

Planned Unit Development

Application

1. What modifications of the development standards is this application seeking?
 - **SMC Table 17C.111.205-1 LOT DIMENSIONS FOR SUBDIVISIONS AND SHORT SUBDIVISIONS. Lot coverage. Building footprint size. Building coverage.**
 - **SMC Section 17C.111.410 SIDEWALKS – Connectivity to public R.O.W.**
 - **SMC Section 17G.080.070 SUBDIVISION DESIGN STANDARDS - Longer block lengths.**
 - **SMC Section 17H.010.030 (G), (M), (N) STREET LAYOUT DESIGN - Street layouts not extending to adjacent undeveloped land at steep areas. Allowance for longer block lengths.**
 - **SMC Section 17H.010.180 SIDEWALKS – no sidewalks on undeveloped side of street.**
2. Does this proposal seek bonus density?
 - **No bonus density increases are being requested.**
3. Demonstrate how each of the following decision criteria in SMC 17G.061.310.D4 is met:
 - a. The proposed development and uses comply with all applicable standards of the title, except where adjustments are being approved as part of the concept plan application, pursuant to the provisions of SMC 17G.070.200(F)(2).
 - **The submitted master site plan illustrates the overall project phasing and delineates the specific phase containing all land of the planned unit development. The project is anticipated to be compliant with applicable standards except as noted above.**
 - b. The proposed development demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.
 - **Due to the natural sloping topography across the site that restricts maximizing density, the proposed development proposes to provide middle housing dwelling units – (4) units per building - amongst traditional single-family homes as an affordable rental or ownership alternative. Development of this style of housing within single-family developments has not been an allowed in previous version of the City’s development code until recently. While portions of the development code have been updated to allow the multi-unit buildings, there are other portions of the code that conflict. The structures are envisioned to be 2-story, wood-framed with gabled roofs and will be sited along private drives that will resemble the style, scale and compatibility of the future and existing**

neighboring single-family homes. Tuck-under garages and private driveways are proposed to reduce on-street parking.

- c. There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.
 - **The City's planning and economic development services staff will coordinate concurrency review by notifying the facility and service providers of the application to determine the availability of services. A Traffic Impact Analysis has been prepared for the project and will be submitted to the City for review. No reviews have been completed to-date. The project will participate in the City's impact fee program for water, sewer and traffic-related capital improvements.**
- d. There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and stormwater disposal to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.
 - **The City's planning and economic development services staff will coordinate concurrency review by notifying the facility and service providers of the application to determine the availability of services. No reviews have been completed to-date. The project will participate in the City's impact fee program for water, sewer and traffic-related capital improvements.**
- e. City-designated resources such as historic landmarks, view sheds, street trees, urban forests, critical areas, or agricultural lands are protected in compliance with the standards in this and other titles of the Spokane Municipal Code.
 - **The project is not anticipated to adversely affect historic landmarks, view sheds, street trees, urban forests, critical areas or agricultural lands.**
- f. The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned unit development and adjacent uses. There shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features, or other techniques.
 - **The site has been configured in such a manner that all multi-unit buildings will be sited along access drives that only contain other multi-unit buildings. Each living unit will have the capabilities of parking at least two vehicles onsite. The access drive widths meet City standards and have the physical capabilities of accommodating the anticipated traffic volumes. Building setbacks allowed by the development code will be followed. No unusual conflicts with the single-family units are anticipated.**

- g. All potential off-site impacts including litter, noise, shading, glare, and traffic will be identified and mitigated to the extent practicable.
 - **The proposed development will not have a significant adverse impact on the environment or neighboring properties. Offsite runoff should be significantly reduced since all post-developed stormwater from impervious surfaces (except the tributary downward sloping rear yard areas at the perimeter of the plat) will be conveyed to drainage facilities where the water will be treated to remove pollutants and then disposed of through subsurface infiltration structures, such as drywells. No critical areas or shorelines will be adversely affected by the development. Through the SEPA review process, it is possible that environmental-related mitigation will be necessary.**