

PUD Development Application

JRP Land, LLC

1. What standard does this proposal seek to alter through the plans-in-lieu of compliance procedure?

The design standards deviations sought by Applicant include:

- a. A narrower road width and design for the private bridge crossing Latah Creek and private designation of streets within development; and
- b. Construction of a community building and/or related storage facilities within the project; and
- c. Deviations, as needed, from side and rear yard setbacks; and
- d. Deviations, as needed, from the minimum lot size.

2. Does this proposal seek bonus density?

No.

3. List the provisions of the land use code that allows the proposal.

Proposed development is allowed outright in the Unified Development Code as the property is zoned as both RA (Residential Agricultural) and RSF (Residential Single Family). Density is 4-10 homes per acre under each category. Additionally the provisions contained in SMC 17G.070 et. seq., 17G.060.070 and Ordinance C34530 support this proposal.

The PUD provisions of the City of Spokane code are intended to:

“[P]reserve significant physical features of a particular site. The topography, wetlands, rock outcrop, critical slopes, vegetation or other unique features can pose physical constraints for standard platting and development. The preservation of significant features, and/or garden soils, wildlife habitat, open space and scenic resources, can lend uniqueness to a development, and be a benefit to the community in general.”

These provisions accurately describe the development challenges and limitations imposed by the physical geography and regulatory protections applicable to the site.

The bridge's width should be considered in light of habitat, shoreline and impact of a greatly widened bridge. Since the bridge will remain in private ownership, the streets within the development must be private. Construction of a community building and/or storage is allowed in a PUD. And the inherent flexibility of a PUD will allow for side and rear yard setback deviations, which are made necessary by the challenging environmental

constraints of the site and the desire of the Applicant and the City to achieve reasonable densities inside the Urban Growth Area.

4. Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.

The Comprehensive Plan designation for the site is Agricultural Residential. The following sections, listed in no particular order of importance, speak to the consistency and appropriateness of the development proposal.

PRS 1.1 Open Space System. Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.

PRS 1.2 River Corridors. Protect river and stream corridors as crucial natural resources that need to be preserved for the health and enjoyment of the community.

PRS 1.4 Property Owners and Developers. Work cooperatively with property owners and develops to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

PRS 2.1 Amenities Within Each Neighborhood. Provide open space and park amenities within each neighborhood that are appropriate to the natural and human environment of the neighborhood (s), determined by the neighborhood and the Spokane Park Board.

PRS 2.2 Proximity to Open Space. Provide open space in each city neighborhood.

PRS 2.3 Urban Open Space Amenities. Continue to develop urban open space amenities that enhance the local economy.

PRS 3.1 Trails and Linkages. Provide trails and linkages to parks that make minimal use of streets, especially arterial streets, in order to maximize the recreation experience and safety of all users.

PRS 5.1 Recreation Opportunities. Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

PRS 5.6 Outdoor Recreational Facilities. Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.

PRS 5.8 Recreation for Youth. Provide a diversity of recreation opportunities, in a safe, healthy manner that meet the interests of the community's youth.

TR 3.1 Transportation and Development Patterns. Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.

TR 3.4 Increased Residential Densities. Increase residential densities, as indicated in the land use element of the City of Spokane's Comprehensive Plan, to support the efficient functioning of transit and mass transit.

TR 4.3 Narrow Streets. Build streets with the minimum amount of street width needed to serve the street's purpose and calm traffic.

TR 4.23 Transportation LOS. Set and maintain transportation level of service standards that support desired focused growth patterns and choices of transportation modes.

3.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES GMA Land Use Planning Goals (RCW 36.70A.020) Two important goals of the State of Washington Growth Management Act bear mentioning, which state:

"Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."

"Reduce the inappropriate conversion of undeveloped land into sprawling, low density development."

5. **Please explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010. Are the existing transportation systems, public facilities and services in the area adequate to support the proposed development? Are any of the improvements to transportation systems, public facilities and services necessary as a result of the proposed use funded in the City's capital improvement programs?**

Transportation improvements are proposed to the Hwy 195 interchange with Cheney Spokane Road. As a part of that project a new frontage road will be constructed to link the subject property with the Hwy. This WSDOT project is not yet fully funded, however approximately \$4mm has been allocated for project design and right-of-way acquisition. Hwy 195 is not near capacity and can easily handle the increased density.

6. **If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic or cultural features.**

Property is suitable for proposed use given the size and amount of open space currently planned for in the proposed development. The building area of the proposed site is mostly confined to the level portions of the subject property. The property is located well within the GMA and is considered "in-fill" development.

Soils, drainage and ground and surface water have all been studied in a supplemental report and are of a nature to support the proposed development. Applicant anticipates additional testing of slopes and slope soils prior to development in the lower slope area.

- 7. Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have and any necessary conditions that can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.**

There are no anticipated significant adverse impacts on the environment. Applicant is submitting a SEPA checklist with its application, which discloses and discusses the various environmental elements of the property. The development will be hooked up to City sewer and water. There are no known transportation impacts. And Applicant has completed a Channel Migration Zone study to ensure that Latah Creek will not pose a threat to the development over the long term.

- 8. Demonstrate how each of the objectives in SMC 11.19.361 are satisfied in the proposal:**

- a. encourage a more creative approach for land development, achieving a more efficient, aesthetic and desirable use of the land in harmony with and not adversely affecting the surrounding area, but remaining within desired population density ranges and land area coverage standards. Such land development must be consistent with the available land, transportation, utilities, public health and safety standards of the City and the goals and policies of the comprehensive plan**

This proposed PUD matches much of the area development patterns, utilizes municipal sewer and water connections, is zoned to accommodate the requested density, and is located within the City's Urban Growth Area. From a planning perspective, the City of Spokane has laid the groundwork for the development of this particular parcel. From a utility placements/public health safety and welfare perspective, the City of Spokane has planned for and can accommodate this development. From a transportation perspective, the State of Washington's highway system (Hwy 195), will allow linkage to underutilized transportation networks.

- b. best utilize and protect the potential of sites characterized by special features such as size, shape, geography, topography, or some environmentally sensitive feature**

Approximately 50% of the property is set aside as open space. These are the most environmentally sensitive portions of the subject property. The proposed development is targeted at the areas of the property where prior impact has occurred in the form of housing and building development, fencing, logging, and agricultural uses. Applicant is requesting this PUD overlay has a method to creatively preserve these sensitive areas, while simultaneously recognizing appropriate densities.

c. **best preserve historical and cultural features** Not applicable.

d. **make possible a variety of living, working and/or recreational environments**

For recreation, see open space provisions and proximity to public park property and Latah Creek.

e. **maximize opportunities to conserve energy or utilize alternative energy sources**

Location as an "in-fill" development allows conservation of energy from commuting. Approximate travel time to Downtown Spokane is 5 minutes. No alternative energy sources are anticipated, but would nonetheless be disclosed in a future development application.

f. **encourage economy and efficiency in the provision and maintenance of utilities and transportation routes and in the provision of quality housing at a reasonable price**

Proposed Development using existing transportation network and a newly designed interchange. The project is located inside the City's Urban Growth Area, and utilities will be concentrated in the small development area of the site.

g. **a flexibility in design such as, for example, placement of buildings, common wall construction, use of open spaces, bicycle and pedestrian circulation facilities, off-street parking areas, street alignment, or other methods to achieve these objectives**

Use of existing bridge, a private street network and paths throughout the development take advantage of existing infrastructure. The project is condensing the building lot footprints on a relatively small portion of the overall property to preserve environmentally sensitive areas. The Applicant is also proposing zero lot line townhomes on the eastern edge of the development.

9. **For CBD-1 through CBD-6 zones, the additional criteria of SMC 11.19.198(c)(1) through (c)(8) must be met. Please demonstrate how the proposal, if located in a CBD zone meets these criteria.**

Not applicable.

10. **Is design review required? If not, describe the design features of the proposed development that result in a need for flexibility in the application of zoning or subdivision standards and why are they necessary?**

Design Review is required as a part of the Shoreline Conditional Use Permit.

If a SEPA Environmental Checklist is NOT required as a part of this application, please complete the following questions:

A SEPA Checklist is required and has been submitted along with the long plat application.

- 11. How much vehicular and pedestrian traffic will the proposed use generate?**
- 12. Describe the property's physical features (soils, slope, topography, ground or surface water) and the effect they will have on its development for the proposed use. What changes will need to be made to the property to accommodate the proposed use? Will any special measures need to be taken to account for the property's physical features? If yes, please describe.**
- 13. Are there any significant historic or cultural features impacted by the proposed use? Will any special measures need to be taken to account for the historic or cultural features? If yes, please describe.**