

Briefing Paper

Plan Commission Hearing 10-09-2019

Division & Department:	Business and Development Services, Planning Services
Subject:	The proposed amendment to the Characteristics of Downtown Complete Street Designations code section, SMC 17C.124.035 will modify what is required by the City Council to vacate full or partial right-of-ways for a public purpose that has a Complete Street designation within the Downtown Zones.
Date:	October 9, 2019
Contact (email & phone):	Shea Suski, 625-6965 or Louis Meuler, 625-6096
City Council Sponsor:	
Executive Sponsor:	Neighborhood & Planning Services
Strategic Initiative:	Innovative Infrastructure
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of an amendment to the Characteristics of Downtown Complete Street Designations code section, SMC 17C.124.035
<p><u>Background/History:</u></p> <p>The Regional Sports Complex is being constructed on a site that covers the current area of Cataldo Ave., between Howard St. and Washington St. To support the project the full street vacation of Cataldo Ave. is needed along with a portion of Dean Ave. Spokane Municipal Code (SMC) 17C.124.035 states that streets shown on Map 5.1 "Streetscape Improvements" in the Downtown Plan are not to be vacated in order to "incorporate the elements described in the complete street designation". This section of Cataldo Ave. and Dean Ave. is listed as a "Type IV – Neighborhood Street: Type IV streets carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees". The Downtown Plan defines Complete Streets as "designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street".</p> <p>The proposed amendment to the Characteristics of Downtown Complete Street Designations code section, SMC 17C.124.035 will modify what is required by the City Council to vacate all or portions of right-of-ways for a public purpose if designated a Complete Street within the Downtown Zones.</p>	

[Section 17C.124.035](#) Characteristics of Downtown Complete Street Designations

The downtown zones are complemented by the complete streets designations map (described in detail in the downtown plan) that further guides public and private development within the downtown. The different complete streets designations set different street standards and desired amenities based upon the intended use and desired qualities of the street. The complete streets designations are depicted on [Map 5.1](#) "Streetscape Improvements" in the downtown plan and zoning layer. Right-of-ways found on the complete streets map shall not be vacated as the space is needed to incorporate the elements described in the complete street designation; provided, upon a finding that a vacation is needed in order to accommodate a public use, the City Council may approve a request to vacate such right-of-ways or portions thereof. Curb to property line and the sidewalk width shall not be reduced in order to allow for future complete street elements. The complete streets designation types are summarized below:

- A. Type I – Community Activity Street.
Type I streets are slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.
- B. Type II – Community Connector.
Type II streets move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.
- C. Type III – City-Regional Connector.
Type III streets move auto traffic through downtown and provide connections to the rest of the City and region. These attractive, landscaped arterials are to be improved with street trees, sufficient sidewalks for pedestrian circulation and pedestrian buffer areas, and safe pedestrian crossings.
- D. Type IV – Neighborhood Streets.
Type IV streets carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.
- E. Alleys.
Alleys provide the best opportunity to prioritize the pedestrian above the motor vehicle. Alleys are critical service areas where deliveries and refuse collection shall be focused. Alley encroachments shall be removable and allow for nightly access.