

**LATAH GLEN PUD****1 - Program Review/Collaborative Workshop****Design Review Staff Report**

August 7, 2020

**Staff:**

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 Neighborhood & Planning Services  
 808 W. Spokane Falls Blvd.  
 Spokane, WA 99201
**Applicants:**
 William Nascimento  
 Laguna Canyon Group, LLC

 Agent:  
 William Sinclair  
 Storhaug Engineering
**Design Review Board Authority****Spokane Municipal Code [Chapter 04.13](#) Design Review Board****A. Purpose.** The design review board is hereby established to:

1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
  - a. wisely allocate the City's resources,
  - b. serve as models of design quality

Under SMC [Section 17G.040.020](#) **Design Review Board Authority**, other developments or projects listed within the Unified Development Code that require design review, are subject to design review. More specifically, the following section of code specifies the requirement of the design review process for Planned Unit Developments as a requirement of the decision criteria.

**[Section 17G.060.170\(4\)\(b\)](#) Decision Criteria | PUD and Plans-in-lieu**

Architectural and Site Design.

The proposed development has completed the design review process and the design review committee/staff has found that the project demonstrates the use of innovative, aesthetic, and energy-efficient architectural and site design.

Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**.

**Recommendations.**

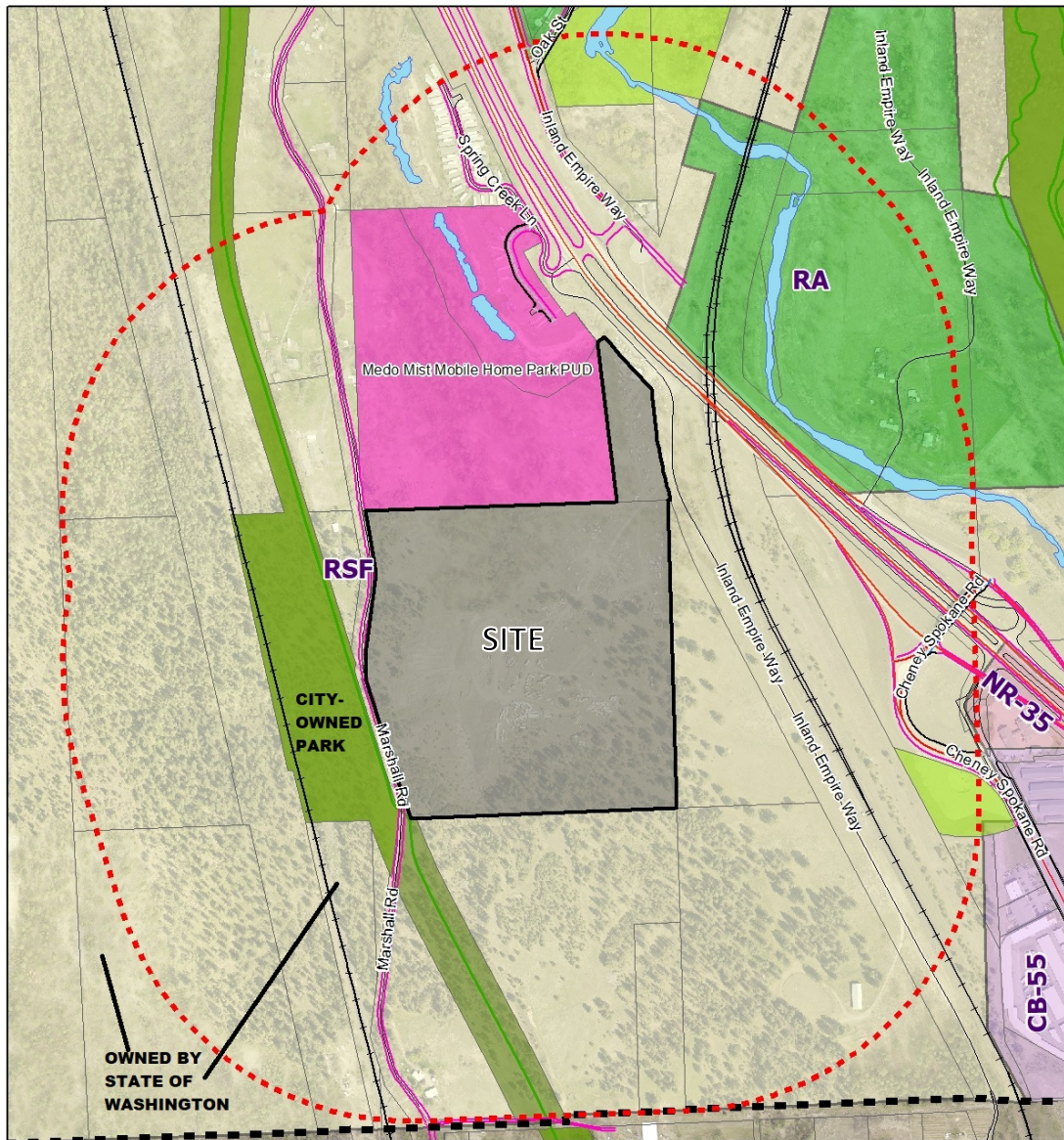
Recommendations of the Design Review Board will be forwarded to the Planning Director< Hearing Examiner, and the chair of the Latah/Hangman Neighborhood Council.

**Project Description**

Please see applicant's submittal information. It should be noted that the applicant is requesting a PUD approval (and therefor subjecting the development to design review) as the applicant is requesting

variances to several Street Design Standards. As such variances are not permitted under a Manufacture Home Park permit, the applicant is seeking approval of the development through the PUD process. As the site will not be subdivided, no plat application is being reviewed with this PUD application.

## Location & Context



LATAH GLEN PUD- 1/4 MILE BUFFER

### Legend

	City of Spokane		Trail
	Medo Mist MHP		Railroad
	1/4 Mile Radius		City Park
	Site		City Owned Property

### Zoning

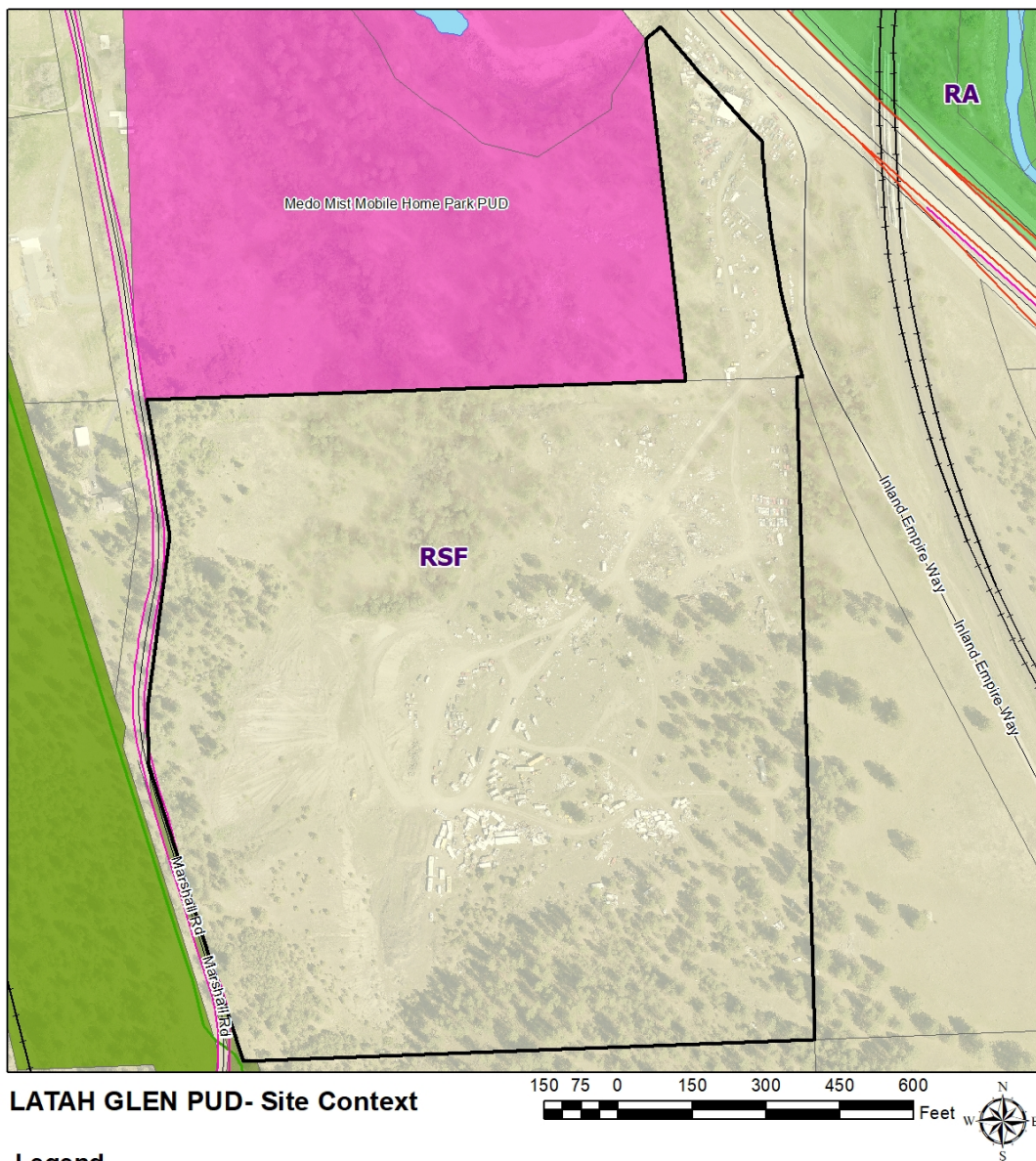
	Community Business
	Neighborhood Retail
	Residential Agricultural
	Residential Single-Family

The Subject Site can be identified as parcel numbers 25364.0001 (the large main parcel) and 25361.0004 (the small parcel northeast of the main parcel) located on South Inland Empire Way in the Latah/Hangman Neighborhood Council. The parcel directly north contains the Medo-Mist Mobile Home



Park (approved as a Manufactured Home PUD in 2008). The Fish Lake Trail abuts the main parcel to the southwest. The Subject Site is zoned Residential Single Family (RSF) and is surrounded by RSF zoning. The BNSF Railroad does not directly border the site, but is near the east property line, and the Union Pacific Railroad is located near the western property line.

## Character Assets



### Legend

<span style="display:inline-block; width:15px; height:15px; background-color: #ff00ff; border: 1px solid black;"></span> Medo-Mist MHP	<b>Zoning</b>
<span style="display:inline-block; width:15px; height:15px; border: 2px solid black;"></span> Site	<span style="display:inline-block; width:15px; height:15px; background-color: #d8bfd8; border: 1px solid black;"></span> Community Business
<span style="display:inline-block; width:15px; height:15px; background-color: #008000; border: 1px solid black;"></span> Trail	<span style="display:inline-block; width:15px; height:15px; background-color: #ffb6c1; border: 1px solid black;"></span> Neighborhood Retail
<span style="display:inline-block; width:15px; height:15px; border-top: 1px dashed black;"></span> Railroad	<span style="display:inline-block; width:15px; height:15px; background-color: #90ee90; border: 1px solid black;"></span> Residential Agricultural
<span style="display:inline-block; width:15px; height:15px; background-color: #808080; border: 1px solid black;"></span> City Park	<span style="display:inline-block; width:15px; height:15px; background-color: #ffff00; border: 1px solid black;"></span> Residential Single-Family

The site has widely varying topography (with nearly 180' of elevation change) with intermittent stands of Ponderosa Pine. There is an existing pole building on the site that is used by the auto salvage business currently using the property. The site plan indicates this building will be removed, as well as all salvage

vehicles. The applicant is proposing that an unpaved portion of Marshall Road (along the western boundary of the site) will be utilized as secondary gated emergency vehicle access. The fully improved Fish Lake Trail is located within 35' of the Subject Site for nearly 700' of the site's western parcel line, with a trailhead connection intersecting Marshall Road near the site's southwest corner.

## **Regulatory Analysis**

### **Zoning Code Requirements**

The two parcels are zoned Residential Single Family (RSF). The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

**Recommendations of the Design Review Board must be consistent with adopted regulations.** The DRB may not waive any code requirements.

The PREDEV report is attached at the end of this staff report.

Note that some additional discussions between the applicant and Development Services Center staff have occurred since the Pre-Development Meeting. The applicant's submittal for design review is the applicant's attempt to reflect these subsequent discussions.

The Urban Forestry Report is attached, following the PREDEV report.

### **PUD Code Requirements**

The applicant is seeking permission to develop the Subject Site as a Planned Unit Development (PUD) / Manufacture Home Park (MHP); which, if granted, will permit some flexibility in the development's design elements. This latitude is provided for in the following portions of development code:

#### **Section 17G.070.010 Purpose**

##### **A. General Purpose.**

The purpose of the planned unit development provisions are to encourage innovative planning and flexible design standards that results in more infill and mixed use development; economically diverse and affordable housing options; improved protection of open space and critical areas and transportation options and preserve the existing landscape and amenities that may not otherwise be protected through conventional development. These provisions provide:

1. **Flexibility.**  
Provide a means for creating planned environments through the application of flexible standards, such as modifications to permitted uses and site development standards that facilitates development that is of a type, scale, orientation and design that maintains or improves the character, economic development and aesthetic quality and livability of the neighborhood.
2. **Efficiency.**  
Design that facilitates the efficient use of land, urban infill, transportation alternatives that promotes pedestrian, bicyclist and public transit and encourages energy conservation.
3. **Affordable Housing.**  
Flexible design standards that encourage affordable housing in all types of neighborhoods that is in an environment that is safe, clean and healthy. This is accomplished through the provision of flexibility in utility design standards, road design standards, site development standards, zoning density and permitted uses.
4. **Diverse Housing.**  
Promote urban infill and a wide range of housing types and housing diversity to meet the social, economic and functional needs of our community in all areas of the City.
5. **Open Space.**  
To acquire, operate, enhance and protect a diverse system of parks, trails, view sheds,

corridors, parkways, urban forests, recreational, cultural, historic and open space areas for the enjoyment and enrichment of all.

6. Economic Feasibility.  
Increase economic feasibility and encourage revitalization and investment by fostering the efficient arrangement of land use allowing flexible site circulation and road standards; and allowing flexibility in utility design.
7. Resource Preservation.  
Preserve critical areas and agriculture through the use of a planning procedure that can tailor the type and design of a development to a particular site.

#### **Section 17G.070.100-150 Design Standards**

##### **Section 17G.070.120 Significant Features**

##### **Section 17G.070.125 Site Preparation**

##### **Section 17G.070.130 Landscaping**

##### **Section 17G.070.135 Compatibility with Surrounding Areas**

##### **Section 17G.070.140 Community Environment**

##### **Section 17G.070.145 Circulation**

##### **Section 17G.070.150 Lighting**

### **Manufactured Home Parks Code Requirements**

#### **Chapter 17C.345 Manufactured Homes and Mobile Home Parks**

##### **Section 17C.345.120 Development Standards for Mobile Home Parks**

###### **A. Uses.**

1. Manufactured homes or mobile homes, on a condominium basis, or on leased lots.
2. Accessory buildings, such as laundry, grounds maintenance shop, recreation, restroom and swimming pool.
3. Motor homes, recreational or camping vehicles and trailers are not permitted.

###### **B. Lot Area.**

A park must have a minimum area of ten acres.

###### **C. Setbacks.**

1. All manufactured homes, and extensions thereof, accessory structures and other buildings must be set back on a leased lot as follows:
  - a. Twenty feet from the boundary of the park.
  - b. Twenty feet from a public street.
  - c. Ten feet from an interior private or public street, walking or parking area; and
  - d. Ten feet from any other manufactured home.

###### **D. Open Space.**

At least fifteen percent of the gross site area must be in open space or recreational areas available for use by all residents. Parking, driving and setback areas and areas less than five thousand square feet do not count as required open space.

###### **E. Density.**

The density minimum is four units per acres to a maximum density of ten units per acre.

###### **F. Buffer Strips.**

A twenty foot strip around the boundary of the manufactured home park or manufactured home subdivision must be landscaped to provide a visual screen. All open spaces and other unimproved areas must be suitably landscaped. All landscaping must be maintained and furnished with an automatic sprinkler system.

###### **G. Landscaping Areas.**

Requirements for landscaping are stated in [chapter 17C.200 SMC](#), Landscaping and Screening.

###### **H. Signs.**

One freestanding identification sign may be erected along each major approach to the park so long as such sign:

- a. does not exceed an area of fifteen square feet;
- b. does not exceed twenty feet in height;
- c. sets back from the street at least twenty feet; and
- d. is of low-intensity illumination and not flashing or animated.

I. Parking.

Paved off street parking must be provided at the ratio of one and one half space per manufactured home. At least one space must be at the manufactured home or mobile home stand. Other spaces may be in a common parking area so long as each space is within two hundred feet of the manufactured home or mobile home stand to which it relates.

J. Pedestrian Access.

There must be a paved or graveled system of walkways, which gives safe and convenient access to every manufactured home and all common facilities. Sidewalks developed in conjunction with public or private streets may meet this requirement.

K. Utilities.

The park must be connected to the city water and sewer systems, individual on-site wells and septic tanks are not allowed. Utility lines are required to be under ground.

L. Streets.

Each lease lot, space or unit must be adjacent to a public or private street. Both public and private streets are approved by the director of engineering services and are required to meet the requirements of [chapter 17G.010 SMC](#). Deviations to the public or private street standards, curbing, sidewalks, lighting, pedestrian buffer strips and other street standards are not permitted through a mobile home park approval.

M. Installation.

Each manufactured home or mobile home must be securely installed upon a stand and must be skirted to conceal the undercarriage.

N. Accessory Structures.

Requirements for accessory structures are stated in [SMC 17C.110.225](#), Accessory Structures.

## **City of Spokane Comprehensive Plan**

### [Comprehensive Plan link](#)

Urban Design Staff finds the following chapters and goals from the Spokane Comprehensive Plan relevant to the project and/or within the project's potential to implement:

## **Chapter 3: Land Use**

### **LU 1 CITYWIDE LAND USE**

LU 1.16 Mobile Home Parks: Designate appropriate areas for the preservation of mobile and manufactured home parks.

### **LU 2 PUBLIC REALM ENHANCEMENT**

LU 2.1 Public Realm Features: Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

### **LU 5 DEVELOPMENT CHARACTER**

LU 5.1 Built and Natural Environment: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

LU 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 5.3 Off-Site Impacts: Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

## **LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES**

LU 6.9 Facility Compatibility with Neighborhood: Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

## **Chapter 4: Transportation**

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS

TR 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 14 Traffic Calming: Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

## **Chapter 8: Urban Design & Historic Preservation**

DP 1.3 Significant Views and Vistas: Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

### **DP 2 URBAN DESIGN**

DP 2.5 Character of the Public Realm: Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

DP 2.6 Building and Site Design: Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate - and considers intensity of use.

DP 2.15 Urban Trees and Landscape Areas: Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

DP 2.21 Lighting: Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

## **Chapter 9: Natural Environment**

NE 4.3 Impervious Surface Reduction: Continue efforts to reduce the rate of impervious surface expansion in the community.

### **NE 5 CLEAN AIR**

NE 5.5 Vegetation: Plant and preserve vegetation that benefits local air quality.

### **NE 12 URBAN FOREST**

NE 12.1 Street Trees: Plant trees along all streets.

## **NE 13 CONNECTIVITY**

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

## **NE 15 NATURAL AESTHETICS**

NE 15.1 Protection of Natural Aesthetics: Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

NE 15.2 Natural Aesthetic Links: Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

## **Chapter 10: Social Health**

### **SH 3 ARTS AND CULTURAL ENRICHMENT**

SH 3.4 One Percent for Arts: Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

## **Chapter 11: Neighborhoods**

### **N 2 NEIGHBORHOOD DEVELOPMENT**

N 2.1 Neighborhood Quality of Life: Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

N 2.4 Neighborhood Improvement: Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 2.5 Neighborhood Arts: Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

### **N 4 TRAFFIC AND CIRCULATION**

N 4.5 Multimodal Transportation: Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.

N 4.6 Pedestrian and Bicycle Connections: Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Pedestrian Design: Design neighborhoods for pedestrians.

N 4.9 Pedestrian Safety: Design neighborhoods for pedestrian safety.



## Topics for Discussion

The following Topics for Discussion are broken into two categories for ease of consideration. The first set of topics address the Design Review Board's role in determining whether the proposed development achieves "innovative, aesthetic, and energy-efficient architectural and site design" per [SMC 17G.060.170.D.4\(b\)](#).

The second set of topics deal mostly with the various Design Standards for both Planned Unit Developments and Manufactured Home Parks. The focus in these topics rests on the possibility that Design Departures may be sought by the applicant for some of the (R) requirements or (P) presumptions per [SMC 17G.030](#). The applicant may already be aware of some of these criteria and intends to address these as the development's design evolves, with solutions provided in the subsequent Recommendation Meeting(s) submission. There are some overlaps between the two categories of topics.

Note: If any Design Departures are contemplated by the applicant these should be proposed with sufficient time to ensure that the Design Review Board's findings meeting on the request can coincide with the project's public Recommendation Meeting(s).

Applicant's responses to the Topics are in **blue**, any staff additional comments are italicized and are in **green**.

### Innovative, Aesthetic, and Energy-efficient Architectural and Site Design

1. Is there an opportunity to increase pedestrian and bicycle connectivity for future residents to the Fish Lake Trail? While this may address the pedestrian circulation connectivity requirement (R) in [SMC 17G.070.145.B.1 Circulation](#) this topic mostly deals with innovation and energy-efficiency as Fish Lake Trail is a Class 1 Shared Use Path within the City and offers the potential for access to alternative transportation residents.

**Applicant's response:** The Concept Site Plan depicts pedestrian access to the Marshall Road public right-of-way. A resident may use this public right-of-way to access the Fish Lake Trail and other interconnected public rights-of-way as desired. For community security and privacy, it's our preference to avoid direct connection.

2. The applicant is required to depict a higher level of aesthetic performance for a PUD than would be obtained with a typical residential development. What additional aesthetic contributions are proposed for the homes – beyond those already required of such structures located in a Manufactured Home Park? Are there additional architectural features that could be provided to meet a PUD's aesthetic demands (e.g., larger covered front porches)?

**Applicant's response:** We have proposed homes with high aesthetic contribution as these are equivalent to site built homes in design incorporating porches and design features. Given that, pricing is also very important as we are striving for affordability. Therefore, we've struck a balance between aesthetics and price. Also, these are home concepts and homeowners will have a choice of which home to buy. We are not planning to restrict buyers in selecting their homes.

**Staff comment:** *It should be noted that the applicant is choosing to submit the development to the higher aesthetic standards of a Planned Unit Development. Such aesthetic performance criteria are not relative to what might be expected in a Manufactured Home Park, or attenuated based on unit cost.*

3. The applicant is required to depict a greater level of energy-efficiency performance for a PUD than in a typical residential development. What additional energy efficient attributes are proposed for the manufactured homes and site development – beyond those already required by compliance with the Energy Code? Previous PUD applicants have proposed photovoltaic energized street lights, and "solar-ready" structures.

**Applicant's response:** The manufactured homes have a small footprint and will have significantly lower energy consumption than the typical single-family home. We support solar power where feasible and allowed and are committed to supplementing the park power demand with solar including site lighting and the clubhouse.

*Staff comment: The energy-efficiency performance for structures in a PUD are in comparison to identically-sized structures constructed outside of a PUD. That is, similarly sized homes outside a PUD would not have a higher energy-efficiency obligation beyond that required by the energy code.*

4. The applicant is required to depict a greater level of innovation for a PUD than would be obtained with a conventional residential development. As the development layout poses significant grade changes and stormwater management will offer a unique set of challenges, what innovative stormwater techniques is the applicant proposing (e.g., permeable pavement, stormwater swales and weirs adjacent to the roadways, Spokanescape landscaping in common areas, etc.)? Such innovative improvements may also help the project comply with the requirements (R) and presumptions (P) of [SMC 17G.070.125.B Site Preparation](#).

**Applicant's comment:** The stormwater facilities on the project site will be designed per the Spokane Regional Stormwater Manual (SRSM). The majority of the site will have stormwater collected via catch basins and pipes, which will carry the stormwater to the treatment swales as shown on the conceptual stormwater plan. Treatment swales are placed throughout the site, favoring areas with slopes that are conducive to swale grading. Low Impact Development stormwater features may be used, where appropriate.

#### Design Criteria

5. Although Spokane Transit Authority (STA) does not currently provide bus service along Highway 195, because the development is proposed as a 55+ community is there an opportunity to provide adequate on-street queuing for shuttle buses near the Community Center? Would a bench or shelter be a community benefit? ([SMC 17G.070.145.B.6 Circulation](#), [SMC 17G.070.010.A.2 Purpose, and Efficiency](#), [SMC 17G.070.115.B.3 Plan and Code Conformance](#))

**Applicant's response:** The majority of folks needing pick up service need to be picked up at their front door.

*Staff comment: It should be noted that the need to accommodate alternative transportation in the PUD are code-mandated obligations. Paratransit and other such senior service shuttles available throughout the city that provide door-to-door transport are not a means for a PUD applicant to demonstrate how the development's site design will accommodate alternative transportation.*

6. The layout of proposed development depicts considerable cuts & fills with the potential of impacting the site's "significant features" (as defined in [SMC 17G.070.120.B Significant Features](#)). What appropriate mitigation is proposed for these impacts? Is there additional information (if any) that could be submitted by the applicant in the Recommendation Meeting submission packet to address this design criteria?

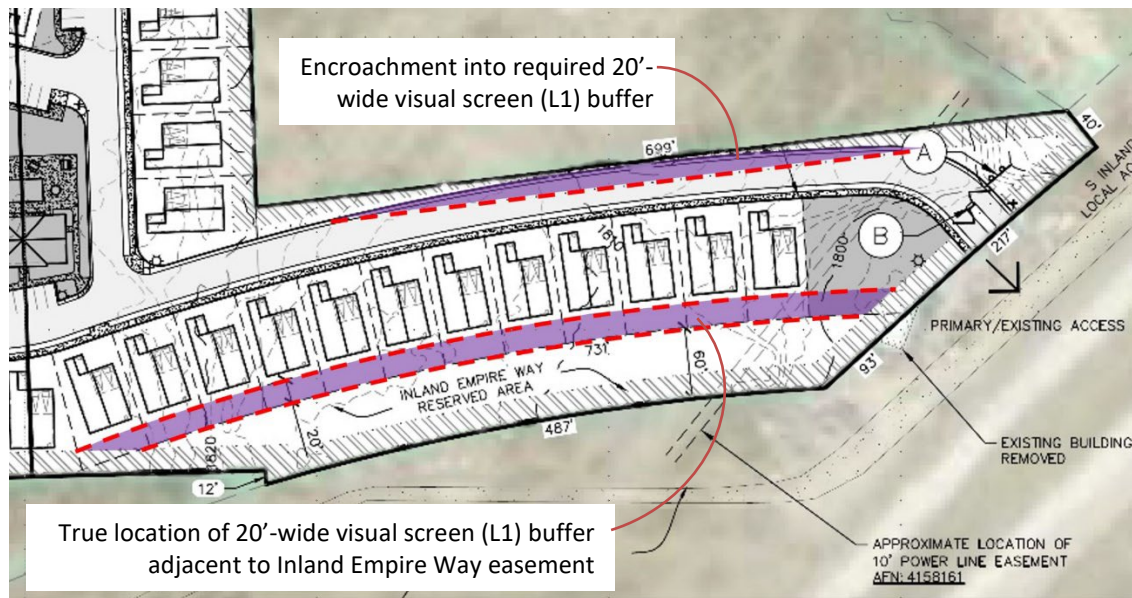
**Applicant's response:** Grading is needed for the road to access a buildable area near Marshall Road and provides pedestrian and emergency access for the community to the Marshall Road public ROW that does not currently exist. We understand the design proposed to be in an area of lower significance that will limit impacts to significant site features such as mature trees and other existing vegetation with associated existing topography around the property boundary. The project otherwise has been planned to minimize grading.

Private Roads are proposed to service and front the living units in the PUD. Some of the benefits of the private roads include a smaller impervious area footprint and the ability to more closely follow the existing contours to minimize large cuts and fills.

*Staff comment: It should be noted that the conservation of existing topography is only one of the "significant features" listed in the code. The range of features to be preserved or whose impact will receive appropriate mitigation are, "areas that are geologically hazardous, wetlands, recharge the aquifer, conserve wildlife habitat or prone to flooding" (Design Standard B.2) – this obligation is a requirement (R).*

7. The proposed entrance drive to the PUD/MHP encroaches on the required 20'-wide visual screen landscape buffer (L1) surrounding the Manufacture Home Park per [SMC 17C.345.120.F Buffer Strips](#).

Other than entrance drives that run perpendicular to such a buffer, paved streets are not permitted within the buffer. What opportunities are there to comply with the buffer requirement? (see figure)



**Applicant's response:** The Inland Empire Way 'Reserved Area' was requested by the City for potential extension of the Inland Empire Way ROW, however, expansion of Inland Empire Way is not a certainty at this time. The adjacent land is currently vacant and would be required to provide a 20' set back. Should the City prefer, we can move our entry road east to provide the 20' but will be unable to provide future open area for Inland Empire Way ROW extension.

**Staff comment:** The proposed future extension of Inland Empire Way (IEW) is depicted by the applicant as a means to demonstrated the development's compliance with the PUD requirement (R) found in [SMC 17G.070.145.B.2 Circulation](#) and the non-discretionary Street Development Standards found in [SMC 17H.010.030.F Street Layout Design](#). The encroachment of the development's access drive into the 20'-wide visual screen landscape buffer is not driven by the requirement for the IEW extension. There are a number of ways to depict the access drive while continuing to preserve the IEW extension.

8. The development's layout of the homes on the lease areas is not consistent with the applicant's proposed floor plans and site-built garage configurations. Would there be value in the applicant providing the specific home type and garage configuration on the lease areas in the Recommendation Meeting submission packet to ensure that all development and design standards are being addressed?

**Applicant's response:** The floor plans and graphics depict the developer's vision for the aesthetic of the homes and are not final. It is noted on the plans that actual units may vary and that the garages would be set back to accommodate driveways, more in-line with the typical lease space layout.

We may wish to include small/medium/large lease spaces where a variety of potential homes could fit on the spaces, if they meet minimum aesthetic requirements not unlike the samples provided.

9. It should be noted that the disbursed small parking areas throughout the proposed development would need to comply with the screening and shading requirements (R) in [SMC 17G.070.130.B.3 & 4 Landscaping](#). How is the applicant proposing to meet the 75% shading of the paved parking surfaces in these disbursed parking areas?

**Applicant's response:** A landscape plan will be prepared as part of the PUD/CUP application to address this; we envision deciduous trees will be planted to provide the needed shade at the parking locations in question.

10. It should be noted that per [SMC 17G.070.135.B.3](#) the Institutional Design Standards found in [SMC 17C.110.500 thru .575](#) apply to all common buildings located within the PUD – this includes both the Clubhouse and the Laundry Building (which has not been shown). What additional information can be provided by the applicant in the Recommendation Meeting submission packet to insure that these common buildings meet these requirements?

**Applicant's response: The clubhouse building depicted offers an aesthetic vision; design of the common buildings will conform to City requirements.**

11. Depending on their overall dimensions the built-on-site garages may have to meet the articulation requirement (R) for garages and the privacy preservation presumption (P) for occupants listed in [SMC 17G.070.140.B.3 & 5 Community Environment](#). What additional information can be provided by the applicant in the Recommendation Meeting submission packet to ensure these criteria are being addressed?

**Applicant's response: It is our intent to have the homes oriented toward the street and garages set back from the front of the home. We plan to orient pedestrian access to the side or rear of the homes when they connect to greenbelt walkways. Garages will not exceed 25' width.**

## **Note**

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Current Planning Section of Planning and Development Services.

## **Policy Basis**

Spokane Municipal Codes  
City of Spokane Comprehensive Plan