ORDINANCE NO. C _____

An ordinance amending sections 17H.010.030, 17H.010.050, 17H.010.060, 17H.010.070, 17H.010.120, 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	56 ft.	46 ft.	32 ft.

~~Low Density[3]~~			
~~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			
Residential	58 ft.	48 ft.	34 ft.
Residential Low Density[2,3]	51 ft.	41 ft.	27 ft.
Hillside Development[3,5]	40 ft.	35 ft.	27 ft.
Industrial[5]	60 ft.	50 ft.	36 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]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.

[3]Parking is allowed on one side of the street only. Refer to SMC 17H.010.120 for on-street parking requirements.

[4]Refer to SMC 17H.010.110 for more information.

[5]Industrial is intended for use in areas with LI, HI or PI zoning per SMC 17C.130.020.

[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

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.~~ ((~~Local access streets in low density residential areas may be narrowed to thirty-two feet with parking on both sides 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~~)) B. Additional parking restrictions may be required near intersections on narrowed streets. The turning movements of service and emergency

vehicles must be evaluated to ensure that on-street parking does not interfere with access.

((~~D~~)) C. 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 on arterials shall 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 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.

E. Where parking has been omitted, “No Parking” signs shall be installed at the developer’s expense.

Section 6. 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.

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 7. 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 8. 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 9. 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 should be provided on each corner.

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 10. 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 11. 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 12. 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 13. 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 14. 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 15. 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