and should also provide distance-based wayfinding to community destinations for bicycle and walking traffic. Intersection treatments are particularly important to the success of a greenway. Intersections with arterial streets need to provide safe and functional crossing methods for bicycle and pedestrian traffic. Intersection treatments might also be used to dissuade vehicle traffic from the greenway. This can be done through limiting turn movements onto the corridor from more busy streets or even by diverting traffic off of the corridor at lower volume intersections. It is important that these treatments are used only on designated greenway corridors, as the impact to neighborhood traffic patterns can be significant.

Figure 24 – Neighborhood Greenway Sign

Shared-Use Pathways are typically off-street facilities designed for all non-motorized users. A minimum width of 12 feet is commonly used, although wider sections may be desirable to accommodate high volumes or utility access. Guidelines for shared-use pathways next to roadways are discussed in Section 3.5-4.

Green paint should be used only in high conflict areas. Examples of high conflict areas include marking a bike lane through an intersection where there are heavy conflicting right turn movements, marking a contra-flow bike lane through an intersection, or marking the entrance to a right-turn only lane where vehicles must cross the bike lane. Green paint can also be used to connect corridors that are otherwise unclear, when introducing bicycle facilities newly to a corridor, to aid in wayfinding or in places where vehicles are found to encroach on the bicycle facility.

Bicycle detours must be planned and implemented whenever work interrupts a bicycle lane. Temporary shared-use lanes may be used, if traffic volumes are acceptable. When traffic volumes are high, bicycle detours should guide cyclists on routes and temporary facilities with relatively similar safety conditions as the route being detoured from.

3.7-2 Profile Grades

The maximum profile grade for all streets, alleys, and pathways is 8%. A variance may be granted by the City Engineer considering topography, safety, maintainability, function, and emergency vehicle access. The minimum profile grade for all streets, alleys, and pathways is 0.8%. Cul-de-sac profiles shall be established per section 3.7-3. The profile grade at all residential intersections, along minor roadways at arterials, and for all roadways at controlled intersections shall be no greater than 3% at any point within 100 feet of the near end of the curb radius on minor roadways.

Preservation work need not correct profile grade issues, except as possible to eliminate minor inconsistencies. Reconstruction projects should address needed profile improvements.

3.7-3 Horizontal Curves

Horizontal curves are to be determined in accordance with normal civil engineering procedures, considering design speeds, sight distances, roadway crown, building proximity, and vertical grades. For arterial streets with speeds of 30 mph or higher, A 100-foot horizontal curve radius

shall be considered the minimum unless otherwise authorized by the City Engineer. The maximum superelevation on horizontal curves shall be 2%. The minimum horizontal curve radii shall be determined per AASHTO Design for Low Speed Urban Streets, based on design speed, which shall be the posted speed limit, and considering the roadway crown. Pavement widening on horizontal curves to accommodate large vehicles shall be considered per AASHTO Chapter III - Elements of Design, Table III-23.

Preservation work need not correct horizontal curvature issues, except as possible to eliminate minor inconsistencies when the roadway is not bounded by curbing. Reconstruction projects should address needed horizontal curvature improvements within a reasonable effort and cost.

3.7-4 Vertical Curves

Refer to Table 2 for sag and crest vertical curve design criteria. Vertical curves must provide adequate stopping sight distance as defined in the 2011 AASHTO "A Policy on Geometric Design of Highways and Streets".

Preservation work need not correct vertical curvature issues. Reconstruction projects should address needed vertical curvature improvements, as possible while matching adjacent buildings and driveway grades.

3.7-5 Roadway Side Slopes

Roadway side slopes shall meet the requirements of Table 3; special sloping may be required to meet minimum sight distances.

Preservation work need not correct side slope issues. Reconstruction projects should address needed improvements, particularly where safety has proven to be compromised due to obstructions to sight distance.

3.7-6 Design Speed

Street design sets the context for driver response. Historic design practices have used 85th percentile observed speeds or have established design speed higher than the posted speed. In particular, design speed is used during design of horizontal curves. Because design speed is one of the factors in determining street context, it should be established as the posted or target speed. This practice will avoid "speed creep", which can occur when streets are built to operate at higher speeds than posted and the next design period resets with a speed study revealing the 85th percentile has increased. Streets designed for the target operating speed have proven to have greater user compliance, and are thus safer for all users.

Table 4 – Target speeds by street type

	RESIDENTIAL, INDUSTRIAL, CB AND GC				CC, DOWNTOWN, FORM BASED CODE			
Street Type	Principal Arterial	Minor Arterial	Collector	Local	Principal Arterial	Minor Arterial	Collector	Local
Design Speed = Posted Speed = Target Speed (mph)	30-35	30-35	30	25	20-30	20-30	20-30	20-25

3.7-7 Vertical Clearances

The clearance above any street surface shall be as provided in SMC 17H.010.240 and SMC 12.02.0462.

Preservation projects must coordinate with Urban Forestry to ensure the tree canopy is in compliance. Reconstruction projects must similarly ensure the tree canopy is in compliance, and should consider opportunities to improve upon other hazards or obstructions.

3.7-8 Horizontal Clear Zones

This section is intended to replace the former City of Spokane clear zone policy ADMIN 0370-08-04. Clear zones are unobstructed, traversable areas that extend beyond the curb-to-curb dimensions of the traveled street. Clear zones allow for loss of control and other erratic driving behavior. Commonly found fixed objects in the right-of-way include: trees with a diameter of 4 inches or more (measured at 6" above ground surface), wooden poles or posts greater than 16 square inches in cross-section (without breakaway features), bridge piers, retaining walls, landscaping walls, some types of fences, signal poles, signal/lighting/ITS cabinets, culvert ends, utility poles and luminaire poles.

Generally, clear zones can be reduced in urban areas since wide unobstructed sidewalk and/or shoulders lining the roadway encourage higher-speed driver behavior. The presence of street trees and other roadside features tend to decrease overall speeds, increasing safety for all users and more comfort for people walking and biking. The City of Spokane Comprehensive Plan promotes a sense of place, encourages the installation of street trees in the planting/pedestrian buffer strips, and encourages other urban amenities along and adjacent to roadways such as planters, bollards, benches, light fixtures, kiosks, clocks and transit shelters.

The City of Spokane is granted jurisdiction over clear zones along City streets and managed access State highways within the City per RCW 47.24.020(2). Along managed access State highways this authority applies only beyond the curb, or if no curbs, beyond the portion of the roadway used for highway purposes. Between the curbs (median areas) the Washington State Department of Transportation (WSDOT) has jurisdiction over clear zone. WSDOT has full authority over clear zones inside and outside curbs along State limited access facilities within the City.

Table 5 – Minimum Clear Zone (distance from edge of traveled way)

	Posted Speed 20-35mph		Posted Speed 40 or above	
	Existing Fixed Objects(2,3)	New Fixed Object (2)	Existing Fixed Objects(2,3)	New Fixed Object (2)
State Highways	WSDOT[1]	WSDOT[1]	WSDOT[1]	WSDOT[1]
New street construction	n/a	4	n/a	10
Street reconstruction including width or profile adjustments	1.5	4	6	10[1]
Street reconstruction not including width or profile adjustments	1.5	4	6	10[1]
New installations not related to street construction	n/a	4	n/a	10[1]

[1] If 10 feet clear distance cannot be provided within the available right-of-way, the design engineer may evaluate and justify placement as near the outer edge of the right-of-way as practical.

[2] On a curbed street all fixed objects shall be at least 1.5 behind curb regardless of the location of the travelled way. This is to ensure clearance for parked vehicle doors, snow removal, sign overhang, etc.

[3] Fixed objects / trees with less than 1.5 feet clearance should be considered for removal or relocation. If clearance is between 1.0 and 1.5 feet existing fixed objects including trees may remain unless damage indicates a history of vehicle collision, the object or tree conflicts with the condition or operation of a street, alley or sidewalk, or removal/relocation is required due to other public safety, convenience or aesthetic considerations.

When indicated by Table 5, rigid objects within the clear zone should be removed or not installed, relocated to a position outside the minimum clear zone, remodeled to make traversable, breakaway, or shielded.

- A larger clear zone on the outside of horizontal curves is desirable. On streets with on-street parking, bike lanes, or on streets without curb the clear zone is measured from the edge of traveled way.
- Signals, cabinets, illumination poles, parking meters and ITS equipment are exempt from the policy, although desired placement is at least 1.5 feet from the face of curb.
- Traffic control signs, fire hydrants and residential mailboxes may be placed in the clear zone if on a breakaway fixture or a frangible design.
- Planter boxes, benches, bike racks, transit shelters, bollards, utility standpipe vents clocks, trash cans, fencing for sidewalk cafes, kiosks, security barriers, mail drop boxes, tree guard and other street furniture typically used in the downtown and centers and corridors are exempt from the policy, although desired placement is at least 1.5 feet from the face of curb.
- Any planter boxes placed in the street as traffic calming or delineation devices should be of a frangible design or pinned in place. Height including sight blocking vegetation shall not exceed 36 inches.
- Within medians the clear zone should be 1.5 feet along straight sections, and 3 feet near intersections where the median is near the alignment of turning movements.
- The width of on-street parking and bike lanes can be included in the measurement of clear zone distance.
- In areas where sidewalk does not exist, the future location of sidewalk shall be evaluated. Existing buildings or other property improvements may make it prohibitive to provide separated sidewalk with planting or pedestrian buffer strips in the future. If it is determined that future sidewalk will necessitate installation adjacent to curb, the distance behind curb shall be increased to allow installation of the proper width sidewalk without obstructions.
- Attainment of these clear zone values does not relieve the Design Engineer of the responsibility to evaluate sight distances in accordance with applicable design standards.
- A three foot clearance to roadside objects should be provided near turning radii at intersections and driveways to prevent a truck overhang from striking an object.

3.7-9 Roadway Drainage

Stormwater collected within the roadway must be effectively routed to drainage facilities, such that flow accumulations and pooling are minimized, or otherwise efficiently dissipated. Minimum roadway profile grades are shown in Table 6. Standard Plan W-101 provides a chart for selecting a roadway crown section based on roadway width and curb height differential. Refer to the City's Standard Plans for cross-section and staking data. For vertical curves, the designer's attention is called to the limiting K-value factors shown in the Table 2 footnotes.

Generally, no more than three lanes should be sloped in any one direction. On wide streets, a quarter-crown or center-crown cross-section is recommended, or the designer may consider stormwater collection at the median.

Refer to Section 3.4-5 herein for stormwater disposal methods and design requirements. New development and re-development treatment requirements are addressed in the stormwater design guidelines.

3.7-10 Through Traffic Lanes

Refer to Table 1 for traffic lane design width guidelines.

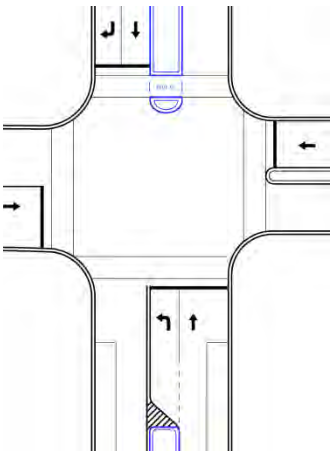
Reconstruction and preservation work shall incorporate markings for all users of the street as determined within this standard for planned pedestrian, bicycle, and vehicular facilities.

3.7-11 Exclusive Turn Lanes

Left and right dedicated turn lanes widen the intersection, often require adding another signal phase, and may lengthen the overall delay for users. Dedicated turn lanes should be used only when specifically determined by an engineering analysis to solve congestion issues. The engineering analysis should consider the impact not only on the target intersection, but also the surrounding street network. Refer to appropriate MUTCD guidelines for design and application of dedicated turn lanes.

In connected networks, left turns can be restricted at periodic intersections to avoid having long exposed pedestrian crossings at every intersection.

Figure 25 – Pedestrian refuge at left turn lane pocket



Preservation work need not incorporate roadway reconfiguration projects, unless planned as a follow-up to reconstruction work that conducts such changes, and thus would otherwise leave pavement patching.

3.7-12 Tapers

The standard taper length for narrowing or offsetting of a lane shall be based on the design speed, per the U.S. Department of Transportation Manual on Uniform Traffic Control Devices (MUTCD).

3.7-13 Survey Monuments

At a minimum, monumentation shall be provided in the following locations:

a) At center of each cul-de-sac

b) At point of curvature on all horizontal curves

c) At point of tangency on all horizontal curves

d) On the roadway centerline at the end of every plat.

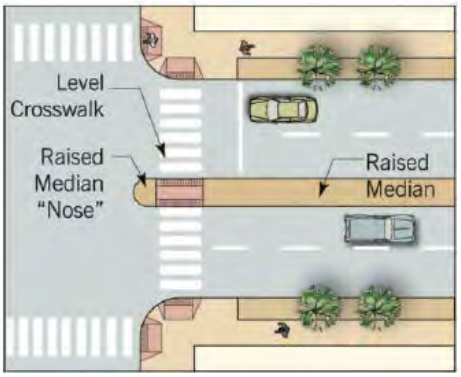
Monument pins with cases shall be installed at these locations in accordance with the City's Standard Plans.

These specifications apply to all preservation and reconstruction work.

3.8 Median Realm

Build medians in accordance with Table 1 on new streets. In retrofit situations, vehicle lanes could be narrowed to add pedestrian refuge islands or medians at unsignalized marked crosswalks on principal or minor arterials in dense zoning[4]. Pedestrian refuge islands should be considered for wider street crossings. A minimum of 6 feet is required for a pedestrian refuge median (8 feet is optimal). However, in retrofit situations a narrow pass-through may be more desirable than no island at all. A narrow median pass-through can provide a place for crosswalk warning signage and also work to reduce vehicular speeds by visually narrowing the roadway. When crosswalks go through a median, protect the crosswalk users with a raised median nose. The end of the median must be marked with a vertical marker for snow plow delineation.

Figure 26 - Protecting crossings with a median tip provides safety from turning traffic



Some transit routes may find it beneficial to place bus stops in the median. This is type of setup requires left-side boarding doors on the bus and crosswalks to reach the median. The City Line route, opening in 2021, has designed several median stops.

Speeds can be reduced at neighborhood entry points by installing a short median. This treatment provides a cue to drivers that they are leaving an arterial street and entering a local street. See Figure 28.

Medians, where constructed, shall not exceed 600 feet in length without a break that allows emergency vehicles to cross through the median and continue in the same direction (S-Turn movement). See SMC 17H.010.140 requirements on emergency vehicles access and staging areas on local streets. The break in the median does not need to allow for U-turn movements. Consider the space required for turning movements when installing in tandem with bulbouts.

[4] Per crosswalk ordinance https://static.spokanecity.org/documents/projects/crosswalkordinance/adopted-crosswalk-ord-c35141.pdf

Figure 27 – Neighborhood entry median.

Medians may be combined with on-street parking, bulb-outs or chicanes provided that fire staging areas are provided periodically. These designs must be closely coordinated with the fire department to ensure adequate access to hydrants and structures. Staging areas must not be used for snow storage and must be clearly marked to restrict parking. Hydrants should be located at the staging areas which improves fire access and helps to enforce the parking restriction. Hydrants could also be located in the median, allowing better access and limiting the possibility of blockage by parked cars. Prior to approving hydrants in the median, the method for snowplowing this area and keeping the hydrant clear must be discussed with Streets. Median landscaping should consider the height of adjacent buildings and the need for aerial equipment. Neighborhoods developed with this pattern should also provide a grid network to allow for alternative routes during emergency events.

Figure 28 – Summit Parkway with medians, bulb-outs and fire staging areas.

Preservation work need not adjust nor replace medians. Reconstruction projects should consider the space used by the median, and the utility of that space to be maintained as median or other uses. Pavement and median condition should be considered as possible replacement items during scoping of capital work.

3.9 Neighborhood Traffic Calming

Traffic calming increases safety through vertical and horizontal traffic slowing measures, and by reducing traffic in residential neighborhood areas. Install traffic calming strategically to protect vulnerable users, reduce speeds in areas exhibiting safety concerns, and as part of the city's Neighborhood Traffic Calming Program. Tools include:

- Horizontal measures – Chicanes, intersection and midblock curb extensions, traffic circles
- Vertical measures – Raised crosswalks, tabletop intersections, installation of sidewalks.
- Traffic reduction – Diverters, medians with walking and bicycling cut-throughs

A formal neighborhood traffic calming program is presently administered by the City through Neighborhood Services. Included in the program is a "Traffic Calming Toolbox", outlining the basic options for solving concerns within any given neighborhood. This toolbox, although not exhaustive, is a reference for optional traffic calming elements within capital or development projects. The NACTO Urban Street Design Guide is also a good reference for traffic calming design. When considering traffic reduction measures, consideration should be given to where traffic will reroute to.

Implementation of traffic calming is required only for approved applications. New developments may include traffic calming measures as appropriate, per SMC 17H.010.160. Preservation and reconstruction projects will install traffic calming elements as programmed.

3.10 Pavement Design

3.10-1 Asphalt Binder Selection

All Hot Mix Asphalt binder and aggregates used in the traveled way shall conform with WSDOT specifications, and meet the requirements for durability and performance.

These specifications apply to all rehabilitation maintenance and capital work.

3.10-2 Pavement Section Thickness

The minimum asphalt thickness shall be in accordance with Standard Plan W-101A. As noted in W-101A, the City Engineer may require a pavement design for local access (residential or commercial) streets. This will be evaluated on a case-by-case basis. All arterials require a pavement design, which shall be approved by the City Engineer. A rational pavement design for either arterials or residential streets must contain the following:

1. Traffic Loading – an estimate of the number and types of loadings that roadway will carry for the design life. This estimate of loading must be established by a procedure accepted by the City Engineer and be expressed in 18-Kip Equivalent Single Axle Loads (ESAL's).

2. Subgrade Support—a representative value for the stiffness of the native material on which the road will be built. This value will be established by a procedure accepted by the City Engineer and be expressed as resilient modulus (MR). When determining MR, soil sampling is to include:

a) Obtaining a sufficient number of soil samples which adequately represents the subgrade MR, and where significant changes in MR occur;

b) Constructing a soil log to a minimum of five foot depth below proposed subgrade and classify the soil per USC; and

c) Recording the location of where the samples were obtained, normally by station and offset. This record shall be provided to Engineering Services.

3. Analysis- a procedure for establishing the surfacing depth requirements for a given traffic loading and subgrade resilient modulus. The City Engineer must approve this procedure. The following procedure is pre-approved: Guide for Design of Pavement Structures (26), 1994 the American Association of State Highway and Transportation Officials (AASHTO).

The pavement design life is 20 years for new construction and 15 years for pavement overlays. The structural pavement calculations, soil sample locations, lab results, design criteria and recommendations are to be included in a report prepared by the sponsor's engineer. All design factors used are to be listed in the report, including traffic loads projected to occur over the life of the pavement. The report is to be stamped by an engineer, licensed in the State of Washington.

These specifications apply to all preservation and reconstruction work.

3.10-3 Pavement Patching

The City of Spokane adopted the Spokane Regional Pavement Cut Policy in 2005. The adoption resolution is included in Appendix F. This pavement cut policy is updated on a regular basis through coordination with Avista and other local agencies in the Spokane area. All pavement cuts for utility work and patches shall be designed and constructed in accordance with the latest version of this policy.

These specifications apply to all preservation and reconstruction work.

3.11 Intersections

Intersections represent the most complex pieces of the network. They are the place at which multiple modes meet and need to pass safely through. Keeping intersections compact increases eye contact between users, and making them legible or intuitive means each user knows where he or she belongs. Follow these principles of intersection design:

- Make intersections as compact as possible
- Identify utility maintenance access in design considerations
- Analyze intersections as part of a network, not in isolation
- Design intersections as shared spaces
- Integrate space and time; for example adjust signalization timing to improve flow on a corridor

The maximum centerline distance between intersections shall be 660 feet. The minimum recommended centerline distance is 150 feet, or 300 feet for signalized intersections. In general, intersections should be at right angles. The minimum acute intersecting angle for streets shall be 70-degrees. For stop sign-controlled streets the 70-degree (tangent) portion shall extend along the controlled street a minimum of 30 feet from the end of the curb radius. For all cases, the effects of sight distance shall be considered.

Preservation projects may implement adjustments to striping patterns, but will not be expected to adjust curb placement except as necessary for ADA compliance measures. Intersection design

principles should be reconsidered for reconstruction projects. This is particularly important if there are high incidents of collision, but may also be important if the use patterns have evolved since the original construction; i.e. a new industrial area has developed.

3.11-1 Design Vehicle

Streets should be designed to serve the most vulnerable user. Designing streets for the largest possible vehicle results in streets with oversized intersections and large turning radii. The result is higher operating speeds for the most frequent vehicles on the street – passenger cars. Use both design vehicles and accommodated vehicles for intersection design. Each intersection is unique, and designing for the largest most frequent vehicle (comprising 10% or more of Average Daily Traffic) allows for better –controlled turning speeds on streets and at intersections. Follow these guidelines for selecting design and accommodated vehicles:

- **Establish a *design vehicle***. The selected design vehicle should be the largest vehicle that accounts for at least 10% of a street's average daily traffic. Selection of the design vehicle should consider the make-up and expectation for traffic flowing through a given intersection. The design vehicle will dictate the minimum turn radius.
- **Establish an *accommodated vehicle* for infrequent users.** The accommodated vehicle is the largest expected vehicle. Use curb and turning radii that allows the accommodated vehicle to use the full street for turns, including parking lanes, bikeways, and adjacent lanes. Consider medians and curb lines as barriers. Restrict parking near intersections and employ recessed stop lines if needed.

  Figure 29 – Infrequent accommodated vehicle can encroach into opposing lane

The use of design and accommodated vehicles during design allows more flexibility to adjust designs in favor of pedestrian or bicycle traffic (the most vulnerable users). The following points illustrate options to consider space requirements with this greater latitude.

- Consider the use of tools such as **staggered (offset) stop lines** (where opposing queue storage is adequate) to accommodate vehicles before electing to widen intersection curb alignments.

Figure 30 – Recessed stop bar used where bus must turn right frequently

- The largest frequent user (candidate design vehicle) of most local streets is a 30-foot delivery truck (SU-30). SU-30 vehicles have similar width and wheelbase to a school bus.
- If designing a segment of a designated emergency response route, use appropriate fire apparatus as the accommodated vehicle. In some instances, truck selection might be determined by the fire trucks expected to use the route based on proximity to nearest fire stations.

Table 7 summarizes likely design and accommodated vehicles by context and street type.

Table 7 - Minimum Design Vehicle Standards

	RESIDENTIAL, INDUSTRIAL[1], CB AND GC		CC, DOWNTOWN, FORM BASED CODE	
Street Type	Arterials[2]	Local	Arterials[2]	Local
Design Vehicle (10% or more of ADT)	WB-40	SU-30	SU-30 & STA 40' bus	SU-30
Control Vehicle (Infrequent Largest User)	WB-50	WB-50	Ladder truck	Ladder truck

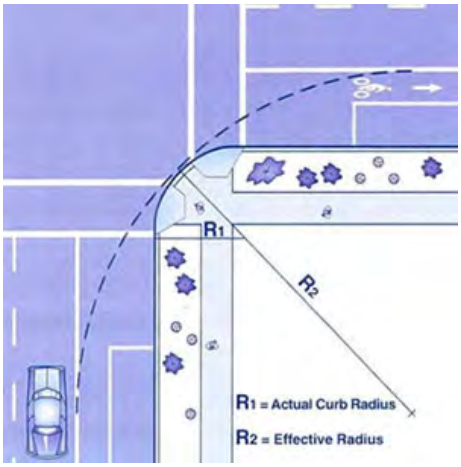
[1] Urban streets zoned for industrial uses may require larger design and control vehicles.

[2] Intersections of arterials with a local street should use the local street design vehicle unless nearby land uses dictate the need to accommodate a larger vehicle.

3.11-2 Curb Radius

Curb radii influence driver behavior—positively and negatively—affecting turning speeds and the safety of all users. Minimize curb radius based upon the design and accommodated vehicle. Calculate both the actual radius – the radius of the curb itself- and the effective radius, or the wheel track of vehicles. For example, at intersections with on street parking and no curb extensions, the effective radius is much higher than the actual radius. In all cases, consider the widths of the approach and receiving lanes, as crowding may cause poor driver response.

Figure 31 – Actual vs. Effective Radius



Source: saferoutesinfo.org

Retrofit existing curbs with curb extensions to reduce actual and effective turning radius. Consider curb extensions whenever on-street parking is present. However, consideration for stormwater flow-lines must be incorporated into design and retrofits.

Curb radius determines turning speed. Use corner radius to keep turning speeds low while allowing the design vehicle to turn.

Table 8 – Intersection Curb radius and speed

	RESIDENTIAL, INDUSTRIAL, CB AND GC	CC, DOWNTOWN, FORM BASED CODE
Actual Radius	20 feet minimum	10 feet minimum
Effective Radius	25 feet minimum	20 feet minimum
Turning Speed[1]	10-15 mph	10 mph

[1] For right turn movements. Left turns will typically be 5 mph faster.

3.11-3 Bus Bulbs at Intersections

For bus bulbs at intersections, a bulb for a single bus measures 30' long, allowing both doors to open on the bulb, and measures 6-8' wide. On heavy ridership routes where more than one articulated bus platforms several times per day, the bulb measures up to 140' in length. The return angle will be 45 degrees. If the route requires buses to turn right after stopping at a bulb, ensure actual and effective radius meets appropriate bus turning templates.

3.11-4 Clear Sight Triangle

For design purposes the clear horizontal sight distance triangle at intersections shall be as described in AASHTO "A Policy on Geometric Design of Highways and Streets", Chapter 9, section on Sight Distance.

For vegetation enforcement purposes, use the clear view triangle shown in SMC 17A.020.030.

3.11-5 Roundabouts

Roundabouts will be reviewed in every case and shall be designed in accordance with WSDOT's design standards. Roundabouts are intended for arterials and collectors. Roundabouts can ease congestion and improve safety at skewed or five-leg intersections.

Typically, roundabouts are larger scale facilities, as they are intended for use along arterials and collectors as previously noted. They facilitate traffic flow without the need for signalization. Roundabouts generally reduce the number of conflict points for vehicles in the intersection and reduce the severity of collisions between vehicles. Design is critical to facilitate safe travel for bicyclists or pedestrians to limit conflicts at the legs of the intersection, as well as to provide needed information for pedestrian alignment and crossing. While vehicle safety is generally improved, improper design can degrade safety for bicycle and pedestrian travel.

Compact urban roundabouts may also be used at city intersections. They have a smaller footprint with and use a completely mountable center island. In many cases existing curb or sidewalk can be left in place.

Preservation work will generally be applied to roundabout pavement surfaces, but implementation of these facilities would qualify as reconstruction.

3.12 Signing and Pavement Markings

3.12-1 Traffic Control Signs

All existing and proposed official traffic control signs required by MUTCD as part of street design shall be shown on the plans, and shall be subject to review and approval by the City Engineer. The plans shall include all existing and proposed signs, show the full width of the street, include any signs on the opposite side of the street, and show existing conditions beyond the proposed development. Prior to construction, shop drawings for all new street signs shall be submitted to Street Maintenance - Signs and Markers for approval.

Preservation and reconstruction work should update signage as appropriate.

Warning and regulatory signs provide motorists with critical information and need to be visible in order to be effective. Provide minimum sight distances according to Table 3-1 in the 2011 AASHTO "A Policy on Geometric Design of Highways and Streets".

3.12-2 Pavement Markings

Design plans for pavement markings shall be approved by the City Engineer prior to construction. Plans shall include all existing and proposed striping, show the full width of the street, and show existing conditions beyond the proposed development. Any existing markings that are to be removed shall be clearly designated.

Preservation and reconstruction work shall incorporate markings for all users of the street as determined within this standard for planned pedestrian, bicycle, and vehicular facilities.

Plastic is the preferred material for pavement markings on Principal and Minor Arterials. Stop lines, crosswalk lines, wide lines (gore stripe), dotted wide lines, dotted bicycle lines, dotted extension lines, arrows, words and symbols shall be preformed thermoplastic. Other lines may be paint with thermoplastic dots according to the City of Spokane Standard Plans.

3.12-3 Crosswalks

Facilitate safe pedestrian crossings along centers and corridors, and near pedestrian generators. The crosswalk standards are outlined in SMC 17H.010.210 and SMC 17H.010.215. In general these sections of code require the following:

- **Placement**. Provide marked crosswalks along centers and corridors and near schools, parks, hospitals, churches, trail crossings, and other significant pedestrian generating facilities.
- **Design**. In the Downtown, Commercial, Centers and Corridors, and Form Based Code zones, a minimum 6-foot pedestrian refuge at unsignalized crosswalk locations is encouraged where the total crossing is 3 or more automotive lanes.
- **Striping.** Refer to City of Spokane Standard Plans.
- **Stop bar.** Refer to City of Spokane Standard Plans.
- **RRFBs/PHBs**. Install pedestrian-activated tools such as Rectangular Rapid-Flash Pedestrian Beacons and Pedestrian Hybrid Beacons in locations that serve pedestrian generators as ascribed by engineering analysis and approved by the City Engineer. The MUTCD and FHWA-SA-18-018 shall be used as a reference for determining the appropriate crosswalk treatment.

The following exhibit is intended to provide clarification on crosswalk placement based on SMC 17H.010.210.

Figure 32 – Crosswalk placement near schools and parks

3.13 Traffic Signals and Intelligent Transportation Systems

3.13-1 Traffic Signal Design

Street traffic signals shall be designed with direct coordination and review by the City Street Department. Preservation and reconstruction work should consider traffic signal updates and replacements as appropriate.

- In downtown, use signal progression to promote smooth progression of vehicular traffic at or below the posted speed in an effort to reduce congestion. Work to reduce signal delay on heavily used bike routes.

- Use of Pedestrian Recall is addressed in SMC 16A.84.040.
- In urban areas with heavy pedestrian traffic, consider the use of Leading Pedestrian Intervals (LPI). LPIs add a few seconds of time for pedestrians to establish themselves in the crosswalk before the vehicle signal turns green, enforcing that turning traffic yield to pedestrians. If LPI is used without Accessible Pedestrian Signals the walk interval may need to be increased to aid sight impaired pedestrians who listen for the parallel traffic movement to know when to walk. LPI is addressed in SMC 16A.84.
- Signalized intersections should be re-timed approximately every five years to reduce both air pollution and delay.
- At rehabilitated or new signals, retrofit with Accessible Pedestrian Signals. Prioritize APS installations near concentrations of vulnerable populations, such as near senior centers or hospitals. Intersection APS retrofits are addressed in SMC 16A.84.060.
- Signal interconnection of traffic signals to the Central City Signal Server via fiber optic or copper Ethernet for progressing traffic through an area. New signal and pedestrian hybrid beacon installations should include interconnect infrastructure.

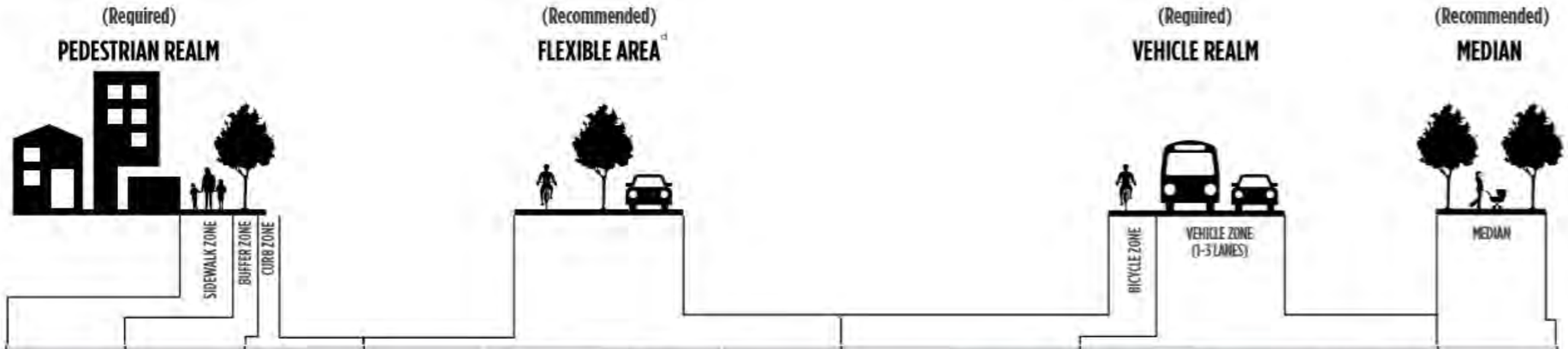
3.13-2 Intelligent Transportation Systems

The City of Spokane uses several types of Intelligent Transportation Systems (ITS) throughout the City to help monitor and manage traffic flow.

- PTZ cameras provide live video feeds to the regional traffic management center and are used by city staff to monitor traffic conditions, adjust signal timing, and perform studies. Additional fixed cameras provide telemetry at several intersections throughout the City.
- Permanent count stations are located throughout the City. These provide count information throughout the year.
- Over 95% of the City's traffic signals communicate with a central server via Ethernet over copper or fiber. Remote access is also available to all City owned PTZ, fixed cameras and dynamic message signs.
- Dynamic Message Signs have been installed in key arterial locations within the city to display messages related to traffic control and safety.
- Flashing school beacons have been installed at most of the schools in the city limits to provide real-time information to drivers on the times the 20 mph speed limit is in effect.
- Speed feedback signs have been installed through the traffic calming program. Some models can provide count and speed data.
- Bike and pedestrian count stations are installed on select regional trails within the city and provide time of day, weekday vs. weekend and season count data for use in planning.
- Remote Weather Information System (RWIS) units provide information on air temperature, humidity, dew point and road surface temperature. One is currently installed on the south hill.
- Bluetooth/WiFi readers are used to monitor corridor travel times on Maple/Ash, Division, Freya/Greene/Market, and US 2 in cooperation with the Spokane Regional Traffic Management Center.

3.14 Reference Tables

Table 1 Street Dimensions



	Sidewalk Zone[a]	Buffer Zone[a,c]	Curb Zone	Opt. Shared Use Path[e]	Stormwater Management[g]	Curb Extensions[h] / Bus Bulbs[i]	Parking	Bicycle Lane[j]	Bicycle Buffer[j]	Vehicle Zone Outer Lane[k,l]	Vehicle Zone Inner Lane[k]	Vehicle Zone Left Turn or TWLTL	Median[m]
Downtown DTC, DTG, DTU, DTS; Form Based Code CA1, CA2, CA3, CA4; Center & Corridor CC1, CC2, CC3, CC4													
Urban Principal Arterial	7	5	0.5	12	Varies	7	8	6	1.5-6'	11	11	11	6-20
Urban Minor Arterial	7	5	0.5	12	Varies	7	8	6	1.5-6'	11	11	11	6-20
Urban Major/Minor Collector	7	5	0.5	12	Varies	7	8	6	1.5-6'	11	11	10	6-20
Urban Local Access	7	5	0.5	12	Varies	NA	7	6	NA	10	NA	NA	6-20
Commercial O, OR, NR, MHU, CB, GC													
Urban Principal Arterial	7	5	0.5	12	10	7	8	6	1.5-6'	11	11	11	6-20
Urban Minor Arterial	7	5	0.5	12	10	7	8	6	1.5-6'	11	11	11	6-20
Urban Major/Minor Collector	7	5	0.5	12	10	7	8	6	1.5-6'	11	11	10	6-20
Urban Local Access	7	5	0.5	12	6.5	NA	7	6	NA	10	NA	NA	6-20
Residential RA, RSF, RSF-C, RTF, RMF, RHD													
Urban Principal Arterial	5	6	0.5	12	10	NA	8	6	1.5-6'	11	11	10	6-20
Urban Minor Arterial	5	6	0.5	12	10	NA	8	6	1.5-6'	11	11	10	6-20
Urban Major/Minor Collector	5	6	0.5	12	10	NA	8	6	1.5-6'	11	11	10	6-20
Urban Local Access	5	6	0.5	12	6.5	NA	7	6	NA	10	NA	NA	6-20
Industrial LI, HI, P													
Urban Principal Arterial	5	6	0.5	12	10	NA	NA	6	3	12	12	12	6-20
Urban Minor Arterial	5	6	0.5	12	10	NA	8	6	3	12	12	12	6-20
Urban Major/Minor Collector	5	6	0.5	12	10	NA	8	6	1.5-6'	12	12	12	6-20
Urban Local Access	5	6	0.5	12	6.5	NA	7	6	NA	11	NA	NA	6-20

A. See SMC 17H.010 for exceptions to residential sidewalk requirements. In locations where existing sidewalks exceed the dimension in Table 1, the sidewalk width should be maintained with redevelopment or street improvement.

B. Per SMC 17C.200.050-1, a tree-planted continuous buffer requires a 5-foot minimum width for commercial zones. For residential and industrial zones, the minimum increases to 6 feet. Alternatively, a narrower buffer may be used in select zones if tree vaults are implemented.

C. Buffers in commercial areas may be planted or concrete. When stormwater disposal is a governing concern, consideration should be given to use pervious surfaces.

D. The flexible area includes a menu of options which are chosen based on what makes most sense according to city plans, environmental responsibilities, and context. In some cases, none of these will fit within the project. Only in very rare cases will more than one fit – for instance, a parking lane plus bio-retention swale.

E. In places designated for shared-use paths, the path can take the place of the sidewalk zone.

F. Consult section 3.5 of this document for guidance on facility type and selection. Possible facilities include bike lanes, buffered bike lanes and parking protected bikes lanes. Physical or grade-separation may be preferred depending on conditions. Bicycle facilities may operate in the Flexible Area or the Vehicle Realm. Bicycle boulevards and shared roadways are possibilities on local access street.

G. Consult the Spokane Regional Stormwater Manual and/or Eastern Washington Low Impact Development Guidance Manual for desired locations for stormwater facilities. The stormwater catchment area must meet the required volume generated by the planned impervious area. In Downtown, Form Based Code or Center & Corridor zoning roadside swales are less common and alternative stormwater facilities in accordance with the above identified manuals may be considered or stormwater piped to another location.

H. Intersections and mid-block crossings, provide curb extensions into the parking lane.

I. On transit corridors, use bus bulbs if space allows to ease boarding, reduce sidewalk congestion, and allow buses to easily re-enter traffic. This should typically be done only if there is a second lane for vehicles to continue around stopped buses.

J. "High Traffic" and "Medium Traffic" lane routes on the Master Bicycle Plan should include buffers. Separation buffer between bike lane and vehicle lane should be implemented via parallel lane edge stripes with a periodic cross-hatch. 3' is the minimum buffer unless a raised curb is used, in which case 1.5' is the minimum. Wider buffers are allowable but should be well marked with hatching or bollards.

K. When constraints are prohibitive, consider 10-foot lane width as the minimum.

L. Travel lane includes the width of the gutter pan, if integral curb and gutter is used.

M. Medians less than 6 feet wide are considered traffic channelization. A pedestrian refuge is a raised median with a minimum width of 6 feet. Wider medians may be implemented in the context of boulevards.

Table 2 – Vertical Curve Design Parameters

	ARTERIALS (all types)	LOCAL	ALLEY	BICYCLE / PEDESTRIAN PATHWAY
Minimum Design Speed[1]	30 mph	25 mph	20 mph	20 mph
Vertical Curves[2] are required if the Algebraic Grade Difference, A, is:	A>1%	A>2%	A>2%	A>2%
Minimum Length is 3 times the Design Speed				

[1] Design speed is posted speed. In practice speeds may be less or more than shown depending on other design factors not accounted for herein. The design engineer shall justify the use of values other than those listed above.

[2] Curves must meet stopping sight distance per AASHTO 2011. "K" of 167 is used to find the maximum curve length for drainage.

Table 3 – Side slopes

	ARTERIALS	LOCALS	ALLEYS	BICYCLE / PEDESTRIAN PATHWAY
Grade break at back of walk up down	 4:1 4:1	 1.5:1 2:1		
Grade break at back of walk up down	 1.5:1 2:1	 1.5:1 2:1		
Grade break at edge of pavement up down			 1.5:1 2:1	 1.5:1 2:1
Grade break at edge of traveled way, including any shoulders up down			 1.5:1 2:1	 1.5:1 2:1
Notes: Use WSDOT standards when curbs do not exist. Grades shown are horizontal:vertical				

Table 4 – Target Speeds by Street Type

	RESIDENTIAL, INDUSTRIAL, CB AND GC				CC, DOWNTOWN, FORM BASED CODE			
Street Type	Principal Arterial	Minor Arterial	Collector	Local	Principal Arterial	Minor Arterial	Collector	Local
Design Speed = Posted Speed = Target Speed (mph)	30-35	30-35	30	25	20-30	20-30	20-30	20-25

Table 5 – Minimum Clear Zone (distance from edge of traveled way)

	Posted Speed 20-35mph		Posted Speed 40 or above	
	Existing Fixed Objects(2,3)	New Fixed Object (2)	Existing Fixed Objects(2,3)	New Fixed Object (2)
State Highways	WSDOT[1]	WSDOT[1]	WSDOT[1]	WSDOT[1]
New street construction	n/a	4	n/a	10
Street reconstruction including width or profile adjustments	1.5	4	6	10[1]
Street reconstruction not including width or profile adjustments	1.5	4	6	10[1]
New installations not related to street construction	n/a	4	n/a	10[1]

[1] If 10 feet clear distance cannot be provided within the available right-of-way, the design engineer may evaluate and justify placement as near the outer edge of the right-of-way as practical.

[2] On a curbed street all fixed objects shall be at least 1.5 behind curb regardless of the location of the travelled way. This is to ensure clearance for parked vehicle doors, snow removal, sign overhang, etc.

[3] Fixed objects / trees with less than 1.5 feet clearance should be considered for removal or relocation. If clearance is between 1.0 and 1.5 feet existing fixed objects including trees may remain unless damage indicates a history of vehicle collision, the object or tree conflicts with the condition or operation of a street, alley or sidewalk, or removal/relocation is required due to other public safety, convenience or aesthetic considerations.

Table 6 – Street Profile Grades

	ARTERIALS	LOCALS	ALLEYS	BICYCLE / PEDESTRIAN PATHWAY
Minimum Profile Grade	0.8%	0.8%[1]	0.8%	0.8%
Maximum Profile Grade	8.0%	8.0%	8.0%	8.0%
Grade at Intersections[2]	n/a	n/a	n/a	n/a

[1] Cul-de-sac profiles shall be established to provide minimum one percent grades at all places along the gutter lines.

[2] Unless otherwise approved by the Engineer, the profile grade at all residential intersections, along the minor roadway at arterials, and for all roadways at controlled intersection shall be no greater than three percent at any point within 100 feet of the near end of the radius.

Table 7 – Minimum Design Vehicle Standards

	RESIDENTIAL, INDUSTRIAL[1], CB AND GC		CC, DOWNTOWN, FORM BASED CODE	
Street Type	Arterials[2]	Local	Arterials[2]	Local
Design Vehicle (10% or more of ADT)	WB-40	SU-30	SU-30 & STA 40' bus	SU-30
Control Vehicle (Infrequent Largest User)	WB-50	WB-50	Ladder truck	Ladder truck

[1] Urban streets zoned for industrial uses may require larger design and control vehicles.

[2] Intersections of arterials with a local street should use the local street design vehicle unless nearby land uses dictate the need to accommodate a larger vehicle.

Table 8 – Curb radius standard

	RESIDENTIAL, INDUSTRIAL, CB AND GC	CC, DOWNTOWN, FORM BASED CODE
Actual Radius	20 feet minimum	10 feet minimum
Effective Radius	25 feet minimum	20 feet minimum
Turning Speed[1]	10-15 mph	10 mph

[1] For right turn movements. Left turns will typically be 5 mph faster.

Table 9 – Profile grade of sidewalks and buffer strips

	All Zoning	
Street Type	Arterials	Local
Sidewalk Cross Slope	1.5% to 2%	1.5% to 2%
Sidewalk Profile Grade	Same grade as street profile	
Contiguous with curb Isolated from curb	5% max	5% max

ORDINANCE NO. _____

An ordinance amending sections 17A.020.010, 17A.020.020, 17A.020.030, 17A.020.130, 17A.020.160, 17A.020.190 and 17A.020.200 of the Spokane Municipal Code.

WHEREAS, the City of Spokane is updating Chapter 3 of the Design Standards; and

WHEREAS, on 8/31/2020 the responsible official issued a determination of non-significance (DNS) under SEPA (Chapter 43.21C RCW) relating to the proposed changes and notice of said DNS was published in the Spokesman Review on ???? and ?????; and

WHEREAS, the Plan Commission held workshops on the Design Standards update and code changes on 7/22/2020 and 8/12/2020, and a public hearing on 9/23/2020; and

WHEREAS, based on written and verbal testimony that is part of the record and is summarized in the City Plan Commission Recommendation, Findings and Conclusions adopted on ????, the Plan Commission recommended that the City Council adopt the proposed Street Standards and code update; and

WHEREAS, consistency should be maintained between the Spokane Municipal Code and the Design Standards; and

WHEREAS, to be added later

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 17A.020.010 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.010 "A" Definitions

A. Abandoned Sign Structure.
See SMC 17C.240.015.

B. Aboveground Storage Tank or AST.
Any one or connected combination of tanks that is used to contain an accumulation of liquid critical materials and the aggregate volume of which (including the volume of piping connected thereto) is more than sixty gallons and the entire exterior surface area of the tank is above the ground and is able to be fully visually inspected. Tanks located in vaults or buildings that are to be visually inspected are considered to be aboveground tanks.

C. Accepted.
A project for which the required plans have been found to be technically adequate.

D. Accessory Dwelling Unit (ADU).

An accessory dwelling unit is a separate additional living unit, including separate kitchen, sleeping, and bathroom facilities, attached or detached from the primary residential unit, on a single-family lot. ADUs are known variously as:

1. “Mother-in-law apartments,”
2. “Accessory apartments,” or
3. “Second units.”

E. Accessory Structure.

A structure of secondary importance or function on a site. In general, the primary use of the site is not carried on in an accessory structure.

1. Accessory structures may be attached or detached from the primary structure.
2. Examples of accessory structures include:
    a. Garages,
    b. Decks,
    c. Fences,
    d. Trellises,
    e. Flagpoles,
    f. Stairways,
    g. Heat pumps,
    h. Awnings, and
    i. Other structures.
3. See also SMC 17A.020.160 (“Primary Structure”).

F. Accessory Use.

A use or activity which is a subordinate part of a primary use and which is clearly incidental to a primary use on a site.

G. Activity.

See Regulated Activity.

H. Administrative Decision.

A permit decision by an officer authorized by the local government. The decision may be for approval, denial, or approval with conditions and is subject to the applicable development standards of the land use codes or development codes.

I. Adult Bookstore or Adult Video Store.

1. A commercial establishment which, as one of its principal business activities, offers for sale or rental for any form of consideration any one or more of the following: books, magazines, periodicals or other printed matter, or photographs, films, motion pictures, video cassettes, compact discs, digital video discs, slides, or other visual representations which are characterized by their emphasis upon the display of “specified anatomical areas,” as defined in SMC 17A.020.190, or “specified sexual activities,” as defined in SMC 17A.020.190. A “principal business activity”

exists where the commercial establishment meets any one or more of the following criteria:

a. At least thirty percent of the establishment's displayed merchandise consists of said items; or
b. At least thirty percent of the retail value (defined as the price charged to customers) of the establishment's displayed merchandise consists of said items; or
c. At least thirty percent of the establishment's revenues derive from the sale or rental, for any form of consideration, of said items; or
d. The establishment maintains at least thirty percent of its floor space for the display, sale, and/or rental of said items (aisles and walkways used to access said items, as well as cashier stations where said items are rented or sold, shall be included in "floor space maintained for the display, sale, and/or rental of said items"); or
e. The establishment maintains at least five hundred square feet of its floor space for the display, sale, and/or rental of said items (aisles and walkways used to access said items, as well as cashier stations where said items are rented or sold, shall be included in "floor space maintained for the display, sale, and/or rental of said items"); or
f. The establishment regularly offers for sale or rental at least two thousand of said items; or
g. The establishment regularly features said items and regularly advertises itself or holds itself out, in any medium, by using "adult," "XXX," "sex," "erotic," or substantially similar language, as an establishment that caters to adult sexual interests.

2. For purposes of this definition, the term "floor space" means the space inside an establishment that is visible or accessible to patrons, excluding restrooms.

J. Adult Business.

An "adult bookstore or adult video store," an "adult entertainment establishment," or a "sex paraphernalia store."

K. Adult Entertainment Establishment.

1. An "adult entertainment establishment" is an enclosed building, or any portion thereof, used for presenting performances, activities, or material relating to "specified sexual activities" as defined in SMC 17A.020.190 or "specified anatomical areas" as defined in SMC 17A.020.190 for observation by patrons therein.
2. A motion picture theater is considered an adult entertainment establishment if the preponderance of the films presented is distinguished or characterized by an emphasis on the depicting or describing of "specified sexual activities" or "specified anatomical areas."

3. A hotel or motel providing overnight accommodations is not considered an adult entertainment establishment merely because it provides adult closed circuit television programming in its rooms for its registered overnight guests.

L. Adult Family Home.

A residential use as defined and licensed by the state of Washington in a dwelling unit.

M. Agency or Agencies.

The adopting jurisdiction(s), depending on the context.

N. Agricultural Activities.

1. Pursuant to WAC 173-26-020(3)(a), agricultural uses and practices including, but not limited to:
    a. Producing, breeding, or increasing agricultural products;
    b. Rotating and changing agricultural crops;
    c. Allowing land used for agricultural activities to lie fallow in which it is plowed and tilled but left unseeded;
    d. Allowing land used for agricultural activities to lie dormant as a result of adverse agricultural market conditions;
    e. Allowing land used for agricultural activities to lie dormant because the land is enrolled in a local, state, or federal conservation program, or the land is subject to a conservation easement;
    f. Conducting agricultural operations; maintaining, repairing, and replacing agricultural equipment;
    g. Maintaining, repairing, and replacing agricultural facilities, provided that the replacement facility is not closer to the shoreline than the original facility; and
    h. Maintaining agricultural lands under production or cultivation.
2. The City of Spokane shoreline master program defines agriculture activities as:
    a. Low-intensity agricultural use is defined as passive grazing and plant cultivation; or
    b. High-intensity agricultural use includes such activities as feedlots, feed mills, packing plants, agricultural processing plants or warehouse for the purpose of processing, packing, and storage of agricultural products.

O. Agricultural Land.

Areas on which agricultural activities are conducted as of the date of adoption of the updated shoreline master program pursuant to the State shoreline guidelines as evidenced by aerial photography or other documentation. After the effective date of the SMP, land converted to agricultural use is subject to compliance with the requirements herein.

P. AKART.

An acronym for “all known, available, and reasonable methods to control toxicants” as used in the sense of the state Water Pollution Control Act and RCW 90.48.520 thereof. AKART shall represent the most current methodology that can be reasonably required for preventing, controlling, or abating the pollutants associated with a discharge. The concept of AKART applies to both point and nonpoint sources of pollution.

Q. Alkali Wetlands.

Alkali wetlands means wetlands characterized by the occurrence of shallow saline water. In eastern Washington, these wetlands contain surface water with specific conductance that exceeds three thousand micromhos/cm. They have unique plants and animals that are not found anywhere else in eastern Washington such as the alkali bee. Conditions within these wetlands cannot be easily reproduced through compensatory mitigation.

R. All Weather Surface.

A road surface which emergency vehicles and typical passenger vehicles can pass in all types of weather. If unpaved, the top course should be six inches minimum of compacted crushed rock meeting standards for a roadway surface.

~~((R.))~~ S. Alley.

See “Public Way” (SMC 17A.020.160).

((~~S~~)). T. Alteration.

A physical change to a structure or site.

1. Alteration does not include normal maintenance and repair or total demolition.
2. Alteration does include the following:
   a. Changes to the facade of a building.
   b. Changes to the interior of a building.
   c. Increases or decreases in floor area of a building; or
   d. Changes to other structures on the site, or the development of new structures.

((~~T~~)). U. Alteration of Plat, Short Plat, or Binding Site Plan.

The alteration of a previously recorded plat, short plat, binding site plan, or any portion thereof, that results in a change to conditions of approval or the deletion of existing lots or the change of plat or lot restrictions or dedications that are shown on the recorded plat. An alteration does not include a boundary line adjustment subject to SMC 17G.080.030.

((~~U~~)). V. Alternative or Post-incarceration Facility.

A group living use where the residents are on probation or parole.

((~~V~~)). [Deleted]

W. [Deleted]

X. [Deleted]

Y. [Deleted]

Z. API 653.

The American Petroleum Institute's standards for tank inspection, repair, alteration, and reconstruction.

AA. Appeal.

A request for review of the interpretation of any provision of Title 17 SMC.

AB. Appeal – Standing For.

As provided under RCW 36.70C.060, persons who have standing are limited to the following:

1. The applicant and the owner of property to which the land use decision is directed; and
2. Another person aggrieved or adversely affected by the land use decision, or who would be aggrieved or adversely affected by a reversal or modification of the land use decision. A person is aggrieved or adversely affected within the meaning of this section only when all of the following conditions are present:
    a. The land use decision has prejudiced or is likely to prejudice that person;
    b. That person's asserted interests are among those that the local jurisdiction was required to consider when it made the land use decision;
    c. A judgment in favor of that person would substantially eliminate or redress the prejudice to that person caused or likely to be caused by the land use decision; and
    d. The petitioner has exhausted his or her administrative remedies to the extent required by law (RCW 36.70C.060).

AC. Applicant.

An application for a permit, certificate, or approval under the land use codes must be made by or on behalf of all owners of the land and improvements. "Owners" are all persons having a real property interest. Owners include:

1. Holder of fee title or a life estate;
2. Holder of purchaser's interest in a sale contract in good standing;
3. Holder of seller's interest in a sale contract in breach or in default;
4. Grantor of deed of trust;
5. Presumptively, a legal owner and a taxpayer of record;
6. Fiduciary representative of an owner;
7. Person having a right of possession or control; or
8. Any one of a number of co-owners, including joint, in common, by entireties, and spouses as to community property.

AD. Application – Complete.

An application that is both counter-complete and determined to be substantially complete as set forth in SMC 17G.060.090.

AE. Aquaculture.

The farming or culture of food fish, shellfish, or other aquatic plants or animals in freshwater or saltwater areas, and may require development such as fish hatcheries, rearing pens and structures, and shellfish rafts, as well as use of natural spawning and rearing areas. Aquaculture does not include the harvest of free-swimming fish or the harvest of shellfish not artificially planted or maintained, including the harvest of wild stock geoducks on DNR-managed lands.

AF. Aquatic Life.

Shall mean all living organisms, whether flora or fauna, in or on water.

AG. Aquifer or Spokane Aquifer.

A subterranean body of flowing water, also known as the Spokane-Rathdrum Aquifer, that runs from Pend Oreille Lake to the Little Spokane River.

AH. Aquifer Sensitive Area (ASA).

That area or overlay zone from which runoff directly recharges the aquifer, including the surface over the aquifer itself and the hillside areas immediately adjacent to the aquifer. The area is shown in the map adopted as part of SMC 17E.050.260.

AI. Aquifer Water Quality Indicators.

Common chemicals used for aquifer water quality screening. These are:

1. Calcium,
2. Magnesium,
3. Sodium,
4. Total hardness,
5. Chloride,
6. Nitrate-nitrogen, and
7. Phosphorus.

AJ. Archaeological Areas and Historical Sites.

Sites containing material evidence of past human life, such as structures and tools and/or cultural sites with past significant historical events. These sites are a nonrenewable resource and provided a critical educational link with the past.

AK. Architectural feature.

Ornamental or decorative feature attached to or protruding from an exterior wall or roof, including cornices, eaves, belt courses, sills, lintels, bay windows, chimneys, and decorative ornaments.

AL. Architectural Roof Structure.

Minor tower or turret extending from the cornice or main roof line of a building, typically highlighting a primary corner or building entry. For purposes of the FBC, such features may not be occupied.

1. Area of Shallow Flooding.
   A designated AO or AH Zone on the Flood Insurance Rate Map (FIRM).
2. The base flood depths range from one to three feet.
3. A clearly defined channel does not exist.
4. The path of flooding is unpredictable and indeterminate.
5. Velocity flow may be evident.
6. AO is characterized as sheet flow and AH indicates ponding.

AM. Area of Shallow Flooding.

A designated AO or AH Zone on the Flood Insurance Rate Map (FIRM).

1. The base flood depths range from one to three feet.
2. A clearly defined channel does not exist.
3. The path of flooding is unpredictable and indeterminate.
4. Velocity flow may be evident.
5. AO is characterized as sheet flow and AH indicates ponding.

AN. Area of Special Flood Hazard.

The land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year. Designation on maps always includes the letters A or V.

AO. Arterial

See:

1. “Principal Arterials” – SMC 17A.020.160,
2. “Minor Arterials” – SMC 17A.020.130,
3. “Collector Arterial” – SMC 17A.020.030. ((~~, or~~))

((~~4. “Parkway” SMC 17A.020.160.~~))

AP. Articulation.

The emphasis of architectural elements, such as windows, balconies, and entries that create a complementary pattern or rhythm, dividing the buildings into smaller identifiable pieces.

AQ. Assisted Living Facility.

A multi-family residential use licensed by the state of Washington as a boarding home pursuant to chapter 18.20 RCW, for people who have either a need for assistance with activities of daily living (which are defined as eating, toileting, ambulation, transfer [e.g., moving from bed to chair or chair to bath], and bathing) or some form of cognitive impairment but who do not need the skilled critical care provided by nursing homes.

1. An "assisted living facility" contains multiple assisted living units.

2. An assisted living unit is a dwelling unit permitted only in an assisted living facility.

AR. Attached Housing.

Two or more dwelling units that are single-family residences on individual lots attached by a common wall at a shared property line. These include:

1. Townhouses,
2. Row houses, and
3. Other similar structures

AS. Attached Structure.

Any structure that is attached by a common wall to a dwelling unit.

1. The common wall must be shared for at least fifty percent of the length of the side of the principal dwelling.
2. A breezeway is not considered a common wall.
3. Structures including garages, carports, and house additions attached to the principal dwelling unit with a breezeway are still detached structures for purposes of this chapter and its administration.

AT. Available Capacity.

Capacity for a concurrency facility that currently exists for use without requiring facility construction, expansion, or modification (RCW 76.70A.020).

AU. Average Grade Level.

Means the average of the natural or existing topography of the portion of the lot, parcel, or tract of real property on that part of the lot to be occupied by the building or structure as measured by averaging the elevations at the center of all exterior walls of the proposed structure.

AV. Awning

A roof-like cover, often made of fabric or metal, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, or door.

Section 2. That section 17A.020.020 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.020 "B" Definitions

A. Backed Sign.

See SMC 17C.240.015.

B. Balloon Sign.

See SMC 17C.240.015.

C. Bank Carving.
The incorporation of masses of alluvium or other weak bank materials into a stream channel because of undermining, usually in high flow stages.

D. Bank Erosion.
The incorporation of masses of alluvium or other weak bank materials into a stream channel.

E. Bankfull Width.
1. For streams, the measurement of the lateral extent of the water surface elevation perpendicular to the channel at bankfull depth. In cases where multiple channels exist, bankfull width is the sum of the individual channel widths along the cross-section.
2. For lakes, ponds, and impoundments, line of mean high water.
3. For periodically inundated areas of associated wetlands, line of periodic inundation, which will be found by examining the edge of inundation to ascertain where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland.

F. Banner.
See SMC 17C.240.015.

G. Bas-relief
Sculptural form in which shapes or figures are carved in a flat surface and project only slightly from the background.

H. Base Flood.
1. The flood having a one percent chance of being equaled or exceeded in any given year, also referred to as the “one hundred year flood.”
2. Designation on maps always includes the letters A or V.

I. Basement.
The portion of a building having its floor sub-grade (below ground level) on all sides.

J. Bedrock.
Means a general term for rock, typically hard, consolidated geologic material that underlies soil or other unconsolidated, superficial material or is exposed at the surface.

K. Bee.
Any stage of development of the common domestic honeybee, Apis mellifera species.

L. Beekeeper.

A person owning, possession, or controlling one or more colonies of bees.

M. Best Available Science.
Current scientific information used in the process to designate, protect, or restore critical areas, which is derived from a valid scientific process.

N. Best Management Practices.
The utilization of methods, techniques, or products that have been demonstrated to be the most effective and reliable in minimizing environmental impacts.

O. ((~~Bikeways/Pathways~~)) Bicycle Facilities
Facilities designated for use by ((~~commuters and recreational users on foot or bicycle~~)) bicyclists and sometimes by other non-motorized users. The following types of bikeway facilities are identified and further defined in the ((~~Spokane Regional Pedestrian/Bikeway Plan published by the Spokane Regional Transportation Council~~)) Comprehensive Plan:

1. ((~~Residential bikeway~~)) Bike-Friendly Route.
2. Shared((~~-use~~)) lane.
3. ((~~Paved shoulder~~)) Neighborhood Greenway.
4. Bicycle lane, both striped and physically protected.
5. Shared-use pathway.

P. Binding Site Plan – Final.
A drawing to a scale which:

1. identifies and shows the areas and locations of all streets, roads, improvements, utilities, open spaces, and any other matters provided in SMC 17G.080.060;
2. contains inscriptions or attachments setting forth such appropriate limitations and conditions for the use of the land; and
3. contains provisions making any development be in conformity with the site plan.
4. A binding site plan can only be used on property zoned commercial or industrial.

Q. Binding Site Plan – Preliminary.
A neat and approximate drawing of a proposed binding site plan showing the general layout of streets, alleys, lots, blocks, and other elements required by this chapter. The preliminary binding site plan shall be the basis for the approval or disapproval of the general layout of a binding site plan.

R. Block.
A group of lots, tracts, or parcels within well-defined and fixed boundaries. Blocks shall be recognized as closed polygons, bordered by street right-of-way lines, addition lines, or a combination of the two, unless an alley is desired, in which case a block is comprised of two closed polygons bordered by street and alley right-of-way lines.

S. Block Frontage.

All of the property fronting on one side of a street that is between intersecting or intercepting streets, or that is between a street and a water feature, or end of a dead end street. An intercepting street determines only the boundary of the block frontage on the side of the street which it intercepts.

T. Board.

The board of county commissioners of Spokane County.

U. Boating Facilities.

Boating facilities include uses for boat or launch ramps. Boating facility use generally requires shoreline modification with impacts to the shoreline both waterward and landward of the ordinary high-water marks.

V. Boundary Line Adjustment.

A division made for the purpose of adjusting boundary lines which does not create any additional lot, tract, parcel, site, or division nor create any lot, tract, parcel, site, or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site.

W. Breakaway Wall.

A wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

X. Breezeway.

A breezeway is a roofed passageway joining two separate structures.

Y. Building.

1. A “building” is a structure, or part, used or intended for supporting or sheltering any use or occupancy.
2. The term includes “factory-built structure” and “mobile home.”
3. “Building” does not include a recreational vehicle.
4. “Building” means a structure that has a roof and is enclosed on at least fifty percent of the area of its sides for purposes of administration of zoning provisions.

Z. Building Base

The plinth or platform upon which a building wall appears to rest, helping establish pedestrian-scaled elements and aesthetically tying the building to the ground.

AA. Building Coverage.

Building coverage is the total amount of ground area covered by a structure or structures.

1. For purposes of calculating building coverage, covered porches, covered decks, pergolas, trellis, or other feature covering a deck, patio or porch are considered structures and included in the building coverage calculations.
2. Building coverage also includes uncovered horizontal structures such as decks, stairways, and entry bridges that are more than forty-two inches above grade.
3. The calculation of building coverage includes the measurements of structures from the exterior wall including protrusions such as bay windows, but does not include the eave overhang.

AB. Building Envelope.

The area of a lot that delineates where a building may be placed.

AC. Building Frontage.

The length of any side of a building which fronts on a public street, measured in a straight line parallel with the abutting street

AD. Build-to Line.

An alignment establishing a certain distance from the property line (street right-of-way line) along which the building is required to be built.

AE. Bulkhead.

A solid or open pile wall erected generally parallel to and near the ordinary high-water mark for the purpose of protecting adjacent uplands from water or erosion. Bulkheads are considered a “hard” shoreline stabilization measure.

Section 3. That section 17A.020.030 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.030 “C” Definitions

A. Candidate Species.

A species of fish or wildlife, which is being reviewed, for possible classification as threatened or endangered.

B. Carport.

A carport is a garage not entirely enclosed on all sides by sight-obscuring walls and/or doors.

C. Cellular Telecommunications Facility.

They consist of the equipment and structures involved in receiving telecommunication or radio signals from mobile radio communications sources and transmitting those signals to a central switching computer that connects the mobile unit with the land-based telephone lines.

D. Central Business District.

The general phrase “central business district” refers to the area designated on the comprehensive plan as the “downtown” and includes all of the area encompassed by all of the downtown zoning categories combined.

E. Certificate of Appropriateness.

Written authorization issued by the commission or its designee permitting an alteration or significant change to the controlled features of a landmark or landmark site after its nomination has been approved by the commission.

F. Certificate of Capacity.

A document issued by the planning services department indicating the quantity of capacity for each concurrency facility that has been reserved for a specific development project on a specific property. The document may have conditions and an expiration date associated with it.

G. Certified Erosion and Sediment Control Lead (CESCL).

An individual who is knowledgeable in the principles and practices of erosion and sediment control. The CESCL shall have the skills to assess the:

1. site conditions and construction activities that could impact the quality of stormwater, and
2. effectiveness of erosion and sediment control measures used to control the quality of stormwater discharges.

The CESCL shall have current certification through an approved erosion and sediment control training program that meets the minimum training standards established by the Washington State department of ecology.

H. Change of Use.

For purposes of modification of a preliminary plat, “change of use” shall mean a change in the proposed use of lots (e.g., residential to commercial).

I. Channel Migration Zone (CMZ).

A corridor of variable width that includes the current river plus adjacent area through which the channel has migrated or is likely to migrate within a given timeframe, usually one hundred years.

J. Channelization.

The straightening, relocation, deepening, or lining of stream channels, including construction of continuous revetments or levees for the purpose of preventing gradual, natural meander progression.

K. City.

The City of Spokane, Washington.

L. Clear Street Width.

The width of a street from curb to curb minus the width of on-street parking lanes.

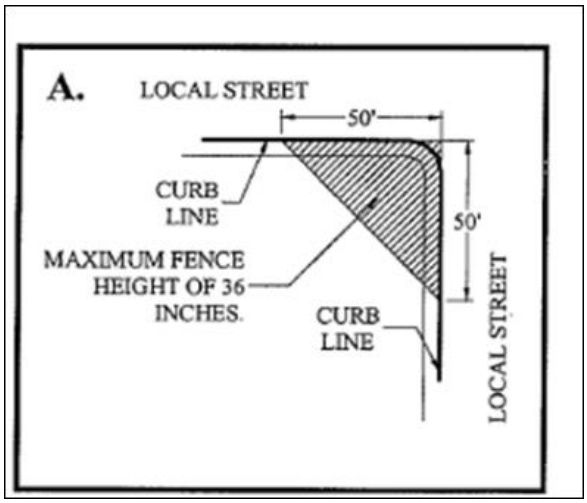
M. Clear Pedestrian Zone

Area reserved for pedestrian traffic; typically included herein as a portion of overall sidewalk width to be kept clear of obstructions to foot traffic.

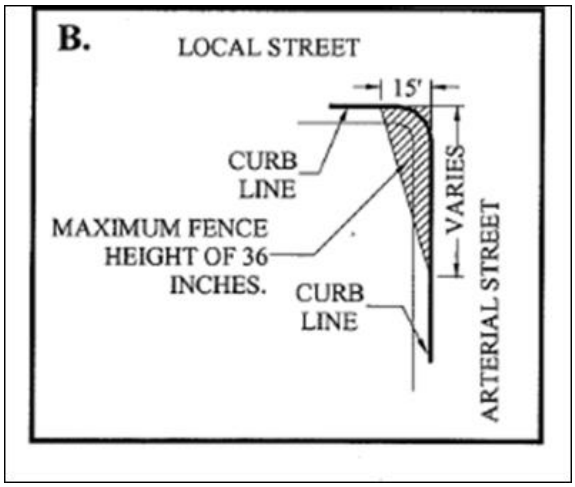
N. Clear View Triangle

A clear view maintained within a triangular space at the corner of a lot so that it does not obstruct the view of travelers upon the streets.

1. Intersection of two local streets: A right isosceles triangle having sides of fifty feet measured along the curb line of each intersecting residential street((; ~~or~~)).

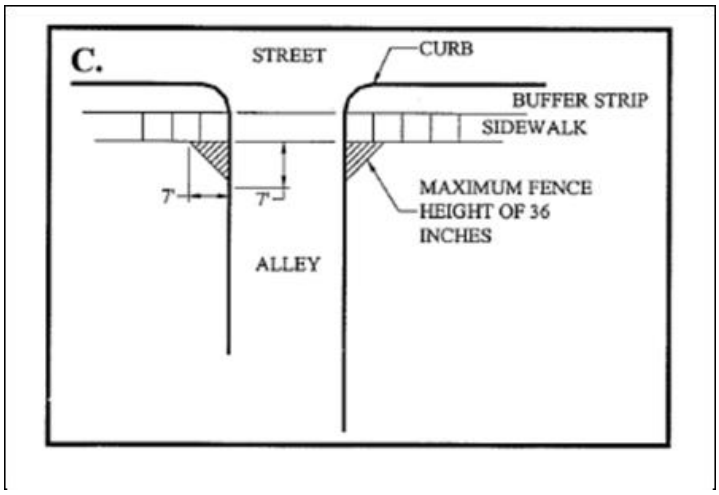


2. Intersection of local and arterial: A right triangle having a fifteen-foot side measured along the curb line of the residential street and a seventy-five foot side along the curb line of the intersecting arterial street, except that when the arterial street has a speed limit of thirty-five miles per hour, the triangle has a side along such arterial of one hundred twenty-two feet, or when the arterial speed limit is 40 mph or greater the dimensions of the triangle shall be determined by Street Department staff using AASHTO's A Policy on Geometric Design as a reference.((; ~~or~~))



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

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



O. Clear Zone.

((~~An unobstructed, relatively flat area provided beyond the edge of the traveled way for the recovery of errant vehicles.~~)) The roadside area free of obstacles, starting at the edge of the traveled way.

P. Clearing.

The removal of vegetation or plant cover by manual, chemical, or mechanical means. Clearing includes, but is not limited to, actions such as cutting, felling, thinning, flooding, killing, poisoning, girdling, uprooting, or burning.

Q. Cliffs.

1. A type of habitat in the Washington department of fish and wildlife (WDFW) priority habitat and species system that is considered a priority due to its limited availability, unique species usage, and significance as breeding habitat. Cliffs are greater than twenty-five feet high and below five thousand feet elevation.
2. A "cliff" is a steep slope of earth materials, or near vertical rock exposure. Cliffs are categorized as erosion landforms due to the processes of erosion and weathering that produce them. Structural cliffs may form as the result of fault displacement or the resistance of a cap rock to uniform downcutting. Erosional cliffs form along shorelines or valley walls where the most extensive erosion takes place at the base of the slope.

R. Closed Record Appeal Hearing.

A hearing, conducted by a single hearing body or officer authorized to conduct such hearings, that relies on the existing record created during a quasi-judicial hearing on the application. No new testimony or submission of new evidence and information is allowed.

S. Collector Arterial

((~~A relatively low speed street serving an individual neighborhood.~~)) Collector arterials (consisting of Major and Minor Collectors) collect and distribute traffic from local streets to principal and minor arterials. They serve both land access and traffic circulation.

((~~1. Collector arterials are typically two-lane roads with on-street parking.~~))

((~~2. Their function is to collect and distribute traffic from local access streets to principal and minor arterials.~~))

T. Co-location

Is the locating of wireless communications equipment from more than one provider on one structure at one site.

U. Colony

A hive and its equipment and appurtenances, including one queen, bees, comb, honey, pollen, and brood.

V. Commercial Driveway

Any driveway access to a public street other than one serving a single-family or duplex residence on a single lot.

W. Commercial Vehicle.

Any vehicle the principal use of which is the transportation of commodities, merchandise, produce, freight, animals, or passengers for hire.

X. Commission – Historic Landmarks.

The City/County historic landmarks commission.

Y. Community Banner.
See SMC 17C.240.015.

Z. Community Meeting.
An informal meeting, workshop, or other public meeting to obtain comments from the public or other agencies on a proposed project permit prior to the submission of an application.

1. A community meeting is between an applicant and owners, residents of property in the immediate vicinity of the site of a proposed project, the public, and any registered neighborhood organization or community council responsible for the geographic area containing the site of the proposal, conducted prior to the submission of an application to the City of Spokane.
2. A community meeting does not constitute an open record hearing.
3. The proceedings at a community meeting may be recorded and a report or recommendation shall be included in the permit application file.

AA. Compensatory Mitigation.
Replacing project-induced wetland losses or impacts, and includes, but is not limited to, the following:

1. Restoration.
   The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural or historic functions to a former or degraded wetland. For the purpose of tracking net gains in wetland acres, restoration is divided into re-establishment and rehabilitation.
2. Re-establishment.
   The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural or historic functions to a former wetland. Re-establishment results in a gain in wetland acres (and functions). Activities could include removing fill material, plugging ditches, or breaking drain tiles.
3. Rehabilitation.
   The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural or historic functions of a degraded wetland. Rehabilitation results in a gain in wetland function but does not result in a gain in wetland acres. Activities could involve breaching a dike to reconnect wetlands to a floodplain or return tidal influence to a wetland.
4. Creation (Establishment).
   The manipulations of the physical, chemical, or biological characteristics present to develop a wetland on an upland or deepwater site where a wetland did not previously exist. Establishment results in a gain in wetland acres. Activities typically involve excavation of upland soils to elevations that will produce a wetland hydroperiod, create hydric soils, and support the growth of hydrophytic plant species.
5. Enhancement.
   The manipulation of the physical, chemical, or biological characteristics of a wetland site to heighten, intensify, or improve specific function(s) or to change the growth stage or composition of the vegetation present.

Enhancement is undertaken for specified purposes such as water quality improvement, flood water retention, or wildlife habitat. Enhancement results in a change in some wetland functions and can lead to a decline in other wetland functions, but does not result in a gain in wetland acres. Activities typically consist of planting vegetation, controlling non-native or invasive species, modifying site elevations or the proportion of open water to influence hydroperiods, or some combination of these activities.

6. Protection/Maintenance (Preservation). Removing a threat to, or preventing the decline of, wetland conditions by an action in or near a wetland. This includes the purchase of land or easements, repairing water control structures or fences or structural protection such as repairing a barrier island. This term also includes activities commonly associated with the term preservation. Preservation does not result in a gain of wetland acres, may result in a gain in functions, and will be used only in exceptional circumstances.

AB. Comprehensive Plan.

The City of Spokane comprehensive plan, a document adopted pursuant to chapter 36.70A RCW providing land use designations, goals and policies regarding land use, housing, capital facilities, housing, transportation, and utilities.

AC. Conceptual Landscape Plan.

A scale drawing showing the same information as a general site plan plus the location, type, size, and width of landscape areas as required by the provisions of chapter 17C.200 SMC.

1. The type of landscaping, L1, L2, or L3, is required to be labeled.
2. It is not a requirement to designate the scientific name of plant materials on the conceptual landscape plan.

AD. Concurrency Certificate.

A certificate or letter from a department or agency that is responsible for a determination of the adequacy of facilities to serve a proposed development, pursuant to chapter 17D.010 SMC, Concurrency Certification.

AE. Concurrency Facilities.

Facilities for which concurrency is required in accordance with the provisions of this chapter. They are:

1. transportation,
2. public water,
3. fire protection,
4. police protection,
5. parks and recreation,
6. libraries,
7. solid waste disposal and recycling,
8. schools, and

9. public wastewater (sewer and stormwater).

AF. Concurrency Test.

The comparison of an applicant's impact on concurrency facilities to the available capacity for public water, public wastewater (sewer and stormwater), solid waste disposal and recycling, and planned capacity for transportation, fire protection, police protection, schools, parks and recreation, and libraries as required in SMC 17D.010.020.

AG. Conditional Use Permit.

A "conditional use permit" and a "special permit" are the same type of permit application for purposes of administration of this title.

AH. Condominium.

Real property, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real property is not a condominium unless the undivided interests in the common elements are vested in unit owners, and unless a declaration and a survey map and plans have been recorded pursuant to chapter 64.34 RCW.

AI. Confidential Shelter.

Shelters for victims of domestic violence, as defined and regulated in chapter 70.123 RCW and WAC 248-554. Such facilities are characterized by a need for confidentiality.

AJ. Congregate Residence.

A dwelling unit in which rooms or lodging, with or without meals, are provided for nine or more non-transient persons not constituting a single household, excluding single-family residences for which special or reasonable accommodation has been granted.

AK. Conservancy Environments.

Those areas designated as the most environmentally sensitive and requiring the most protection in the current shoreline master program or as hereafter amended.

AL. Container.

Any vessel of sixty gallons or less in capacity used for transporting or storing critical materials.

AM. Context Areas

Established by the Regulating Plan, Context Area designations describe and direct differing functions and features for areas within FBC limits, implementing community goals for the built environment.

AN. Contributing Resource

Contributing resource is any building, object, structure, or site which adds to the historical integrity, architectural quality, or historical significance of the local or federal historic district within which the contributing resource is located.

AO. Conveyance.

In the context of chapter 17D.090 SMC or chapter 17D.060 SMC, this term means a mechanism for transporting water from one point to another, including pipes, ditches, and channels.

AP. Conveyance System.

In the context of chapter 17D.090 SMC or chapter 17D.060 SMC, this term means the drainage facilities and features, both natural and constructed, which collect, contain and provide for the flow of surface and stormwater from the highest points on the land down to receiving water. The natural elements of the conveyance system include swales and small drainage courses, streams, rivers, lakes, and wetlands. The constructed elements of the conveyance system include gutters, ditches, pipes, channels, and most flow control and water quality treatment facilities.

AQ. Copy.

See SMC 17C.240.015.

AR. Cottage Housing.

1. A grouping of individual structures where each structure contains one or two dwelling units.
2. The land underneath the structures may or may not be divided into separate lots.
3. A cottage housing development may contain detached accessory buildings for storing vehicles. It may also include a community building, garden shed, or other facility for use of the residents.
4. The types of units allowed in cottage housing development are detached cottages, attached unit homes and carriage units. For the purposes of SMC 17C.110.350, the definitions of these types are:

a. Cottage. A detached, single-family residential building.

b. Attached Unit Home. A structure containing two dwelling units designed to look like a single-family home.

c. Carriage Unit. A single-family dwelling unit located above a garage structure.

AR. Council.
The city council of the City of Spokane.

AS. County.
Usually capitalized, means the entity of local government or, usually not capitalized, means the geographic area of the county, not including the territory of incorporated cities and towns.

AT. Covenants, Conditions, and Restrictions (CC&Rs).
A document setting forth the covenants, conditions, and restrictions applicable to a development, recorded with the Spokane County auditor and, typically, enforced by a property owner's association or other legal entity.

AU. Creep.
Slow, downslope movement of the layer of loose rock and soil resting on bedrock due to gravity.

AV. Critical Amount.
The quantity component of the definition of critical material.

AW. Critical Aquifer Recharge Areas (CARA).
Critical aquifer recharge areas (CARA) include locally identified aquifer sensitive areas (ASA) and wellhead protection areas.

AX. Critical Areas.
Any areas of frequent flooding, geologic hazard, fish and wildlife habitat, aquifer sensitive areas, or wetlands as defined under chapter 17E.010 SMC, chapter

17E.020 SMC, chapter 17E.030 SMC, chapter 17E.040 SMC, and chapter 17E.070.SMC.

AY. Critical Facility.

A facility for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to:

1. schools;
2. nursing homes;
3. hospitals;
4. police;
5. fire;
6. emergency response installations; and
7. installations which produce, use, or store hazardous materials or hazardous waste.

AZ. Critical Material.

1. A compound or substance, or class thereof, designated by the division director of public works and utilities which, by intentional or accidental release into the aquifer or ASA, could result in the impairment of one or more of the beneficial uses of aquifer water and/or impair aquifer water quality indicator levels. Beneficial uses include, but are not limited to: domestic and industrial water supply,
    a. domestic and industrial water supply,
    b. agricultural irrigation,
    c. stock water, and
    d. fish propagation.

    Used herein, the designation is distinguished from state or other designation.

2. A list of critical materials is contained in the Critical Materials Handbook, including any City modifications thereto.

BA. Critical Material Activity.

A land use or other activity designated by the manager of engineering services as involving or likely to involve critical materials. A list of critical materials activities is contained in the Critical Materials Handbook.

BB. Critical Materials Handbook.

The latest edition of a publication as approved and amended by the division director of public works and utilities from time to time to accomplish the purposes of this chapter.

1. The handbook is based on the original prepared by the Spokane water quality management program (“208”) coordination office, with the assistance of its technical advisory committee. It is on file with the director of engineering services and available for public inspection and purchase.

2. The handbook, as approved and modified by the division director of public works and utilities, contains:
    a. a critical materials list,
    b. a critical materials activities list, and
    c. other technical specifications and information.
3. The handbook is incorporated herein by reference. Its provisions are deemed regulations authorized hereunder and a mandatory part of this chapter.

BC. Critical Review.
The process of evaluating a land use permit request or other activity to determine whether critical materials or critical materials activities are involved and, if so, to determine what appropriate measures should be required for protection of the aquifer and/or implementation of the Spokane aquifer water quality management plan.

BD. Critical Review Action.
1. An action by a municipal official or body upon an application as follows:
    a. Application for a building permit where plans and specifications are required, except for Group R and M occupancies (SMC 17G.010.140 and SMC 17G.010.150).
    b. Application for a shoreline substantial development permit (SMC 17G.060.070(B)(1)).
    c. Application for a certificate of occupancy (SMC 17G.010.170).
    d. Application for a variance or a certificate of compliance (SMC 17G.060.070(A) or SMC 17G.060.070(B)(1)).
    e. Application for rezoning (SMC 17G.060.070(A)).
    f. Application for conditional permit (SMC 17G.060.070(A)).
    g. Application for a business license (SMC 8.01.120).
    h. Application for a permit under the Fire Code (SMC 17F.080.060).
    i. Application for a permit or approval requiring environmental review in an environmentally sensitive area (SMC 17E.050.260).
    j. Application for connection to the City sewer or water system.
    k. Application for construction or continuing use of an onsite sewage disposal system (SMC 13.03.0149 and SMC 13.03.0304).
    l. Application for sewer service with non-conforming or non-standard sewage (SMC 13.03.0145, SMC 13.03.0314, and SMC 13.03.0324).
    m. Application involving a project identified in SMC 17E.010.120.
    n. Issuance or renewal of franchise; franchisee use of cathodic protection also requires approval or a franchise affecting the City water supply or water system.
    o. Application for an underground storage tank permit (SMC 17E.010.210); and
    p. Application for permit to install or retrofit aboveground storage tank(s) (SMC 17E.010.060(A) and SMC 17E.010.400(D)).
2. Where a particular municipal action is requested involving a land use installation or other activity, and where said action is not specified as a

critical review action, the City official or body responsible for approval may, considering the objectives of this chapter, designate such as a critical review action and condition its approval upon compliance with the result thereof.

BE. Critical Review Applicant.
A person or entity seeking a critical review action.

BF. Critical Review Officer – Authority.

1. The building official or other official designated by the director of public works and utilities.
2. For matters relating to the fire code, the critical review officer is the fire official.
3. The critical review officer carries out and enforces the provisions of this chapter and may issue administrative and interpretive rulings.
4. The critical review officer imposes requirements based upon this chapter, regulations, and the critical materials handbook.
5. The officer may adopt or add to any requirement or grant specific exemptions, where deemed reasonably necessary, considering the purpose of this chapter

BG. Critical Review Statement.
A checklist, disclosure form, or part of an application for a critical review action, disclosing the result of critical review. Where not otherwise provided as part of the application process, the critical review officer may provide forms and a time and place to file the statement.

BH. Cumulative Impacts.
The combined, incremental effects of human activity on ecological or critical area functions and values. Cumulative impacts result when the effects of an action are added to or interact with other effects in a particular place and within a particular time. It is the combination of these effects, and any resulting environmental degradation, that should be the focus of cumulative impact analysis and changes to policies and permitting decisions.

BI. Curb Ramp.
A ramp constructed in the sidewalk to ((~~allow wheelchair access~~)) <u>provide an accessible route</u> from the sidewalk to the street.

BJ. Cutbank.
The concave bank of a moving body of water that is maintained as a steep or even overhanging cliff by the actions of water at its base.

Section 4. That section 17A.020.130 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.130 “M” Definitions

A. Main Assembly Area.

The principal room for persons gathering for religious services.

B. Maintenance.

Or “repair” means those usual activities required to prevent a decline, lapse, or cessation from a lawfully established condition or to restore the character, scope, size, and design of a serviceable area, structure, or land use to a state comparable to its previously authorized and undamaged condition. This does not include any activities that change the character, scope, or size of the original structure, facility, utility, or improved area beyond the original design.

C. Manufactured Home.

1. “Manufactured home” is a single-family dwelling unit constructed after June 15, 1976, built in accordance with department of housing and urban development Manufactured Home Construction and Safety Standards Act, which is a national, preemptive building code.
2. “Manufactured home accessory structure” is any attached or detached addition to a manufactured home, such as an awning, basement, carport, garage, porch, or storage structure, which is ordinarily appurtenant.

D. Manufactured Home Park.

Two or more manufactured homes or mobile homes used as dwelling units on a single parcel or lot.

E. Marquee Sign.

See SMC 17C.240.015.

F. Marsh.

A low, flat wetland area on which the vegetation consists mainly of herbaceous plants such as cattails, bulrushes, tules, sedges, skunk cabbage, or other hydrohytic plants. Shallow water usually stands on a marsh at least during part of the year.

G. Mean Annual Flow.

The average flow of a river or stream (measured in cubic feet per second) from measurements taken throughout the year. If available, flow data for the previous ten years should be used in determining mean annual flow.

H. Mining.

The extraction and removal of sand, gravel, minerals, or other naturally occurring material from the earth for economic use.

I. Minor Arterials

((~~A two- to four-lane facility which collects and distributes traffic from principal arterials to collector arterials and local access streets.~~)) A street providing service for trips of moderate length, connecting the principal arterial system to local

streets, generally prioritizing mobility over access, and providing intra-community circulation.

J. Mitigation – Mitigate.
An action which avoids a negative adverse impact and is reasonable and capable of being accomplished.

K. Mitigation – Mitigation Sequencing.
The use of any or all of the following actions listed in descending order of preference:

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; or
6. Monitoring the impact and the compensation project and taking appropriate corrective measures.

Mitigation may include a combination of the above measures.

L. Mobile Home.
A factory-built dwelling built prior to June 15, 1976, to standards other than the housing and urban development code, and acceptable under applicable state codes in effect at the time of construction of introduction of the home into the state. Mobile homes have not been built since introduction of the housing and urban development Manufactured Home Construction and Safety Standards Act.

M. Mobile Home Park.
Any real property which is rented or held out for rent to others for the placement of two or more mobile homes, manufactured homes, or park models for the primary purpose of production of income, except where such real property is rented or held out for rent for seasonal recreational purpose only and is not intended for year-round occupancy.

N. Modification to a Preliminary Plat, Short Plat, or Binding Site Plan.
A change, prior to recording, of an approved preliminary plat, preliminary short plat, or binding site plan that includes, but is not limited to, the addition of new lots or tracts, or a change of the boundaries or dimensions of lots or tracts.

O. Modular Home.
A single-family dwelling unit (which may be in the form of a factory-built or

manufactured housing permit as well as a standard building permit) constructed in a factory in accordance with International Building Code and bearing the appropriate gold insignia indicating such compliance. The term includes “pre-fabricated,” “panelized,” and “factory-built” units.

P. Modulation.
A measured and proportioned inflection in a building’s face. Articulation, modulation, and their interval create a sense of scale important to residential buildings.

Q. Monitoring.
Periodic evaluation of a wetlands restoration, creation, or enhancement site or habitat management plan area to determine changes at the site, such as vegetation growth, hydrologic changes, soil development, and use of the site by birds and animals.

R. Monument.
A physical survey monument as shown in the City's standard plans.

S. Monument Sign.
See SMC 17C.240.015.

T. Multi-family Residential Building.
A common wall dwelling or apartment house that consists of three or more dwelling units.

U. Multiple Containment.
A means of spill or leak control involving a containment structure having one or more layers of material between the primary container and the environment.
1. Containment layers must be resistant to the material stored.
2. The volume within the containment system must be at least as large as the primary container.
3. Containment layers may be separated by an interstitial space.

V. Municipal Separate Storm Sewer System (MS4).
A conveyance, or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains):
1. owned or operated by a state, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to state law) having jurisdiction over disposal of wastes, stormwater, or other wastes, including special districts under state law such as sewer district, flood control district, or drainage district, designated and approved management agency under section 208 of the Clean Water Act that discharges to water of the United States;
2. designed or used for collecting or conveying stormwater;

3. which is not a combined sewer; and
4. which is not part of a publicly owned treatment works (POTW) as defined at 40 CFR (Code of Federal Regulation) 122.2.

W. MUTCD.
The U.S. department of transportation Manual on Uniform Traffic Control Devices.

Section 5. That section 17A.020.160 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.160 "P" Definitions

A. Painted Wall Highlights.
See SMC 17C.240.015.

B. Painted Wall Sign.
See SMC 17C.240.015.

C. Parcel.
See "Lot" (SMC 17A.020.120).

D. Parkway.
((~~1. A street serving as a principal, minor, or collector arterial, typically with recreational or scenic opportunities.~~))
~~((2. Parkways will often have landscaped medians.))~~

A thoroughfare designated as a collector or arterial, with a median reflecting the park-like character implied in the name - SMC 17D.050A.040.U.

E. Party of Record.
Any person who has appeared at a hearing of the hearing examiner by presenting testimony or making written comment.

F. Paved Area.
1. An uncovered, hard-surfaced area or an area covered with a perforated hard surface (such as "Grasscrete") that is able to withstand vehicular traffic or other heavy-impact uses.
2. Graveled areas are not paved areas.

G. Pedestrian Buffer Strips (PBS).
A hard-surfaced or planted area(s) between travel or parking lanes and sidewalks, also called planting strips. PBS improves safety by separating vehicles and pedestrians and provide space for drainage, street trees and snow storage.

H. Pedestrian Path

A continuous, unobstructed, reasonably direct route between an on-site parking lot and a Primary Building Entry designed and suitable for pedestrian use. Minimum requirements for Pedestrian Paths are listed in Section 17C.123.040 of the FBC.

I. Pedestrian-Scaled Fixtures (lighting)

Pole-mounted light fixtures placed and designed to illuminate foot-traffic areas including exterior lots, pathways or sidewalks. For purposes of the HFBC, Pedestrian-Scaled Fixtures are defined by height as measured from ground to bottom of shade or bulb.

J. Pedestrian-Scaled Signs

See SMC 17C.240.015.

K. Pedestrian Street.

1. A street designated on the official zoning map as a pedestrian street where development standards are required to promote a pedestrian friendly street. Pedestrian streets offer a pleasant and safe walking environment. Design features include minimal interruptions of the sidewalk by driveways, publicly usable site furnishing such as benches, tables, and bike racks, and visually interesting buildings close to the sidewalk.

L. Performance Guarantee.

A “financial guarantee” providing for and securing to the City the actual construction and installation of the required improvements.

M. Performance/Warranty Retainer.

A “financial guarantee” both providing for and securing to the City the actual construction and installation of such improvements, and securing to the City the successful operation of the improvements for two years after the City’s final inspection and acceptance of the improvements.

N. Permanent Erosion and Sediment Control Measures.

A combination of plants, mulch, sod, matting, erosion control blankets, and permanent structures that will provide long-term soil stabilization.

O. Permanent Sign.\

See SMC 17C.240.015.

P. Permanent Stabilization.

See Permanent Erosion and Sediment Control Measures.

Q. Permeable Sediment.

Sediment permitting the flow of water.

R. Person.

Any natural person, whether acting individually or in a representative capacity, partnership, joint venture, corporation, or other legal entity.

S. Pier.

Any platform structure, fill, or anchored device in or floating upon water bodies to provide moorage for watercraft engaged in commerce, including, but not limited to, wharves, mono-buoys, quays, ferry terminals, and fish weighing station.

T. Planned Capacity.

For all capital facilities, except transportation, capacity for a concurrency facility that does not exist, but for which the necessary facility construction, expansion, or modification project is contained in the current adopted City of Spokane comprehensive plan, capital improvement program and scheduled to be completed within six years. (RCW 36.70A.020).

U. Planned Capacity for Transportation Facilities.

Capacity for transportation facilities, including roads and transit, that does not exist, but where transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

1. These strategies may include:
    a. increased public transportation service,
    b. ride sharing programs,
    c. demand management, and
    d. other transportation systems management strategies.
2. For transportation facilities, “concurrent with the development” shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years (RCW 36.70A.070(6)(b)).

V. Planned Unit Development (PUD).

1. A planned unit development is a project permit for an overlay zone, approved by the hearing examiner, which does not fully comply with all of the development standards of the base zone in which it is located, but is approved based on superior or innovative design.
2. The City may permit a variety of types, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety, and welfare.

W. Plans.

Planning documents, which are developed by the various departments of the City, pertaining to the orderly development of public facilities.

X. Planting Zone

Area for street trees, ground cover or other plantings; typically included herein as a portion of overall sidewalk width reserved for locating permanent trees and tree grates.

Y. Plat – Final.

A map or representation of a subdivision, showing thereon the division of a tract or parcel of land into lots, blocks, streets, alleys, or other divisions and dedications and containing all elements and requirements set forth in this chapter and chapter 58.17 RCW.

Z. Plat – Preliminary.

1. A neat and approximate drawing of a proposed subdivision showing the general layout of streets, alleys, lots, blocks, and other elements of a subdivision required by this chapter and chapter 58.17 RCW.
2. The preliminary plat shall be the basis for the approval or disapproval of the general layout of a subdivision.

AA. Plaza.

Areas generally open to the public on a controlled basis and used for passive recreational activities and relaxation.

Plazas are paved areas typically provided with amenities, such as seating, drinking, and ornamental fountains, art, trees, and landscaping, for use by pedestrians.

AB. Plinth

The base or platform upon which a building wall or column appears to rest, helping establish pedestrian-scaled elements and aesthetically tying the building to the ground.

AC. Pollutant.

Any substance which is prohibited or limited by applicable laws or regulations, which is released or discharged in conjunction with development. Any substance that causes or contributes to violation of air, land, or water quality standards, released or discharged.

AD. Pollution.

Contamination, or other alteration of the physical, chemical, or biological properties of air, land, water or wetlands, or such discharge of any liquid, gaseous, solid, radioactive, or other substance into air, land, water, or wetlands as will or is likely to cause a nuisance or render such air, land, water, or wetlands harmful, detrimental, or injurious to the public health, safety, or welfare, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wildlife, fish, native vegetation, or other aquatic life.

AE. Potential Geologically Hazardous Areas.
Areas designated on maps maintained in the City's planning services department. They are classified "potential" because they have not been confirmed by field investigation nor do they necessarily include the full extent of all geologically hazardous areas within the City. The maps are intended to alert property owners, purchasers, developers, etc., to the possible existence of significant geological hazards, which may warrant further geotechnical study.

AF. Practicable Alternative.
An alternative that is available and capable of being carried out after taking into consideration cost, existing technology, and logistics in light of overall project purposes and having less impact to critical areas. It may involve using an alternative site in the general region that is available to the applicant and may feasibly be used to accomplish the project.

AG. Predevelopment Meetings.
Meetings between City or agency staff and an applicant or their representatives prior to formal submission of a detailed application. They are intended to provide an overview of the regulatory requirements, application process, and procedural submission requirements.

AH. Principal Buildings
Where multiple buildings occupy a single lot, those buildings that are associated with the prevailing use of that site.

AI. Primary Building Entry
Access or entrance of first rank, importance or value, visually associated with the prevailing ground-floor use of a building.

AJ. Primary Building Walls.
Any exterior building wall that faces a street and contains a public entrance to the occupant's premises or tenant space. If an individual tenant space does not have a street facing wall, or does not have a street facing wall containing a public entrance, then the primary building wall for that individual tenant space is any wall containing a public entrance that faces a parking area on the site. (See Figure 1, SMC 17C.240.130, Primary Building Walls)

AK. Primary Container.
The container that is in direct contact with the material of concern during the course of normal transport, use, or storage.

AL. Primary Drainage Basin.
The basin of the stream or tributary within which a project is proposed, not including basins of major tributaries. For the purpose of this regulation the primary drainage basin of:

1. Latah Creek is not a part of the primary drainage basin of the Spokane River,
2. Marshall Creek is not a part of the primary drainage basin of Latah Creek.

AM. Primary Structure.

1. A structure or combination of structures of chief importance or function on a site. In general, the primary use of the site is carried out in a primary structure.
2. The difference between a primary and accessory structure is determined by comparing the size, placement, similarity of design, use of common building materials, and the orientation of the structures on a site.

AN. Primary Use.

1. An activity or combination of activities of chief importance on the site. One of the main purposes for which the land or structures are intended, designed or ordinarily used.
2. A site may have more than one primary use.

AO. Principal Arterials

((~~A four- to six-lane street serving as a primary facility for access between the central business district, major employment districts, and major shopping centers.~~)) A street serving major activity centers, providing a high degree of mobility and serving the longest trip demands within the urban area.

AP. Priority Habitats.

Habitat areas determined by WDFW to have unique or significant value to many species and that meet one or more of the following criteria:

1. High wildlife density.
2. High species diversity.
3. Important wildlife breeding habitat.
4. Important wildlife seasonal ranges.
5. Important movement corridors.
6. Limited availability.
7. High vulnerability to habitat alteration.

AQ. Priority Species.

A wildlife species requiring protective measures for their perpetuation due to their population status, their sensitivity to habitat alteration, and/or their recreational importance.

AR. Private Street.

Roadway which is not controlled or maintained by a public authority, and which serve two or more properties.

AS. Project Permit or Project Permit Application.

Any land use or environmental permit or license required for a project action,

including, but not limited to, building permits, short plats, subdivisions, binding site plans, planned unit developments, conditional uses, shoreline substantial development permits, site plan review, permits, or approvals required by the critical area ordinance, and site specific rezones authorized by a comprehensive plan or subarea plan, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations, except as otherwise specifically identified under RCW 36.70B.140.

AT. Projecting Sign.
See SMC 17C.240.015.

AU. Protected Species.
A general classification of animals by WDFW that includes all those species not classified as listed, game, fur-bearing, or non-protected. This also includes all birds not classified as game or non-protected.

AV. Proximity.
That two or more properties are either adjacent or separated by a street or alley.

AW. Public Access.
The public's right to get to and use the City's public waters, the water/land interface and associated shoreline area. It includes physical access that is either lateral (areas paralleling the shore) or perpendicular (an easement or public corridor to the shore), and/or visual access facilitated by means such as scenic streets and overlooks, viewing towers, and other public sites or facilities.

AX. Public Facilities.
Any City-owned, operated, or contracted public facility or service in whole, or in part, whether existing or planned, including, but not limited to:

1. parks,
2. recreation facilities,
3. playgrounds,
4. streets,
5. transportation facilities,
6. open spaces,
7. fire facilities,
8. storm water drainage ponds, and
9. all such appurtenances and improvements.

AY. Public Property.
Any City-owned real property, air space, or other interest in real estate, including streets, alleys, or other public rights-of-way, owned by or controlled by this municipality or any other governmental unit.

AZ. Public Way.

1. A dedicated "public way" is a tract of land:
    a. conveyed or reserved by deed,

b. dedicated by plat, or
c. acquired by decree of court,
d. which has been accepted and dedicated by action of the city council to the public right-of-way and for secondary use as an easement for public utilities.

2. An “alley” is a public way, usually not exceeding sixteen feet in width, designed or intended to provide secondary access to abutting properties.

Section 6. That section 17A.020.190 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.190 "S" Definitions

A. Salmonid.
Belonging to the family of Salmonidae, including the salmons, trouts, chars, and whitefishes.

B. Sandwich Board Sign.
See SMC 17C.240.015.

C. Scrub-shrub Wetland.
An area of vegetated wetland with at least thirty percent of its surface area covered by woody vegetation less than twenty feet in height at the uppermost strata.

D. Secondary Building Walls.
Exterior building walls that are not classified as primary building walls.

E. Secondary Containment.
A means of spill or leak containment involving a second barrier or tank constructed outside the primary container and capable of holding the contents of the primary container.

F. Sediment.
Mineral or organic matter deposited as a result of erosion.

G. Sedimentation.
The settling and accumulation of particles such as soil, sand, and gravel, suspended in water or in the air.

H. SEPA Rules.
Chapter 197-11 WAC adopted by the department of ecology.

I. Service Area.
A geographic area defined by the City, which encompasses public facilities that are part of a plan.

J. Serviceable.
Means presently useable.

K. Setback.
The minimum distance required between a specified object, such as a building and another point. Setbacks are usually measured from lot lines to a specified object. In addition, the following setbacks indicate where each setback is measured from:
1. “Front setback” means a setback that is measured from a front lot line.
2. “Rear setback” means a setback that is measured from a rear lot line.
3. “Side setback” means a setback that is measured from a side lot line.
4. “Street setback” means a setback that is measured from a street lot line.

L. Sex Paraphernalia Store.
A commercial establishment that regularly features sexual devices and regularly advertises or holds itself out, in any medium, as an establishment that caters to adult sexual interests. This definition shall not be construed to include:
1. Any pharmacy, drug store, medical clinic, any establishment primarily dedicated to providing medical or healthcare products or services; or
2. Any establishment located within an enclosed regional shopping mall.

M. Sexual Device.
Any three dimensional object designed for stimulation of the male or female human genitals, anus, buttocks, female breast, or for sadomasochistic use or abuse of oneself or others and shall include devices commonly known as dildos, vibrators, penis pumps, cock rings, anal beads, butt plugs, nipple clamps, and physical representations of the human genital organs. Nothing in this definition shall be construed to include devices primarily intended for protection against sexually transmitted diseases or for preventing pregnancy.

N. Shall.
Unless the context indicates otherwise, the term “shall” means:
1. In reference to the obligations imposed by this title upon owners or occupants of premises or their agents, a mandatory obligation to act, or when used with a negative term to refrain from acting, in compliance with this code at the risk of denial of approval or civil or criminal liability upon failure so to act, the term being synonymous with “must”;
2. With respect to the functions of officers and agents of the City, a direction and authorization to act in the exercise of sound discretion; or
3. The future tense of the verb “to be.”

O. Shallow Groundwater.
Naturally occurring water within an unconfined (water table) aquifer, partially confined aquifer or perched groundwater aquifer, and which is present at depth

of fifteen feet or less below the ground surface, at any time, under natural conditions.

P. Shared Use Pathway.
A non-motorized transportation pathway shared by pedestrians, scooters and bicyclists. May be located next to a street or in a separate right-of-way.

((~~P~~))Q. Shorelands.
Or "shoreline areas" or "shoreline jurisdiction" means all "shorelines of the state" and "shorelands" as defined in RCW 90.58.030. Those lands extending landward for two hundred feet in all directions as measured on a horizontal plane from the ordinary high-water mark; floodways and contiguous floodplain areas landward two hundred feet from such floodways; and all wetlands and river deltas associated with the streams, lakes, and tidal waters which are subject to the provisions of the entire shoreline master program; the same to be designated as to location by the department of ecology.

((~~Q~~))R. Shoreline and Ecosystems Enhancement Plan and Program.
See SMC 17E.020.090, Habitat Management Plans.

((~~R~~))S. Shoreline Buffer.
1. A designated area adjacent to the ordinary high-water mark and running landward to a width as specified by this regulation intended for the protection or enhancement of the ecological function of the shoreline area.
2. The buffer will consist primarily of natural vegetation or planted vegetation which maintains or enhances the ecological functions of the shoreline area.
3. The term "buffer area" has the same meaning as "buffer."

((~~S~~))T. Shoreline Enhancement.
Any alteration of the shoreline that improves the ecological function of the shoreline area or any aesthetic improvement that does not degrade the shoreline ecological function of the shoreline.

((~~T~~))U. Shoreline Environment Designations.
The categories of shorelines established by local shoreline master programs in order to provide a uniform basis for applying policies and use regulations within distinctively different shoreline areas. The basic recommended system classifies shorelines into four distinct environments (natural, conservancy, rural, and urban). See WAC 173-16-040(4).

((~~U~~))V. Shoreline Habitat and Natural Systems Enhancement Projects.
1. Shoreline habitat and natural systems enhancement projects include those activities proposed and conducted specifically for the purpose of establishing, restoring, or enhancing habitat for propriety species in shorelines.

2. Provided that the primary purpose of such actions is clearly restoration of the natural character and ecological functions of the shoreline, projects may include shoreline modification actions such as:
3. Modification of vegetation,
4. Removal of nonnative or invasive plants,
5. Shoreline stabilization, dredging, and filling.

((~~V~~))W. Shoreline Jurisdiction.
See “Shorelands.”

((~~W~~))X. Shoreline Letter of Exemption.
Authorization from the City which establishes that an activity is exempt from shoreline substantial development permit requirements under SMC 17E.060.300 and WAC 173-14-040, but subject to regulations of the Act and the entire shoreline master program.

((~~X~~))Y. Shoreline Master Program.
1. The comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.
2. For the City of Spokane, the shoreline master program includes the:
3. Shoreline Goals and Policies (Comprehensive Plan Chapter 14),
4. Shoreline Regulations (chapter 17E.060 SMC),
5. City of Spokane Shoreline Restoration Plan (stand-alone document), and
6. Shoreline Inventory and Analysis (Comprehensive Plan Volume III).

((~~Y~~))Z. Shoreline Mixed Use.
Combination of water-oriented and non-water oriented uses within the same structure or development area.

((~~Z~~))AA. Shoreline Modifications.
Those actions that modify the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure. They can include other actions, such as clearing, grading, or application of chemicals.

((~~AA~~))AB. Shoreline Protection.
1. Structural and nonstructural methods to control flooding or address erosion impacts to property and dwellings or other structures caused by natural processes, such as current, flood, wind, or wave action.
2. The terms “Shoreline protection measure” and this term have the same meaning.
3. Substantial enlargement of an existing shoreline protection improvement is regarded as new shoreline protection measure.

((~~AB~~))AC. Shoreline Recreational Development.

Recreational development includes commercial and public facilities designed and used to provide recreational opportunities to the public. Water-dependent, water-related and water-enjoyment recreational uses include river or stream swimming areas, boat launch ramps, fishing areas, boat or other watercraft rentals, and view platforms

((~~AC~~))AD. Shoreline Restoration.

1. The re-establishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including, but not limited to, re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials.
2. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions.

((~~AD~~))AE. Shoreline Stabilization.

Structural or non-structural modifications to the existing shoreline intended to reduce or prevent erosion of uplands or beaches. They are generally located parallel to the shoreline at or near the ordinary high-water mark. Other construction classified as shore defense works include groins, jetties, and breakwaters, which are intended to influence wave action, currents, and/or the natural transport of sediments along the shoreline.

((~~AE~~))AF. Shoreline Structure.

A permanent or temporary edifice or building, or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above, or below the surface of the ground or water, except for vessels.

((~~AF~~))AG. Shorelines Hearings Board (SHB).

The shorelines hearings board is a quasi-judicial body with powers of de novo review authorized by chapter 90.58 RCW to adjudicate or determine the following matters:

1. Appeals from any person aggrieved by the granting, denying, or rescinding of a permit issued or penalties incurred pursuant to chapter 90.58 RCW.
2. Appeals of department rules, regulations, or guidelines; and
3. Appeals from department decisions to approve, reject, or modify a proposed master program or program amendment of local governments which are not planning under RCW 36.70A.040.

((~~AG~~))AH. Short Plat – Final.

The final drawing of the short subdivision and dedication, prepared for filing for record with the Spokane county auditor and containing all elements and requirements set forth in this chapter and chapter 58.17 RCW.

((~~AH~~))AI. Short Plat – Preliminary.

1. A neat and approximate drawing of a proposed short subdivision showing the general layout of streets, alleys, lots, blocks, and other elements of a short subdivision required by this title and chapter 58.17 RCW.
2. The preliminary short plat shall be the basis for the approval or disapproval of the general layout of a short subdivision.

((~~AI~~))AJ. Short Subdivision.

A division or redivision of land into nine or fewer lots, tracts, parcels, or sites for the purpose of sale, lease, or transfer of ownership. (RCW 58.17.020(6)).

((~~AJ~~))AK. Sign.

See SMC 17C.240.015.

((~~AK~~))AL. Sign – Animated Sign.

See SMC 17C.240.015.

((~~AL~~))AM. Sign – Electronic Message Center Sign.

See SMC 17C.240.015.

((~~AM~~))AN. Sign Face.

See SMC 17C.240.015.

((~~AN~~))AO. Sign – Flashing Sign.

See SMC 17C.240.015.

((~~AO~~))AP. Sign Maintenance.

See SMC 17C.240.015.

((~~AP~~))AQ. Sign – Off-premises.

See SMC 17C.240.015.

((~~AQ~~))AR. Sign Repair.

See SMC 17C.240.015.

((~~AR~~))AS. Sign Structure.

See SMC 17C.240.015.

((~~AS~~))AT. Significant Vegetation Removal.

The removal or alteration of trees, shrubs, and/or ground cover by clearing, grading, cutting, burning, chemical means, or other activity that causes significant ecological impacts to functions provided by such vegetation.

1. The removal of invasive or noxious weeds does not constitute significant vegetation removal.
2. Tree pruning, not including tree topping, where it does not affect ecological functions, does not constitute significant vegetation removal.

((~~AT~~))AU. Single-family Residential Building.
A dwelling containing only one dwelling unit.

((~~AU~~))AV. Single-room Occupancy Housing (SRO).
A structure that provides living units that have separate sleeping areas and some combination of shared bath or toilet facilities.

1. The structure may or may not have separate or shared cooking facilities for the residents.
2. SRO includes structures commonly called residential hotels and rooming houses.

((~~AV~~))AW. Site.
Any parcel of land recognized by the Spokane County assessor's office for taxing purposes. A parcel may contain multiple lots.

((~~AW~~))AX. Site – Archaeological.

1. A place where a significant event or pattern of events occurred. It may be the:
    a. Location of prehistoric or historic occupation or activities that may be marked by physical remains; or
    b. Symbolic focus of a significant event or pattern of events that may not have been actively occupied.
2. A site may be the location of a ruined or now non-extant building or structure if the location itself possesses historic, cultural, or archaeological significance.

((~~AX~~))AY. Site, Parent.
The initial aggregated area containing a development, and from which individual lots may be divided, as used in the context of SMC 17C.110.360 Pocket Residential Development, and SMC 17G.080.065, Alternative Residential Subdivisions.

((~~AY~~))AZ. Slump.
The intermittent movement (slip) of a mass of earth or rock along a curved plane.

((~~AZ~~))BA. SMC.
The Spokane Municipal Code, as amended.

((~~BA~~))BB. Soil.
The naturally occurring layers of mineral and organic matter deposits overlaying bedrock. It is the outer most layer of the Earth.

((~~BB~~))BC. Sound Contours.
A geographic interpolation of aviation noise contours as established by the 2010 Fairchild AFB Joint Land Use Study and placed on the official zoning map. When

a property falls within more than one noise zone, the more restrictive noise zone requirements shall apply for the entire property.

((~~BC~~))BD. Sound Transmission Class (STC).
A single-number rating for describing sound transmission loss of a wall, partition, window or door.

((~~BD~~))BE. Special Drainage District (SDD).
An area associated with shallow groundwater, intermittent standing water, or steep slopes where infiltration of water and dispersion of water into the soils may be difficult or delayed, creating drainage or potential drainage problems. SDDs are designated in SMC 17D.060.130.

((~~BE~~))BF. Special Event Sign.See SMC 17C.240.015.

((~~BF~~))BG. Species of Concern.
Species native to Washington State listed as state endangered, state threatened, state sensitive, or state candidate, as well as species listed or proposed for listing by the U.S. Fish and Wildlife Service or the National Marine Fisheries Service.

((~~BG~~))BH. Specified Anatomical Areas.
They are human:

1. Genitals, pubic region, buttock, and female breast below a point immediately above the top of the areola, when such areas are less than completely and opaquely covered;
2. Male genitals in a discernibly turgid state, even if completely and opaquely covered.

((~~BH~~))BI. Specified Sexual Activities.
Any of the following:

1. Human genitals in a state of sexual stimulation or arousal;
2. Acts of human masturbation, sexual intercourse, or sodomy; and
3. Fondling or other erotic touching of human genitals, pubic region, buttock, or female breast.

((~~BI~~))BJ. Spokane Regional Stormwater Manual (SRSM).
A technical document establishing standards for stormwater design and management to protect water quality, natural drainage systems, and down-gradient properties as urban development occurs.

((~~BJ~~))BK. Spokane Register of Historic Places.
The register maintained by the historic preservation office, which includes historic landmarks and districts in the City and County.

((~~BK~~))BL. Sports Field.
An open area or stadium in which scheduled sports events occur on a regular

basis. Sports events include both competitive and noncompetitive events such as track and field activities, soccer, baseball, or football games.

((~~BL~~))BM. Stabilization.
The process of establishing an enduring soil cover of vegetation or mulch or other ground cover and may be in combination with installation of temporary or permanent structures.

((~~BM~~))BN. Standard Plans.
Refers to the City of Spokane's standard plans.

((~~BN~~))BO. Standard References
Standard engineering and design references identified in SMC 17D.060.030.

((~~BO~~))BP. State Candidate Species.
Fish and wildlife species that WDFW will review for possible listing as state endangered, threatened, or sensitive.

((~~BP~~))BQ. State Endangered Species.
Any wildlife species native to the State of Washington that is seriously threatened with extinction throughout all or a significant portion of its range within the state.

((~~BQ~~))BR. State Register.
The register maintained pursuant to chapter 195, Laws of 1977, 1st ex. sess., section 6 (chapter 27.34 RCW).

((~~BR~~))BS. State Sensitive Species.
Any wildlife species native to the State of Washington that is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its range within the state without cooperative management or removal of threats.

((~~BS~~))BT. State Threatened Species.
Any wildlife species native to the State of Washington that is likely to become an endangered species within the foreseeable future throughout a significant portion of its range within the state without cooperative management or removal of threats.

((~~BT~~))BU. Stealth Facilities.
Any cellular telecommunications facility that is designed to blend into the surrounding environment. Examples of stealth facilities include:

1. Architecturally screened roof-mounted antennas;
2. Building-mounted antennas painted to match the existing structure;
3. Antennas integrated into architectural elements; and
4. Antenna structures designed to look like light poles, trees, clock towers, bell steeples, or flag poles.

((~~BU~~))BV. Stewardship.
Acting as supervisor or manager of the City and County's historic properties.

((~~BV~~))BW. Stormwater.
1. Any runoff flow occurring during or following any form of natural precipitation, and resulting from such precipitation, including snowmelt.
2. "Stormwater" further includes any locally accumulating ground or surface waters, even if not directly associated with natural precipitation events, where such waters contribute or have a potential to contribute to runoff onto the public right-of-way, public storm or sanitary sewers, or flooding or erosion on public or private property.

((~~BW~~))BX. Stormwater Management Program (SWMP).
A set of actions and activities designed to reduce the discharge of pollutants from the regulated MS4 to the maximum extent practicable and to protect water quality, and comprising the components listed in S5 or S6 of the Eastern Washington Phase II Municipal Permit (WAR04-6505) and any additional actions necessary to meet the requirements of applicable TMDLs.

((~~BX~~))BY. Story.
That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except:
1. The topmost story is that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above;
2. That portion of a building between the eaves and the ridge, when over twenty feet in height, is considered a story;
3. That portion of a building below the eaves which exceeds fourteen feet in height is considered a story, each fourteen feet of height (or major part of fourteen feet) being an additional story; and
4. A basement or unused under-floor space is a story if the finished floor level directly above is either more than:
    a. Six feet above grade for more than half of the total perimeter, or
    b. Twelve feet above grade at any point.

((~~BY~~))BZ. Stream.
A naturally occurring body of periodic or continuously flowing water where the:
1. Mean annual flow is greater than twenty cubic feet per second; and
2. Water is contained with a channel (WAC 173-22-030(8)).

((~~BZ~~))CA. Street.
See "Public Way"(SMC 17A.020.160).

((~~CA~~))CB. Street Classifications.
1. Arterial and local access streets are classified in section 4.5 of the comprehensive plan as follows:

a. Principal arterial.
b. Minor arterial.
c. Collector arterial.
d. Local access street.
e. Parkway.

2. Definitions of all of the above classifications are included herein. Private streets are not classified but are defined under SMC 17A.020.160, "P" Definitions.

((~~CB~~))CC. Street Frontage.
The lot line abutting a street.

((~~CC~~))CD. Strobe Light.
A lamp capable of producing an extremely short, brilliant burst of light.

((~~CD~~))CE. Structural Alteration.
See SMC 17C.240.015.

((~~CE~~))CF. Structure.
Any object constructed in or on the ground, including a gas or liquid storage tank that is principally above ground.

1. Structure includes:
   a. Buildings,
   b. Decks,
   c. Fences,
   d. Towers,
   e. Flag poles,
   f. Signs, and
   g. Other similar objects.
2. Structure does not include paved areas or vegetative landscaping materials.

((~~CF~~))CG. Structure – Historic.
A work made up of interdependent and interrelated parts in a definite pattern of organization. Generally constructed by man, it is often an engineering project.

((~~CG~~))CH. Subdivision.
A division or redivision of land into ten or more lots, tracts, or parcels for the purpose of sale, lease, or transfer of ownership (RCW 58.17.020).

((~~CH~~))CI. Subject Property.
The site where an activity requiring a permit or approval under this code will occur.

((~~CI~~))CJ. Sublevel Construction Controls.
Design and construction requirements provided in SMC 17F.100.090.

((~~CJ~~))CK. Submerged Aquatic Beds.
Wildlife habitat area made up of those areas permanently under water, including the submerged beds of rivers and lakes and their aquatic plant life.

((~~CK~~))CL. Substantial Damage – Floodplain.
Damage of any origin sustained by a structure whereby the cost of restoring the structure to its pre-existing condition would equal or exceed fifty percent of the assessed value of the structure before the damage occurred.

((~~CL~~))CM. Substantial Development.
For the shoreline master program, shall mean any development of which the total cost or fair market value exceeds the dollar amount set forth in RCW 90.58 and WAC 173-26 for any improvement of property in the shorelines of the state.

((~~CM~~))CN. Substantial Improvement – Floodplain.
1. Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds fifty percent of the assessed value of the structure either:
    a. Before the improvement or repair is started, or
    b. If the structure has been damaged and is being restored, before the damage occurred.
2. For the purposes of this definition, “substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.
3. The term does not, however, include either any:
    a. Project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or
    b. Alteration of a structure listed on the National Register of Historic or State Inventory of Historic Places.

((~~CN~~))CO. Suffix.
Describes the roadway type and is located after the root roadway name (i.e., street, avenue, court, lane, way, etc.). The appropriate suffix shall be used in accordance with SMC 17D.050A.040(U).

Section 7. That section 17A.020.200 of the Spokane Municipal Code is amended to read as follows:

Section 17A.020.200 "T" Definitions

A. Temporary Erosion and Sediment Control Measures.
Erosion and sediment control devices used to provide temporary stabilization of a site, usually during construction or ground disturbing activities, before permanent devices are installed.

B. Temporary Sign.
A sign placed on a structure or the ground for a specifically limited period of time as provided in SMC 17C.240.240(G).

C. Temporary Structure.
A structure approved for location on a lot by the department for a period not to exceed six months with the intent to remove such structure after the time period expires.

D. Tenant Space.
Portion of a structure occupied by a single commercial lease holder with its own public entrance from the exterior of the building or through a shared lobby, atrium, mall, or hallway and separated from other tenant spaces by walls.

E. Through Pedestrian Zone.
The portion of a sidewalk that is intended for pedestrian travel and is entirely free of permanent and temporary objects.

F. Tideland.
Land on the shore of marine water bodies between the line of ordinary high tide and the line of extreme low tide.

G. Total Maximum Daily Load (TMDL).
A calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and an allocation of that amount to the pollutant’s sources. A TMDL is the sum of the allowable loads of a single pollutant from all contributing point and non point sources. The calculation shall include a margin of safety to ensure that the water body can be used for the purposes the state has designated. The calculation shall also account for seasonable variation in water quality. Water quality standards are set by states, territories, and tribes. They identify the uses for each water body, for example, drinking water supply, contact recreation (swimming), and aquatic life support (fishing), and the scientific criteria to support that use. The Clean Water Act, section 303, establishes the water quality standards and TMDL programs.

H. [Deleted].

I. [Deleted].

J. [Deleted].

K. Tracking.
The deposition of sediment onto paved surfaces from the wheels of vehicles.

L. Tract.
A piece of land created and designated as part of a land division that is not a lot, lot of record or a public right-of-way. Tracts are created and designated for a specific purpose. Land uses within a tract are restricted to those uses consistent with the stated purpose as described on the plat, in maintenance agreements, or through conditions, covenants and restrictions (CC&Rs).

M. Traveled Way.
The area of street which is intended to carry vehicular traffic, ((~~including~~)) excluding any shoulders.

N. Type I Application.
An application for a project permit that is subject to an administrative approval and is not categorically exempt from environmental review under chapter 43.21C RCW (SEPA) and the City of Spokane Environmental Ordinance chapter 17E.050 SMC, and does not require a public hearing. Type I applications are identified in Table 17G.060-1 in chapter 17G.060 SMC. These applications may include, but are not limited to, building permits and grading permits.

O. Type II Application.
An application for a project permit that is subject to an administrative decision of a department director, that may or may not be categorically exempt from chapter 43.21C RCW (SEPA), and does not require a public hearing. The Type II applications are identified in Table 17G.060-1 in chapter 17G.060 SMC. These applications may include, but are not limited to, short plats, binding site plans, shoreline substantial development permits, and some conditional use permits; provided, the planning director may require conditional use permits which are otherwise characterized as Type II applications under this title to be submitted and processed as Type III applications when the director issues written findings that the Type III process is in the public interest.

P. Type III Application.
An application for a project permit that is subject to a quasi-judicial decision of the hearing examiner that may or may not be categorically exempt from chapter 43.21C RCW (SEPA) and the City of Spokane Environmental Ordinance chapter 17E.050 SMC and requires a public hearing. Type III applications are identified in Table 17G.060-1 in chapter 17G.060 SMC. These applications may include, but are not limited to, rezones, conditional use permits, preliminary long plats, or shoreline conditional use permits.

PASSED by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

_____
Mayor

_____
Date

_____
Effective Date

ORDINANCE NO. C _____

An ordinance amending sections 17H.010.030, 17H.010.050, 17H.010.060, 17H.010.070, 17H.010.120, 17H.010.140, 17H.010.160, 17H.010.180, 17H.010.190, 17H.010.200, 17H.010.210, 17H.010.220, 17H.010.230, 17H.010.240, 17H.010.250 and 17H.010.260 of the Spokane Municipal Code.

WHEREAS, the City of Spokane is updating Chapter 3 of the Design Standards, and as such must ensure consistency with Chapter 17H.010; -- Now, Therefore,

WHEREAS, to be added later

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 17H.010.030 of the Spokane Municipal Code is amended to read as follows:

17H.010.030 Street Layout Design

A. Street design is governed by the comprehensive plan and city design standards.

B. Streets shall be designed in light of topography and existing and planned street patterns. It is encouraged that low impact development principles be considered, evaluated and utilized where practical as described in the Eastern Washington Low Impact Development Guidance Manual.

C. Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles and emergency services.

D. When property is divided into large parcels, streets shall be laid out so as to allow the addition of future streets in a consistent pattern in the event of redivision.

E. Street names should be logical, consistent and understandable to satisfy the needs of emergency and delivery vehicles. Street names must be approved by the City and comply with the requirements of chapter 17D.050A SMC, Roadway Naming.

F. The layout of new streets shall provide for the continuation of existing streets in adjoining subdivisions. If a public street or right-of-way terminates at a plat boundary, provisions shall be made for the extension

of the public street to the adjacent property or to another public street in a manner consistent with public mobility and utility infrastructure needs.

G. Street layout shall provide for future extension of streets into areas which are presently not subdivided.

H. Traffic generators within the project should be considered and the street system designed appropriately. Individual projects may require a traffic study subject to chapter 17D.080 SMC, ((~~Voluntary Impact Fees, chapter 17D.010 SMC~~)) Transportation Impact Fees, chapter SMC 17D.075, Concurrency Certification, or chapter 17E.050 SMC, SEPA.

I. The minimum centerline distance between intersections shall be one hundred fifty feet.

J. Bordering arterial routes should be considered and design continuity provided.

K. When any parcels in a subdivision adjoin an existing or proposed arterial street, the hearing examiner may require access by way of frontage streets and may restrict access to the arterial.

L. Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services.

M. A grid pattern featuring more street intersections and shorter block lengths should be implemented wherever possible.

N. Block lengths should not exceed six hundred sixty feet.

O. A block width should allow for two tiers of lots between parallel streets and double frontage lots should be avoided.

P. Permanent dead-end or cul-de-sac streets may be allowed when the property is isolated by topography or the configuration of existing platted lots and streets. Dead-ends and cul-de-sacs will be reviewed in every case for connectivity.

Section 2. That section 17H.010.050 of the Spokane Municipal Code is amended to read as follows:

17H.010.050 Right-of-Way

A. Public right-of-way widths shall be in accordance with the city's comprehensive plan, the city’s engineering design standards or as

directed by the director of engineering services. Minimum right-of-way widths are as shown in Tables 17H.010-1 and 17H.010-2((~~, Right-of-way and Street Widths~~)). The right-of-way width varies based on the required street elements including number of lanes, on-street parking, bike lanes, medians, turn lanes, roadside swales, pedestrian buffer strips and street trees.

B. Where infill development occurs on partially constructed blocks, the proposed right-of-way width shall at least match the existing right-of-way width for the rest of the block and adjoining blocks.

C. Private streets shall be located on a tract; street easements are not permitted. The width of the tract for private streets shall meet the minimum right-of-way widths designated in Tables 17H.010-1 and 17H.010-2.

D. Public rights-of-way or private tracts shall contain all street elements including paving, curbing, gutters and pedestrian buffer strips or swales in accordance with the city's design standards.

E. Sidewalks may be located on easements on private property.

F. Narrower right-of-way widths may be allowed at the discretion of the director of engineering services. Variance requests will be evaluated based on topography, traffic circulation, emergency vehicle access, zoning, existing development and on-street parking requirements.

~~Table 17H.010-1~~

~~Right-of-way and Street Widths~~

-	~~Minimum Right-of-way Width[1]~~		~~Minimum Street Width~~
-	~~Sidewalks in ROW~~	~~Sidewalks on Easements~~	~~Curb to Curb~~
~~ARTERIAL~~			
~~Principal~~	~~6 lane – 110 ft. 4 lane – 90 ft.~~	~~NA~~	~~Varies[2]~~
~~Minor~~	~~4 lane – 102 ft. 2 lane – 75 ft.~~	~~NA~~	~~Varies[2]~~
~~Collector~~	~~65 ft.~~	~~NA~~	~~40 ft.~~
~~LOCAL ACCESS~~			
~~Commercial~~	~~65 ft.~~	~~55 ft.~~	~~40 ft.~~
~~Residential Standard~~	~~60 ft.~~	~~50 ft.~~	~~36 ft.~~

~~Residential Low Density[3]~~	~~56 ft.~~	~~46 ft.~~	~~32 ft.~~
~~Residential Restricted Parking[3,4]~~	~~51 ft.~~	~~41 ft.~~	~~27 ft.~~
~~Hillside Development[4,5]~~	~~40 ft.~~	~~35 ft.~~	~~27 ft.~~
~~Cul-de-sac (radius)~~	~~56 ft.~~	~~51 ft.~~	~~50 ft.~~
~~Alley[6]~~	~~20 ft.~~	~~20 ft.~~	~~12 ft.~~

~~Notes:~~

~~[1]Additional right-of-way may be required if roadside swales are used to control storm drainage.~~

~~[2]Curb-to-curb width varies depending on street features including number of lanes, on-street parking, bike lane, median and turn lanes.~~

~~[3]Narrow streets are appropriate only in low density (four to ten units per acre) residential neighborhoods. Adequate emergency vehicle access and staging areas must be provided as discussed in SMC 17H.010.140.~~

~~[4]Parking is allowed on one side of the street only. Refer to SMC 17H.010.120 for on-street parking requirements.~~

~~[5]Refer to SMC 17H.010.110 for more information.~~

~~[6]Alleys do not require sidewalk or curb. The widths shown apply to right-of-way and pavement width.~~

Table 17H.010-1
Arterial Right-of-way Widths

	Right-of-way Width		Street Width
	Minimum[1]	Typical	Curb to Curb
ARTERIAL (all types)			
2 lanes[2]	60 ft	60 ft – 80 ft	Varies[3]
3 lanes[2]	65 ft	65 ft – 80 ft	Varies[3]
4 lanes[2]	75 ft	75 ft – 100 ft	Varies[3]
5 lanes[2]	90 ft	80 ft – 100 ft	Varies[3]
6 lanes[2]	100 ft	90 ft - 110 ft	Varies[3]
7 lanes[2]	100 ft	90 ft – 125 ft	Varies[3]

Notes:

[1]Additional right-of-way may be required if roadside swales are used to control storm drainage, for bike lanes if designated on the plan, or for wider sidewalks depending on the zoning.

[2]Lanes can be through lanes, turn pockets, or continuous TWLTL.

[3]Curb-to-curb width varies depending on street features including number of lanes, on-street parking, bike lane, median and turn lanes. See Design Standards for more detail.

Table 17H.010-2

Local Access Right-of-way and Street Widths

	Minimum Right-of-way Width[1]		Minimum Street Width
	Sidewalks in ROW	Sidewalks on Easements	Curb to Curb
LOCAL ACCESS			
Commercial/ Industrial	60 ft.	50 ft.	36 ft.
Residential High Density[2]	60 ft.	50 ft.	36 ft.
Residential Standard[3]	56 ft.	46 ft.	32 ft.
Residential One-side Parking[4]	51 ft.	41 ft.	27 ft.
Hillside Development[4,5]	40 ft.	35 ft.	27 ft.
Cul-de-sac (radius)	56 ft.	51 ft.	50 ft.
Alley[6]	20 ft.	20 ft.	12 ft.

Notes:

[1]Additional right-of-way may be required if roadside swales are used to control storm drainage.

[2]Appropriate in areas where parking on both sides of the street is expected on a regular basis, such as apartment complexes. Refer to SMC 17H.010.070 for more information.

[3]Appropriate in areas where homes have street-facing garages and driveways for parking. On-street parking is used by visitors and extra vehicles. Refer to SMC 17H.010.070 for more information.

[4]Parking is allowed on one side of the street only. Refer to SMC 17H.010.120 for on-street parking requirements.

[5]Refer to SMC 17H.010.110 for more information.

[6]Alleys do not require sidewalk or curb. The widths shown apply to right-of-way and pavement width.

Section 3. That section 17H.010.060 of the Spokane Municipal Code is amended to read as follows:

17H.010.060 Street Width - General

A. Minimum curb-to-curb street widths are shown in Tables 17H.010-1 and 17H.010-2. Street width varies based on the required street elements including number of lanes, on-street parking, bike lane, median, and turn lanes.

B. Generally, street design shall allow for a twenty feet clear width for emergency vehicle access. New streets with less than a twenty feet clear width shall provide emergency vehicle staging areas as described in SMC 17H.010.140.

C. ((~~Spacing between collector arterials shall be no more than one-half mile.~~)) The clear width may be reduced to fourteen feet on each side of a median for distances of fifty linear feet or less. This may be used for purposes of traffic calming, crosswalks or neighborhood entry medians.

D. Where infill development occurs on partially constructed blocks, the proposed street width may match the existing street width for the rest of that block.

Section 4. That section 17H.010.070 of the Spokane Municipal Code is amended to read as follows:

17H.010.070 Street Width – ((~~Low Density~~)) Residential ((~~Zones~~)) Uses

A. The street width may be reduced to twenty-seven feet on local access streets in low density (four to ten units per acre) residential zones if parking is omitted on one side of the street. Refer to SMC 17H.010.120 for on-street parking requirements.

B. The local access residential street((~~s~~)) standard shall be ((~~in low density residential areas may be narrowed to~~))thirty-two feet with parking on both sides. This is intended for use in areas with street-facing garages and driveways, where on-street parking is primarily used by visitors and extra vehicles. ((~~if the following conditions are met~~))

~~1. Each block is connected on both ends and does not exceed six hundred sixty feet in length.~~

~~2. The narrower street does not extend more than one thousand three hundred twenty feet without intersecting a street with twenty feet clear width.~~

~~3. Adequate emergency vehicle access and staging areas are provided. Refer to SMC 17H.010.140 for emergency access and staging requirements.~~

4. ~~The profile grade for the street does not exceed eight percent.~~))

C. The residential high-density standard shall be thirty-six feet with parking on both sides. This is intended for use in areas where parking on both sides of the street is expected on a regular basis, such as near apartment complexes.

((~~C~~)) D. Additional parking restrictions may be required near intersections on ((~~narrowed~~)) thirty-two foot streets. The turning movements of service and emergency vehicles must be evaluated to ensure that on-street parking does not interfere with access.

((~~D. Streets that are designed to connect to an adjacent site or that will serve lots on an adjacent site may not be narrowed.~~))

Section 5. That section 17H.010.120 of the Spokane Municipal Code is amended to read as follows:

17H.010.120 On-Street Parking

A. Streets located in the central business district and in centers and corridors ((~~require~~)) should provide on-street parking.

B. Principal, minor and collector arterials outside of the central business district, centers and corridors will be reviewed on a case-by-case basis to determine on-street parking needs.

C. On-street parking lanes ((~~shall~~)) should be eight feet wide. In low density residential areas meeting the criteria in SMC 17H.010.070, parking lanes may be narrowed to seven feet to allow for a narrower street section.

D. ((~~Generally, all~~)) In locations with densities greater than ten units per acre new local access streets shall provide on-street parking on both sides of the street. Parking may be omitted from one side of a residential street in the following situations:

1. Hillside developments as described in SMC 17H.010.110 where lots are developed on only one side of the street.
2. Neighborhoods where garage access is provided from alleys and driveway access to the street is restricted.

3. The side of a street adjacent to side yards, rear yards, or common areas such as stormwater facilities. Parking may not be omitted adjacent to parks or other recreational facilities.
4. Locations with low density (four to ten units per acre).

E. Where parking has been omitted, “No Parking” signs shall be installed at the developer’s expense.

F. Street width may vary within a subdivision to provide one or two-sided parking appropriate to the adjacent properties.

Section 6. That section 17H.010.140 of the Spokane Municipal Code is amended to read as follows:

17H.010.140 Emergency Vehicle Access and Staging Areas

A. Where the street design does not allow for a twenty-foot clear width, emergency vehicle staging areas shall be designated.

B. Staging areas shall be at least fifty feet long and twenty feet wide. Staging areas shall not be obstructed in any manner, including the parking of vehicles, or snow storage. The minimum width shall be maintained at all times.

C. Staging areas shall be spaced so that the maximum distance from a staging area to the property line of any lot is one hundred fifty feet.

D. Staging areas require a significant visual cue acceptable to the department of engineering services and the city fire department; signing alone is not adequate.

E. Paired driveways and street intersections that meet the minimum dimensions may be designated as staging areas. When used, paired driveways require a deed restriction on the affected lots.

F. Mid-block bump-outs may be allowed in areas where garage access is provided off of alleys on approval of the director of engineering. Other physical alternatives will be considered on a case by case basis and allowed at the discretion of the director of engineering services and the city fire department.

G. Staging areas shall not create a street maintenance or parking enforcement problem and must be approved by the director of engineering

services, director of streets and the city fire department.

H. ((~~Placement of f~~))Fire hydrants ((~~shall consider the location of~~)) should be located within the staging areas. Fire hydrants may also be located within the median.

Section 7. That section 17H.010.160 of the Spokane Municipal Code is amended to read as follows:

17H.010.160 Traffic Calming

A. Allowable traffic calming features include traffic circles, chicanes, curb extensions, medians, entry-way treatments, landscaping, turn or access restrictions and other traffic calming features set forth in ((~~the Traffic Calming Policy for Residential Streets~~)) Chapter 3 of the Design Standards.

B. ((~~Installation of traffic calming features on existing streets requires a public meeting and a petition representing at least fifty percent plus one of the households in the petition area. This process is outlined in the Traffic Calming Policy for Residential Streets~~.)) The City's Neighborhood Traffic Calming program provides opportunities for installing traffic calming devices on existing streets.

C. Installation of traffic calming features ((~~on new streets~~)) through development actions will be evaluated on a case by case basis and approved by the ((~~director of engineering services and the director of streets~~)) City Engineer.

D. All proposed traffic calming features will be evaluated based on posted speed, traffic volumes, pedestrian generators within the project area, roadway geometry, residential density and collision history as applicable.

E. Traffic calming features shall not create a street maintenance, safety or parking enforcement problem.

Section 8. That section 17H.010.180 of the Spokane Municipal Code is amended to read as follows:

17H.010.180 Sidewalks

A. Sidewalks shall be located on both sides of the street for all public and private streets.

B. Sidewalk shall be constructed around the bulb of cul-de-sacs so that every lot is served by a sidewalk.

C. In steep, hillside areas, where development occurs only on one side of the street, sidewalk may be omitted from one side in accordance with SMC 17H.010.110. However, it must be demonstrated that the segment to be omitted is not a critical link in the sidewalk system.

D. All sidewalks shall be designed and constructed in accordance with the City's design standards, standard plans and specifications.

E. ((~~All sidewalks shall provide connectivity to the regional pedestrian network as shown on Map TR 1 of the City's Comprehensive Plan when the project is adjacent to a portion of that network~~.)) Shared-use pathways may be substituted for sidewalks.

Section 9. That section 17H.010.190 of the Spokane Municipal Code is amended to read as follows:

17H.010.190 Pedestrian Buffer Strips

A. Pedestrian buffer strips are required on both sides of all streets between the sidewalk and the curb. The width and type of pedestrian buffer strip for each street shall comply with the requirements of ((~~the comprehensive plan and~~)) the city's design standards.

B. Planted strips are required on residential local access streets. A ((~~minimum three-foot wide~~)) concrete pedestrian buffer strip may be allowed in place of the planted strip for certain land uses such as churches and schools that require passenger loading and unloading, or at bus stops. These will be evaluated on a case-by-case basis and allowed at the discretion of the director of engineering services.

C. In situations where a separation between the sidewalk and the street is constrained by topography, narrow right-of-way or existing development, a variance from this standard may be granted by the director of engineering services.

D. In cases where sidewalk has been omitted on one side of the street, the pedestrian buffer strip may also be omitted on that side.

E. Pedestrian buffer strips may be omitted around the bulb of cul-de-sacs.

Section 10. That section 17H.010.200 of the Spokane Municipal Code is amended to read as follows:

17H.010.200 Curb Ramps

A. At all intersections where new curbs, sidewalks or both are to be constructed, curb ramps are to be placed and constructed as shown on the standard plans. Where a ramp is built on one corner of an intersection, a ramp shall also be provided at a corresponding location on the opposite corner of the intersection.

B. Not less than two curb ramps per lineal block shall be constructed on or near the crosswalks at intersections or other convenient locations approved by the director of engineering services. Two curb ramps are required on each corner unless utilities, topography, right-of-way or other existing conditions make two ramps infeasible.

C. Installation of curb ramps shall also be required on existing sidewalks whenever curbing is replaced.

D. Proposed curb ramps at locations other than intersections must be approved by the director of streets prior to construction.

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

17H.010.210 Crosswalks

A. Generally, marked crosswalks are installed in centers and corridors (CC, DTC, DTG, DTS, DTU zones), adjacent to schools, parks, hospitals, churches, trail crossings and other significant pedestrian-generating facilities, at signalized intersections and at locations identified in the Pedestrian Master Plan.

B. On arterial streets at locations identified in section A, marked crosswalks shall be installed at every intersection, on all legs accessible to pedestrians, when the street is reconstructed, resurfaced or when such crosswalks can be funded from grant or programmatic sources. Mid-block marked crosswalks may be installed on arterial streets where significant pedestrian traffic generators exist or where pedestrian conditions warrant. Exceptions to this section are allowed when engineering studies determine that a crosswalk proposed for marking does not meet nationally-recognized safety standards.

C. Installation of marked crosswalks at locations other than those identified in subsection A requires an engineering study and the approval of the director of streets. Neighborhood councils shall be consulted and their input taken prior to installation or removal of a crosswalk.

D. An advanced stop line shall be located in advance of each crosswalk at an arterial intersection and any mid-block crosswalk in locations defined in Section A, per the Manual on Uniform Traffic Control Devices (MUTCD).

E. Americans with Disabilities Act (ADA) compliant curb ramps shall be installed at all newly marked crosswalks. The preferred curb ramp design shall be directional (perpendicular or parallel), as defined by American Association of State Highway and Transportation Officials (AASHTO) guidelines, where right-of-way and topography allow. Guidance per Federal Highway Administration Best Practices Design Guide shall inform curb ramp design.

F. In the event a bus stop is planned, relocated or modified as part of the establishment of a new crosswalk or improvement thereto, the new bus stop shall meet ADA accessibility standards adopted by reference in 49 CFR 37. Any new bus stop shall not straddle or compromise a crosswalk.

G. In centers and corridors (CC, DTC, DTG, DTS, DTU zones) on new, resurfaced, rehabilitated or reconstructed arterial intersections with three or more lanes and no traffic signal, marked crosswalks with a mid-point pedestrian refuge shall be constructed, unless in conflict with an adopted

sub-area or neighborhood plan or contrary to the findings of an engineering study. Travel lane widths may be narrowed and/or the number of travel lanes may be reduced and/or additional, existing right-of-way may be utilized to accommodate pedestrian refuges. Pedestrian refuges shall be vegetated or treed or otherwise contain elements to establish a sense of place. Landscaping shall be designed and maintained to provide appropriate visibility between pedestrians and approaching motorists from both directions.

H. Raised crosswalks may be installed in lieu of pedestrian refuges. Detectable warnings shall be included at the curb line on all raised crosswalks.

I. The design of marked crosswalks on arterial streets shall meet guidance in the Federal Highway Administration Best Practices Design Guide, NACTO or other nationally recognized guidelines.

J. Crosswalk markings and signs shall be maintained.

K. Marked crosswalks shall only be removed on the recommendation of the ((~~Planning Director~~)) City Engineer, after consultation with the neighborhood council and with City Council approval, which shall be authorized by resolution.

L. The City administration should adopt policies and guidelines to implement the provisions of this section. Such policies and guidelines shall not conflict with the provisions of this section.

Section 12. That section 17H.010.220 of the Spokane Municipal Code is amended to read as follows:

17H.010.220 Driveways

A. No driveway shall be located so as to create a hazard to pedestrians or motorists, or invite or compel illegal or unsafe traffic movements. The edge of the driveway at the curb shall not extend past the end of radius of the curb of an adjoining street, nor into a crosswalk.

B. Every driveway must provide access to an off-street parking area located on private property. Every vehicle entering the driveway must be able to park, stand, or load entirely off the street right-of-way, sidewalk or pathway.

C. Garage and carport entrances must be set back at least twenty feet from the back of sidewalk.

D. No parking is allowed in an alley. Garages and carports may be built to the rear property line unless parking in front of the entrance is proposed, then

the structure must be a minimum of eighteen feet from the edge of the alley tract, easement or right-of-way.

E. Unless otherwise approved by the director of engineering services, the entire nominal driveway width shall be confined within lines perpendicular to the curb line and passing through the property corners. Shared driveways will be evaluated on a case by case basis.

F. No driveway shall be constructed in such a manner as to be a hazard to any existing drainage inlet, street lighting standard, utility pole, traffic regulating device, fire hydrant, or other public facility. The cost of relocating any such public facility, when necessary to do so, shall be borne by the applicant. Relocation of any public facility shall be performed in coordination with the agency holding authority for the structure.

G. The total nominal width of all driveways on a street for any one ownership shall not exceed forty percent of the frontage.

H. Circular drives may be approved by the City Engineer for traffic safety purposes on residential lots with at least fifty feet of frontage on a Principal or Minor Arterial. Circular drives must be consistent with current zoning regulations, although the City Engineer may approve exceptions to these requirements. If a public alley provides paved access, a circular drive is not allowed.

I. Any driveway which has become abandoned, unused, or unnecessary for any reason, shall be closed and the owner shall replace any such driveway with curb and sidewalk matching adjacent improvements or constructed in accordance with the standard plans and specifications.

J. Wherever, in a single ownership, the total width of existing driveways on a street is over forty percent of the frontage of the ownership on that street, or any driveways are wider than twenty feet, such existing driveways shall be made to conform to the provisions of this section upon the alteration or repair of any one or more of the driveways. The director of engineering services or the director of streets may require such changes in any or all the driveways of that ownership as he/she may deem necessary for the better movement of traffic or to provide better protection to pedestrians.

K. An approach permit issued by the department of engineering services is required for the construction or modification of any driveway onto a public right-of-way. Plans and an operation analysis may be required as part of the review.

L. In new developments, an approach permit is not required when driveway locations are shown on the approved street plans and the driveway drops

are constructed in conjunction with the streets. However, if a driveway is to be relocated or modified, a new approach permit must be obtained prior to construction.

Section 13. That section 17H.010.230 of the Spokane Municipal Code is amended to read as follows:

17H.010.230 Street Lighting

A. ((~~For arterial streets,~~)) Lighting plans shall be provided to the ((~~department of engineering services~~)) Streets Department for review and acceptance prior to construction. See the City of Spokane Design Standards section on street lighting.

B. At a minimum a street light shall be provided at every arterial intersection.

((~~B~~))C. ((~~Where street lighting is implemented on local access streets, a plan must be submitted and accepted by the director of engineering services. The lighting proposal will be reviewed for lighting type, spacing, and location~~.)) Street lights on new local access streets shall be operated and maintained by a homeowners' association if one is established.

Section 14. That section 17H.010.240 of the Spokane Municipal Code is amended to read as follows:

17H.010.240 Vertical Clearances

A. The clearance above any street surface shall be a minimum of sixteen and one-half feet to overhead obstacles. This height shall be maintained across the full width of the street, extending to two feet behind the face of curb.

B. Vertical clearances for street signs above sidewalks and other pedestrian areas shall be as shown in the standard plans.

C. Vertical clearance requirements for skywalks and private/commercial signs shall be as provided in SMC 12.02.0462 and ((~~chapter 11.17 SMC~~)) SMC 17C.240.

Section 15. That section 17H.010.250 of the Spokane Municipal Code is amended to read as follows:

17H.010.250 Horizontal Clearances

A. The clear horizontal ((~~sight distance~~)) view triangle at intersections shall be as provided in ((~~SMC 11.19.590~~)) SMC 17A.020.030.

B. For situations not addressed by SMC 17A.020.030, horizontal sight distance shall be as described in AASHTO "A Policy on Geometric Design of Highways and Streets", Chapter 9, section on Sight Distance.

((~~B~~))C. The minimum clear zone distances are as provided in the City's Design Standards ((~~clear zone policy (#0370-05-04)~~)). The values presented in the table are minimum allowable clear zone distances. Design engineers should evaluate and provide larger clear zone distances wherever practical.

Section 16. That section 17H.010.260 of the Spokane Municipal Code is amended to read as follows:

17H.010.260 Bicycle Network

A. Bicycle facilities shall be employed where designated in the City's comprehensive plan((~~ and in the Spokane Regional Pedestrian/Bikeway Plan~~)). Bicycle facilities include shared-use pathways, bicycle lanes including striped and protected lanes, ((~~paved shoulders, shared-use lanes, and residential bikeways~~)) shared lanes, neighborhood greenways and bike-friendly routes. See SMC 17A.020.020.

B. All new bicycle facilities shall be designed in accordance with ((~~Section~~)) Chapters ((~~1020~~)) 1515 and 1520 of the WSDOT Design Manual and the City's design standards.

C. ((~~Where required by the Spokane Regional Pedestrian/ Bikeway Plan, signing shall be provided by the project sponsor for designated bicycle routes.~~)) Bicycle lanes may include raised lanes, curb-separated or buffers.

D. The usable width for bicycle facilities is normally from face of curb to lane stripe, but adjustments may need to be made for drainage structures, parking, or other obstructions to maintain this space.

PASSED BY THE CITY COUNCIL on September 25, 2020.

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
Assistant City Attorney

_____
Date

_____
Effective Date

ORDINANCE NO. C _____

An ordinance amending sections 17H.010.030, 17H.010.050, 17H.010.060, 17H.010.070, 17H.010.120, 17H.010.140, 17H.010.160, 17H.010.180, 17H.010.190, 17H.010.200, 17H.010.210, 17H.010.220, 17H.010.230, 17H.010.240, 17H.010.250 and 17H.010.260 of the Spokane Municipal Code.

WHEREAS, the City of Spokane is updating Chapter 3 of the Design Standards, and as such must ensure consistency with Chapter 17H.010; -- Now, Therefore,

WHEREAS, to be added later

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 17H.010.030 of the Spokane Municipal Code is amended to read as follows:

17H.010.030 Street Layout Design

A. Street design is governed by the comprehensive plan and city design standards.

B. Streets shall be designed in light of topography and existing and planned street patterns. It is encouraged that low impact development principles be considered, evaluated and utilized where practical as described in the Eastern Washington Low Impact Development Guidance Manual.

C. Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles, transit and emergency services.

D. When property is divided into large parcels, streets shall be laid out so as to allow the addition of future streets in a consistent pattern in the event of redivision.

E. Street names should be logical, consistent and understandable to satisfy the needs of emergency and delivery vehicles. Street names must be approved by the City and comply with the requirements of chapter 17D.050A SMC, Roadway Naming.

F. The layout of new streets shall provide for the continuation of existing streets in adjoining subdivisions. If a public street or right-of-way terminates at a plat boundary, provisions shall be made for the extension

of the public street to the adjacent property or to another public street in a manner consistent with public mobility and utility infrastructure needs.

G. Street layout shall provide for future extension of streets into areas which are presently not subdivided.

H. Traffic generators within the project should be considered and the street system designed appropriately. Individual projects may require a traffic study subject to chapter 17D.080 SMC, ((~~Voluntary Impact Fees, chapter 17D.010 SMC~~)) Transportation Impact Fees, chapter SMC 17D.075, Concurrency Certification, or chapter 17E.050 SMC, SEPA.

I. The minimum centerline distance between intersections shall be one hundred fifty feet.

J. Bordering arterial routes should be considered and design continuity provided.

K. When any parcels in a subdivision adjoin an existing or proposed arterial street, the hearing examiner may require access by way of frontage streets and may restrict access to the arterial.

L. Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services.

M. A grid pattern featuring more street intersections and shorter block lengths should be implemented wherever possible.

N. Block lengths should not exceed six hundred sixty feet.

O. A block width should allow for two tiers of lots between parallel streets and double frontage lots should be avoided.

P. Permanent dead-end or cul-de-sac streets may be allowed when the property is isolated by topography or the configuration of existing platted lots and streets. Dead-ends and cul-de-sacs will be reviewed in every case for connectivity.

Section 2. That section 17H.010.050 of the Spokane Municipal Code is amended to read as follows:

17H.010.050 Right-of-Way

A. Public right-of-way widths shall be in accordance with the city's comprehensive plan, the city’s engineering design standards or as

directed by the director of engineering services. Minimum right-of-way widths are as shown in Tables 17H.010-1 and 17H.010-2((, Right-of-way and Street Widths)). The right-of-way width varies based on the required street elements including number of lanes, on-street parking, bike lanes, medians, turn lanes, roadside swales, pedestrian buffer strips, transit needs and street trees.

B. Where infill development occurs on partially constructed blocks, the proposed right-of-way width shall at least match the existing right-of-way width for the rest of the block and adjoining blocks.

C. Private streets shall be located on a tract; street easements are not permitted. The width of the tract for private streets shall meet the minimum right-of-way widths designated in Tables 17H.010-1 and 17H.010-2.

D. Public rights-of-way or private tracts shall contain all street elements including paving, curbing, gutters and pedestrian buffer strips or swales in accordance with the city's design standards.

E. Sidewalks may be located on easements on private property.

F. Narrower right-of-way widths may be allowed at the discretion of the director of engineering services. Variance requests will be evaluated based on topography, traffic circulation, emergency vehicle access, zoning, existing development and on-street parking requirements.

~~Table 17H.010-1~~

~~Right-of-way and Street Widths~~

-	~~Minimum Right-of-way Width[1]~~		~~Minimum Street Width~~
-	~~Sidewalks in ROW~~	~~Sidewalks on Easements~~	~~Curb to Curb~~
~~ARTERIAL~~			
~~Principal~~	~~6 lane – 110 ft. 4 lane – 90 ft.~~	~~NA~~	~~Varies[2]~~
~~Minor~~	~~4 lane – 102 ft. 2 lane – 75 ft.~~	~~NA~~	~~Varies[2]~~
~~Collector~~	~~65 ft.~~	~~NA~~	~~40 ft.~~
~~LOCAL ACCESS~~			
~~Commercial~~	~~65 ft.~~	~~55 ft.~~	~~40 ft.~~
~~Residential Standard~~	~~60 ft.~~	~~50 ft.~~	~~36 ft.~~

~~Residential Low Density[3]~~	~~56 ft.~~	~~46 ft.~~	~~32 ft.~~
~~Residential Restricted Parking[3,4]~~	~~51 ft.~~	~~41 ft.~~	~~27 ft.~~
~~Hillside Development[4,5]~~	~~40 ft.~~	~~35 ft.~~	~~27 ft.~~
~~Cul-de-sac (radius)~~	~~56 ft.~~	~~51 ft.~~	~~50 ft.~~
~~Alley[6]~~	~~20 ft.~~	~~20 ft.~~	~~12 ft.~~

~~Notes:~~

~~[1]Additional right-of-way may be required if roadside swales are used to control storm drainage.~~

~~[2]Curb-to-curb width varies depending on street features including number of lanes, on-street parking, bike lane, median and turn lanes.~~

~~[3]Narrow streets are appropriate only in low density (four to ten units per acre) residential neighborhoods. Adequate emergency vehicle access and staging areas must be provided as discussed in SMC 17H.010.140.~~

~~[4]Parking is allowed on one side of the street only. Refer to SMC 17H.010.120 for on-street parking requirements.~~

~~[5]Refer to SMC 17H.010.110 for more information.~~

~~[6]Alleys do not require sidewalk or curb. The widths shown apply to right-of-way and pavement width.~~

Table 17H.010-1

Arterial Right-of-way Widths

	Right-of-way Width		Street Width
	Minimum[1]	Typical	Curb to Curb
ARTERIAL (all types)			
2 lanes[2]	60 ft	60 ft – 80 ft	Varies[3]
3 lanes[2]	65 ft	65 ft – 80 ft	Varies[3]
4 lanes[2]	75 ft	75 ft – 100 ft	Varies[3]
5 lanes[2]	90 ft	80 ft – 100 ft	Varies[3]
6 lanes[2]	100 ft	90 ft - 110 ft	Varies[3]
7 lanes[2]	100 ft	90 ft – 125 ft	Varies[3]

Notes:

[1]Additional right-of-way may be required if roadside swales are used to control storm drainage, for bike lanes if designated on the plan, or for wider sidewalks depending on the zoning.

[2]Lanes can be through lanes, turn pockets, or continuous TWLTL.

[3]Curb-to-curb width varies depending on street features including number of lanes, on-street parking, bike lane, median and turn lanes. See Design Standards for more detail.

Table 17H.010-2

Local Access Right-of-way and Street Widths

	Minimum Right-of-way Width[1]		Minimum Street Width
	Sidewalks in ROW	Sidewalks on Easements	Curb to Curb
LOCAL ACCESS			
Commercial/ Industrial	60 ft.	50 ft.	36 ft.
Residential High Density[2]	60 ft.	50 ft.	36 ft.
Residential Standard[3]	56 ft.	46 ft.	32 ft.
Residential One-side Parking[4]	51 ft.	41 ft.	27 ft.
Hillside Development[4,5]	40 ft.	35 ft.	27 ft.
Cul-de-sac (radius)	56 ft.	51 ft.	50 ft.
Alley[6]	20 ft.	20 ft.	12 ft.

Notes:

[1]Additional right-of-way may be required if roadside swales are used to control storm drainage.

[2]Appropriate in areas where parking on both sides of the street is expected on a regular basis, such as apartment complexes. Refer to SMC 17H.010.070 for more information.

[3]Appropriate in areas where homes have street-facing garages and driveways for parking. On-street parking is used by visitors and extra vehicles. Refer to SMC 17H.010.070 for more information.

[4]Parking is allowed on one side of the street only. Refer to SMC 17H.010.120 for on-street parking requirements.

[5]Refer to SMC 17H.010.110 for more information.

[6]Alleys do not require sidewalk or curb. The widths shown apply to right-of-way and pavement width.

Section 3. That section 17H.010.060 of the Spokane Municipal Code is amended to read as follows:

17H.010.060 Street Width - General

A. Minimum curb-to-curb street widths are shown in Tables 17H.010-1 and 17H.010-2. Street width varies based on the required street elements including number of lanes, on-street parking, bike lane, median, and turn lanes.

B. Generally, street design shall allow for a twenty feet clear width for emergency vehicle access. New streets with less than a twenty feet clear width shall provide emergency vehicle staging areas as described in SMC 17H.010.140.

C. ((~~Spacing between collector arterials shall be no more than one-half mile.~~)) The clear width may be reduced to fourteen feet on each side of a median for distances of fifty linear feet or less. This may be used for purposes of traffic calming, crosswalks or neighborhood entry medians.

D. Where infill development occurs on partially constructed blocks, the proposed street width may match the existing street width for the rest of that block.

Section 4. That section 17H.010.070 of the Spokane Municipal Code is amended to read as follows:

17H.010.070 Street Width – ((~~Low Density~~)) Residential ((~~Zones~~)) Uses

A. The street width may be reduced to twenty-seven feet on local access streets in low density (four to ten units per acre) residential zones if parking is omitted on one side of the street. Refer to SMC 17H.010.120 for on-street parking requirements.

B. The local access residential street((~~s~~)) standard shall be ((~~in low density residential areas may be narrowed to~~))thirty-two feet with parking on both sides. This is intended for use in areas with street-facing garages and driveways, where on-street parking is primarily used by visitors and extra vehicles. ((~~if the following conditions are met~~))

~~1. Each block is connected on both ends and does not exceed six hundred sixty feet in length.~~

~~2. The narrower street does not extend more than one thousand three hundred twenty feet without intersecting a street with twenty feet clear width.~~

~~3. Adequate emergency vehicle access and staging areas are provided. Refer to SMC 17H.010.140 for emergency access and staging requirements.~~

4. ~~The profile grade for the street does not exceed eight percent.~~))

C. The residential high-density standard shall be thirty-six feet with parking on both sides. This is intended for use in areas where parking on both sides of the street is expected on a regular basis, such as near apartment complexes.

((~~C~~)) D. Additional parking restrictions may be required near intersections on ((~~narrowed~~)) thirty-two foot streets. The turning movements of service and emergency vehicles must be evaluated to ensure that on-street parking does not interfere with access.

((~~D. Streets that are designed to connect to an adjacent site or that will serve lots on an adjacent site may not be narrowed.~~))

Section 5. That section 17H.010.120 of the Spokane Municipal Code is amended to read as follows:

17H.010.120 On-Street Parking

A. Streets located in the central business district and in centers and corridors ((~~require~~)) should provide on-street parking.

B. Principal, minor and collector arterials outside of the central business district, centers and corridors will be reviewed on a case-by-case basis to determine on-street parking needs.

C. On-street parking lanes ((~~shall~~)) should be eight feet wide. In low density residential areas meeting the criteria in SMC 17H.010.070, parking lanes may be narrowed to seven feet to allow for a narrower street section.

D. ((~~Generally, all~~)) In locations with densities greater than ten units per acre new local access streets shall provide on-street parking on both sides of the street. Parking may be omitted from one side of a residential street in the following situations:

1. Hillside developments as described in SMC 17H.010.110 where lots are developed on only one side of the street.
2. Neighborhoods where garage access is provided from alleys and driveway access to the street is restricted.

3. The side of a street adjacent to side yards, rear yards, or common areas such as stormwater facilities. Parking may not be omitted adjacent to parks or other recreational facilities.
4. Locations with low density (four to ten units per acre).

E. Where parking has been omitted, “No Parking” signs shall be installed at the developer’s expense.

F. Street width may vary within a subdivision to provide one or two-sided parking appropriate to the adjacent properties.

Section 6. That section 17H.010.140 of the Spokane Municipal Code is amended to read as follows:

17H.010.140 Emergency Vehicle Access and Staging Areas

A. Where the street design does not allow for a twenty-foot clear width, emergency vehicle staging areas shall be designated.

B. Staging areas shall be at least fifty feet long and twenty feet wide. Staging areas shall not be obstructed in any manner, including the parking of vehicles, or snow storage. The minimum width shall be maintained at all times.

C. Staging areas shall be spaced so that the maximum distance from a staging area to the property line of any lot is one hundred fifty feet.

D. Staging areas require a significant visual cue acceptable to the department of engineering services and the city fire department; signing alone is not adequate.

E. Paired driveways and street intersections that meet the minimum dimensions may be designated as staging areas. When used, paired driveways require a deed restriction on the affected lots.

F. Mid-block bump-outs may be allowed in areas where garage access is provided off of alleys on approval of the director of engineering. Other physical alternatives will be considered on a case by case basis and allowed at the discretion of the director of engineering services and the city fire department.

G. Staging areas shall not create a street maintenance or parking enforcement problem and must be approved by the director of engineering

services, director of streets and the city fire department.

H. ((~~Placement of f~~))Fire hydrants ((~~shall consider the location of~~)) should be located within the staging areas. Fire hydrants may also be located within the median.

Section 7. That section 17H.010.160 of the Spokane Municipal Code is amended to read as follows:

17H.010.160 Traffic Calming

A. Allowable traffic calming features include traffic circles, chicanes, curb extensions, medians, entry-way treatments, landscaping, turn or access restrictions and other traffic calming features set forth in ((~~the Traffic Calming Policy for Residential Streets~~)) Chapter 3 of the Design Standards.

B. ((~~Installation of traffic calming features on existing streets requires a public meeting and a petition representing at least fifty percent plus one of the households in the petition area. This process is outlined in the Traffic Calming Policy for Residential Streets~~.)) The City's Neighborhood Traffic Calming program provides opportunities for installing traffic calming devices on existing streets.

C. Installation of traffic calming features ((~~on new streets~~)) through development actions will be evaluated on a case by case basis and approved by the ((~~director of engineering services and the director of streets~~)) City Engineer.

D. All proposed traffic calming features will be evaluated based on posted speed, traffic volumes, pedestrian generators within the project area, roadway geometry, residential density and collision history as applicable.

E. Traffic calming features shall not create a street maintenance, safety or parking enforcement problem.

Section 8. That section 17H.010.180 of the Spokane Municipal Code is amended to read as follows:

17H.010.180 Sidewalks

A. Sidewalks shall be located on both sides of the street for all public and private streets.

B. Sidewalk shall be constructed around the bulb of cul-de-sacs so that every lot is served by a sidewalk.

C. In steep, hillside areas, where development occurs only on one side of the street, sidewalk may be omitted from one side in accordance with SMC 17H.010.110. However, it must be demonstrated that the segment to be omitted is not a critical link in the sidewalk system.

D. All sidewalks shall be designed and constructed in accordance with the City's design standards, standard plans and specifications.

E. ((~~All sidewalks shall provide connectivity to the regional pedestrian network as shown on Map TR 1 of the City's Comprehensive Plan when the project is adjacent to a portion of that network~~.)) Shared-use pathways may be substituted for sidewalks.

Section 9. That section 17H.010.190 of the Spokane Municipal Code is amended to read as follows:

17H.010.190 Pedestrian Buffer Strips

A. Pedestrian buffer strips are required on both sides of all streets between the sidewalk and the curb. The width and type of pedestrian buffer strip for each street shall comply with the requirements of ((~~the comprehensive plan and~~)) the city's design standards.

B. Planted strips are required on residential local access streets. A ((~~minimum three-foot wide~~)) concrete pedestrian buffer strip may be allowed in place of the planted strip for certain land uses such as churches and schools that require passenger loading and unloading, or at bus stops. These will be evaluated on a case-by-case basis and allowed at the discretion of the director of engineering services.

C. In situations where a separation between the sidewalk and the street is constrained by topography, narrow right-of-way or existing development, a variance from this standard may be granted by the director of engineering services.

D. In cases where sidewalk has been omitted on one side of the street, the pedestrian buffer strip may also be omitted on that side.

E. Pedestrian buffer strips may be omitted around the bulb of cul-de-sacs.

Section 10. That section 17H.010.200 of the Spokane Municipal Code is amended to read as follows:

17H.010.200 Curb Ramps

A. At all intersections where new curbs, sidewalks or both are to be constructed, curb ramps are to be placed and constructed as shown on the standard plans. Where a ramp is built on one corner of an intersection,

a ramp shall also be provided at a corresponding location on the opposite corner of the intersection.

B. Not less than two curb ramps per lineal block shall be constructed on or near the crosswalks at intersections or other convenient locations approved by the director of engineering services. Two curb ramps are required on each corner unless utilities, topography, right-of-way or other existing conditions make two ramps infeasible.

C. Installation of curb ramps shall also be required on existing sidewalks whenever curbing is replaced.

D. Proposed curb ramps at locations other than intersections must be approved by the director of streets prior to construction.

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

17H.010.210 Crosswalks

A. Generally, marked crosswalks are installed in centers and corridors (CC, DTC, DTG, DTS, DTU zones), adjacent to schools, parks, hospitals, churches, trail crossings and other significant pedestrian-generating facilities, at signalized intersections and at locations identified in the Pedestrian Master Plan.

B. On arterial streets at locations identified in section A, marked crosswalks shall be installed at every intersection, on all legs accessible to pedestrians, when the street is reconstructed, resurfaced or when such crosswalks can be funded from grant or programmatic sources. Mid-block marked crosswalks may be installed on arterial streets where significant pedestrian traffic generators exist or where pedestrian conditions warrant. Exceptions to this section are allowed when engineering studies determine that a crosswalk proposed for marking does not meet nationally-recognized safety standards.

C. Installation of marked crosswalks at locations other than those identified in subsection A requires an engineering study and the approval of the director of streets. Neighborhood councils shall be consulted and their input taken prior to installation or removal of a crosswalk.

D. An advanced stop line shall be located in advance of each crosswalk at an arterial intersection and any mid-block crosswalk in locations defined in Section A, per the Manual on Uniform Traffic Control Devices (MUTCD).

E. Americans with Disabilities Act (ADA) compliant curb ramps shall be installed at all newly marked crosswalks. The preferred curb ramp design shall be directional (perpendicular or parallel), as defined by American

Association of State Highway and Transportation Officials (AASHTO) guidelines, where right-of-way and topography allow. Guidance per Federal Highway Administration Best Practices Design Guide shall inform curb ramp design.

F. In the event a bus stop is planned, relocated or modified as part of the establishment of a new crosswalk or improvement thereto, the new bus stop shall meet ADA accessibility standards adopted by reference in 49 CFR 37. Any new bus stop shall not straddle or compromise a crosswalk.

G. In centers and corridors (CC, DTC, DTG, DTS, DTU zones) on new, resurfaced, rehabilitated or reconstructed arterial intersections with three or more lanes and no traffic signal, marked crosswalks with a mid-point pedestrian refuge shall be constructed, unless in conflict with an adopted sub-area or neighborhood plan or contrary to the findings of an engineering study. Travel lane widths may be narrowed and/or the number of travel lanes may be reduced and/or additional, existing right-of-way may be utilized to accommodate pedestrian refuges. Pedestrian refuges shall be vegetated or treed or otherwise contain elements to establish a sense of place. Landscaping shall be designed and maintained to provide appropriate visibility between pedestrians and approaching motorists from both directions.

H. Raised crosswalks may be installed in lieu of pedestrian refuges. Detectable warnings shall be included at the curb line on all raised crosswalks.

I. The design of marked crosswalks on arterial streets shall meet guidance in the Federal Highway Administration Best Practices Design Guide, NACTO or other nationally recognized guidelines.

J. Crosswalk markings and signs shall be maintained.

K. Marked crosswalks shall only be removed on the recommendation of the ((~~Planning Director~~)) City Engineer, after consultation with the neighborhood council and with City Council approval, which shall be authorized by resolution.

L. The City administration should adopt policies and guidelines to implement the provisions of this section. Such policies and guidelines shall not conflict with the provisions of this section.

Section 12. That section 17H.010.220 of the Spokane Municipal Code is amended to read as follows:

17H.010.220 Driveways

A. No driveway shall be located so as to create a hazard to pedestrians or motorists, or invite or compel illegal or unsafe traffic movements. The edge of the driveway at the curb shall not extend past the end of radius of the curb of an adjoining street, nor into a crosswalk.

B. Every driveway must provide access to an off-street parking area located on private property. Every vehicle entering the driveway must be able to park, stand, or load entirely off the street right-of-way, sidewalk or pathway.

C. Garage and carport entrances must be set back at least twenty feet from the back of sidewalk.

D. No parking is allowed in an alley. Garages and carports may be built to the rear property line unless parking in front of the entrance is proposed, then the structure must be a minimum of eighteen feet from the edge of the alley tract, easement or right-of-way.

E. Unless otherwise approved by the director of engineering services, the entire nominal driveway width shall be confined within lines perpendicular to the curb line and passing through the property corners. Shared driveways will be evaluated on a case by case basis.

F. No driveway shall be constructed in such a manner as to be a hazard to any existing drainage inlet, street lighting standard, utility pole, traffic regulating device, fire hydrant, or other public facility. The cost of relocating any such public facility, when necessary to do so, shall be borne by the applicant. Relocation of any public facility shall be performed in coordination with the agency holding authority for the structure.

G. The total nominal width of all driveways on a street for any one ownership shall not exceed forty percent of the frontage.

H. Circular drives may be approved by the City Engineer for traffic safety purposes on residential lots with at least fifty feet of frontage on a Principal or Minor Arterial. Circular drives must be consistent with current zoning regulations, although the City Engineer may approve exceptions to these requirements. If a public alley provides paved access, a circular drive is not allowed.

I. Any driveway which has become abandoned, unused, or unnecessary for any reason, shall be closed and the owner shall replace any such driveway with curb and sidewalk matching adjacent improvements or constructed in accordance with the standard plans and specifications.

J. Wherever, in a single ownership, the total width of existing driveways on a street is over forty percent of the frontage of the ownership on that street, or any driveways are wider than twenty feet, such existing driveways shall be made to conform to the provisions of this section upon the alteration or repair of any one or more of the driveways. The director of engineering services or the director of streets may require such changes in any or all the driveways of that ownership as he/she may deem necessary for the better movement of traffic or to provide better protection to pedestrians.

K. An approach permit issued by the department of engineering services is required for the construction or modification of any driveway onto a public right-of-way. Plans and an operation analysis may be required as part of the review.

L. In new developments, an approach permit is not required when driveway locations are shown on the approved street plans and the driveway drops are constructed in conjunction with the streets. However, if a driveway is to be relocated or modified, a new approach permit must be obtained prior to construction.

Section 13. That section 17H.010.230 of the Spokane Municipal Code is amended to read as follows:

17H.010.230 Street Lighting

A. ((~~For arterial streets,~~)) Lighting plans shall be provided to the ((~~department of engineering services~~)) Streets Department for review and acceptance prior to construction. See the City of Spokane Design Standards section on street lighting.

B. At a minimum a street light shall be provided at every arterial intersection.

((~~B~~))C. ((~~Where street lighting is implemented on local access streets, a plan must be submitted and accepted by the director of engineering services. The lighting proposal will be reviewed for lighting type, spacing, and location.~~)) Street lights on new local access streets shall be operated and maintained by a homeowners' association if one is established.

Section 14. That section 17H.010.240 of the Spokane Municipal Code is amended to read as follows:

17H.010.240 Vertical Clearances

A. The clearance above any street surface shall be a minimum of sixteen and one-half feet to overhead obstacles. This height shall be maintained across the full width of the street, extending to two feet behind the face of curb.

B. Vertical clearances for street signs above sidewalks and other pedestrian areas shall be as shown in the standard plans.

C. Vertical clearance requirements for skywalks and private/commercial signs shall be as provided in SMC 12.02.0462 and ((~~chapter 11.17 SMC~~)) SMC 17C.240.

Section 15. That section 17H.010.250 of the Spokane Municipal Code is amended to read as follows:

17H.010.250 Horizontal Clearances

A. The clear horizontal ((~~sight distance~~)) view triangle at intersections shall be as provided in ((~~SMC 11.19.590~~)) SMC 17A.020.030.

B. For situations not addressed by SMC 17A.020.030, horizontal sight distance shall be as described in AASHTO "A Policy on Geometric Design of Highways and Streets", Chapter 9, section on Sight Distance.

((~~B~~))C. The minimum clear zone distances are as provided in the City's Design Standards ((~~clear zone policy (#0370-05-04)~~)). The values presented in the table are minimum allowable clear zone distances. Design engineers should evaluate and provide larger clear zone distances wherever practical.

Section 16. That section 17H.010.260 of the Spokane Municipal Code is amended to read as follows:

17H.010.260 Bicycle Network

A. Bicycle facilities shall be employed where designated in the City's comprehensive plan((~~and in the Spokane Regional Pedestrian/Bikeway Plan~~)). Bicycle facilities include shared-use pathways, bicycle lanes including striped and protected lanes, ((~~paved shoulders, shared-use lanes, and residential bikeways~~)) shared lanes, neighborhood greenways and bike-friendly routes. See SMC 17A.020.020.

B. All new bicycle facilities shall be designed in accordance with ((~~Section~~)) Chapters ((~~1020~~)) 1515 and 1520 of the WSDOT Design Manual and the City's design standards.

C. ((~~Where required by the Spokane Regional Pedestrian/ Bikeway Plan, signing shall be provided by the project sponsor for designated bicycle routes.~~)) Bicycle lanes may include raised lanes, curb-separated or buffers.

D. The usable width for bicycle facilities is normally from face of curb to lane stripe, but adjustments may need to be made for drainage structures, parking, or other obstructions to maintain this space.

PASSED BY THE CITY COUNCIL on September 25, 2020.

_____

Council President

Attest:

_____

City Clerk

_____

Mayor

_____

Approved as to form:

_____

Assistant City Attorney

_____

Date

_____

Effective Date