

## **Citizen Streets Advisory Commission**

August 7, 2012

1:00 p.m. to 3:00 p.m.

Street Department Conference Room, 901 North Nelson Street

### **Commission Members present:**

Dallas Hawkins  
Hal Ellis  
Max Kuney  
Phil Barto  
Donna Jilbert  
Stan Stirling

### **Staff present:**

Mike Taylor, Engineering Director  
Mark Serbousek, Street Department Director  
Gary Nelson, Design  
Ken Brown, Construction  
Ann Deasy, Public Information Coordinator

### **Not present:**

Kathy Miotke  
Gary Proctor

### **Not present:**

Eldon Brown, Design

### **Guest:**

Paul Kropp, PeTT Committee Member &  
SRTC Advisory Council Member

#### **1. Introductions**

The meeting was called to order at 1:02 p.m.

#### **2. Review & Approval of Agenda and Minutes**

Hal Ellis made a motion to approve the July minutes with the following amendments: change grind and overlay to crack seal and make three follow up questions to four on Panorama Dr. Max Kuney seconded the motion and all approved.

#### **3. Construction**

**Lidgerwood St.** is has started up again and crews now are working on Addison St.

**Columbia Ave.** is progressing.

**Haven St.** is nearly complete.

**29th Ave.** This project most likely will be completed next year. Issues with gas lines are causing delays.

**Euclid Ave.** is progressing.

**Dalke St.** is progressing.

**Adams St.** started this week.

**Jefferson St.** started this week.

**Oak St.** is expected start mid-Sept.

**14th and 15th Ave.** are expected to begin mid-Sept. to late-Sept.

#### **4. Panorama Dr. LID Follow Up**

Mr. Nelson made requesting a follow up presentation addressing the four questions that were asked at the July meeting. 1. Can the bond pay for the more than 50%? 2. What are the laws about assessments? 3. What is the total cost? 4. How does Panorama compare with Fiske? The presentation answered all of those questions. Properties with more frontage would have

August 7, 2012

50% funding. Max Kuney was in favor of 50% funding because of the amount of frontage these homes had and that the alley for homes on one side of the street would essentially be paved. Phil, Stan, and Dallas said they were not in favor of 50%. So the property owners would be funded at 1/3 for frontage streets or 1/2 for side streets.

**5. Street Bond Report Update**

Ms. Deasy will update the table in the front of the report.

**6. Phase II Street Bond Update**

Mr. Hawkins would like to see the next bond program packaged differently before the final planning work is finalized. There is about 18 months now before the current bond is completed.

**7. Other Discussion**

**The Oct. 2** meeting will be a tour of the projects. Ms. Deasy will call Fleet Services and see if there's a vehicle that will accommodate 10-12 people. If not, we'll have to take a few cars.

**8. Adjournment**

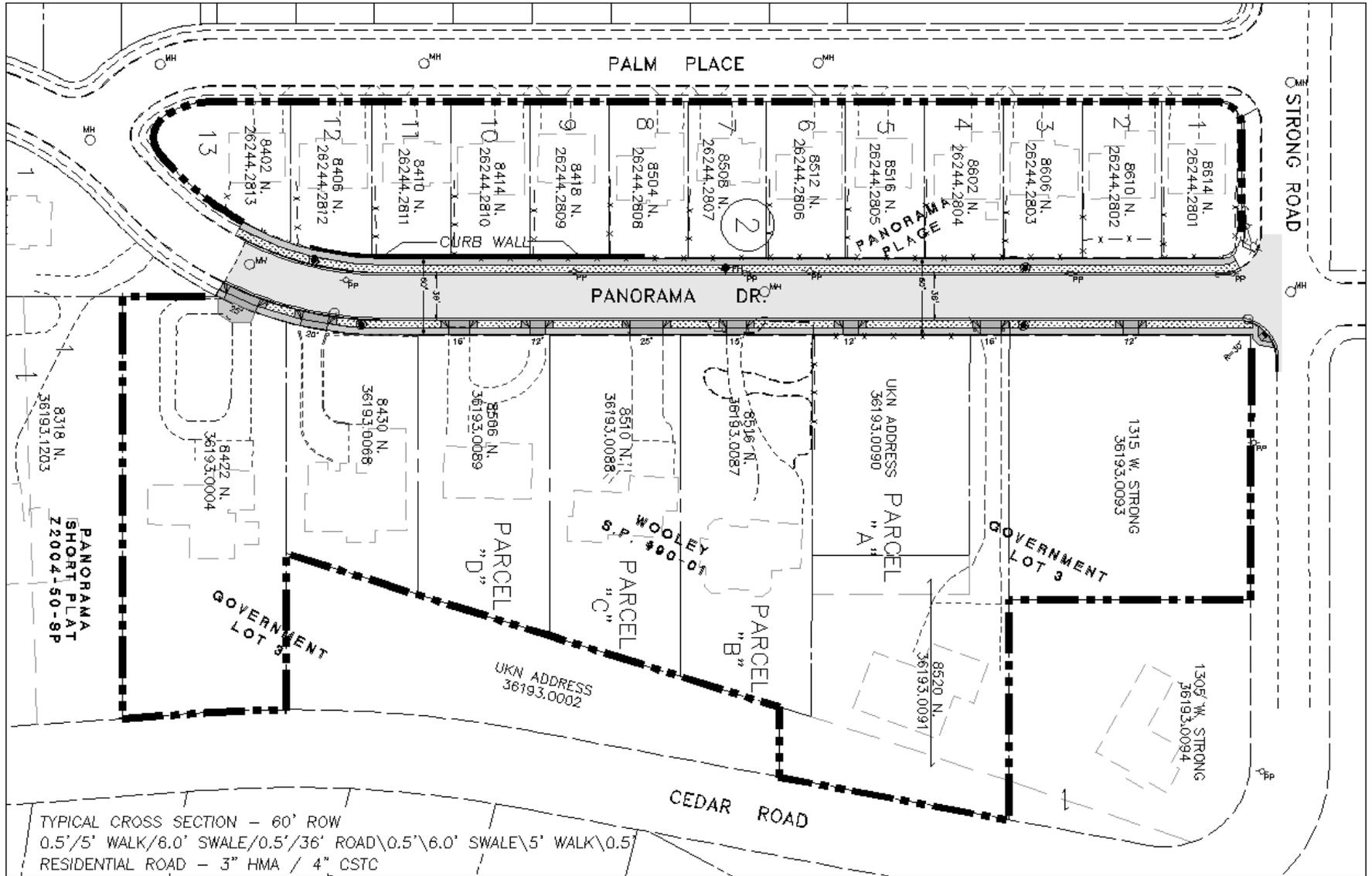
The meeting adjourned at 2:50 p.m.

# ~ Funding Request ~

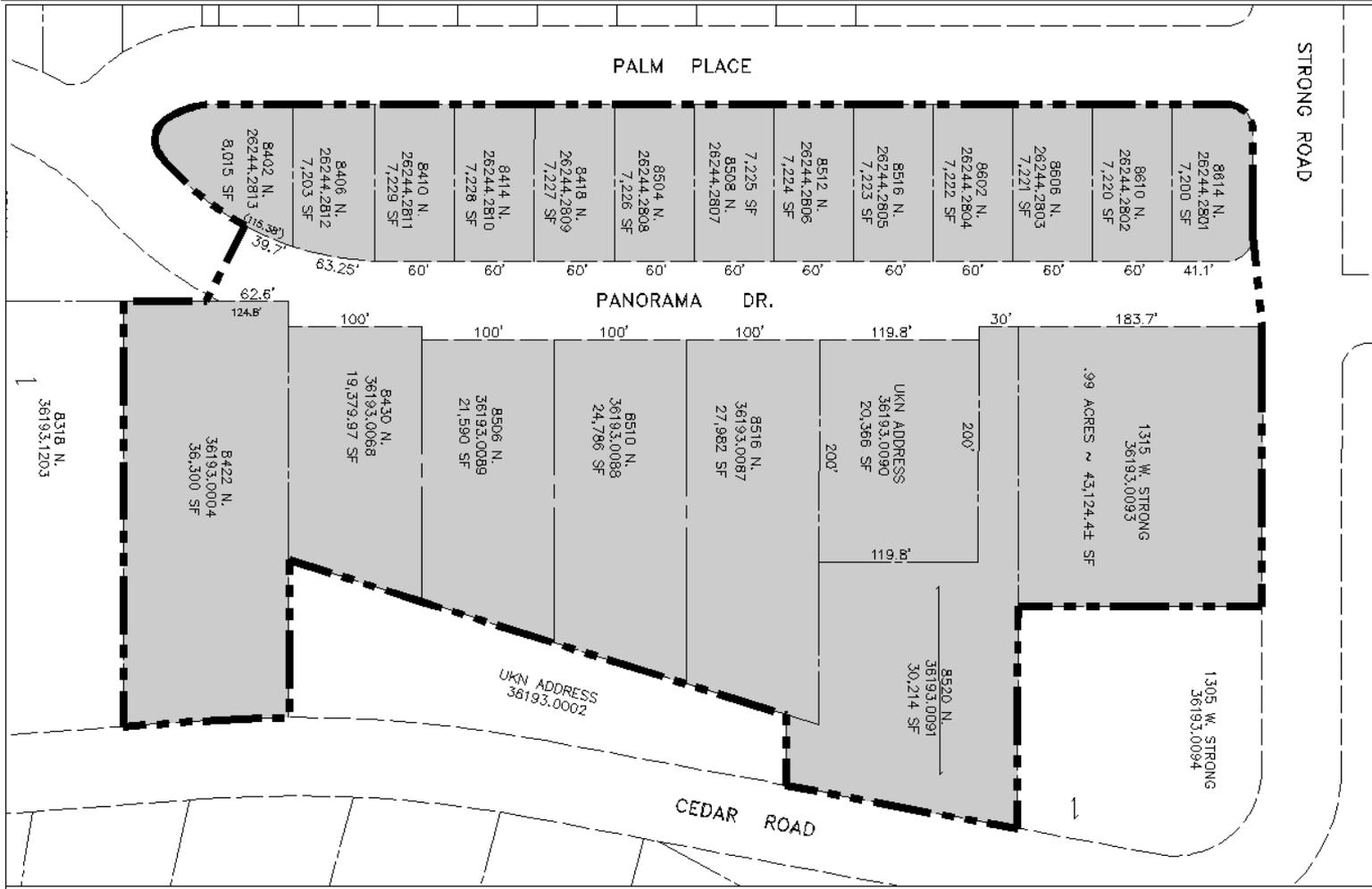
Panorama Drive from  
Palm Place to Strong Road  
(City Project #2012058)

Request approval from CSAC to change  
from 33.3% support to 50% support

# Proposed Improvements



# Lot Sizes



**AREA MAP - ASSESSOR'S DATA**  
**PROJECT # 2012058, Panorama Drive from Palm Place to Strong Road**



# Questions from July meeting

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1. Can the 2004 street bond pay more than 50%?
2. What are the laws about assessments being unequal?
3. How does Panorama Drive compare to another project like Fiske Street?
4. What is the total cost of the LID?

# Can the 2004 street bond pay more than 50%?

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## Legal council says:

- CSAC has adopted policies that we cannot apply more than 50% of the 2004 street bond funding to any LID project
- Street bond LID funding is intended for low income owner occupied residential property
- The policy would need to be revised and approved by the City Council to provide otherwise

# What are the laws about assessments being unequal?

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- LIDs must follow established RCWs & SMCs
- Revised Code of Washington (RCW)
  - See RCWs 35.43.005 – 35.43.280
  - See RCWs 35.44.010 – 35.44.420
  - See RCWs 36.94.220 – 36.94.300
- Spokane Municipal Code (SMC)
  - See SMCs 07.05.010 – 07.05.540

# What are the laws about assessments being unequal?

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- The City of Spokane has historically used the Zone Termini method of assessment for LID projects to distribute the cost in accordance with the Revised Code of Washington, Title 35, Chapter 35.44, Section(s) .030, and .040
- All of the property and only that property that will be benefited by the proposed improvement is being assessed
- Zone Termini means that assessments are related to the size of lot and the proximity of that lot to the road improvement
- Parcel assessments along Panorama Drive vary due to the differences in the square footage of the affected lots

# RCW 35.44.030 – Zone Termini

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For the purpose of ascertaining the amount to be assessed against each separate lot, tract, parcel of land or other property therein, the local improvement district or utility local improvement district shall be divided into subdivisions or zones paralleling the margin of the street, avenue, lane, alley, boulevard, park drive, parkway, public place or public square to be improved, numbered respectively first, second, third, fourth, and fifth.

The first subdivision shall include all lands within the district lying between the street margins and lines drawn parallel therewith and thirty feet there from.

The second subdivision shall include all lands within the district lying between lines drawn parallel with and thirty and sixty feet respectively from the street margins.

The third subdivision shall include all lands within the district lying between lines drawn parallel with and sixty and ninety feet respectively from the street margins.

The fourth subdivision shall include all lands, if any, within the district lying between lines drawn parallel with and ninety and one hundred twenty feet respectively from the street margins.

The fifth subdivision shall include all lands, if any, within the district lying between a line drawn parallel with and one hundred twenty feet from the street margin and the outer limit of the improvement district.

# RCW 35.44.040 – Assessment rate per SF

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The rate of assessment per square foot in each subdivision of an improvement district shall be fixed on the basis that the special benefits conferred on a square foot of land in subdivisions first, second, third, fourth and fifth, respectively, are related to each other as are the numbers, forty-five, twenty-five, twenty, ten, and five, respectively, and shall be ascertained in the following manner:

(1) The products of the number of square feet in subdivisions first, second, third, fourth, and fifth, respectively, and the numbers forty-five, twenty-five, twenty, ten, and five, respectively, shall be ascertained;

(2) The aggregate sum thereof shall be divided into the total cost and expense of the improvement;

(3) The resultant quotient multiplied by forty-five, twenty-five, twenty, ten, and five, respectively, shall be the respective rate of assessment per square foot for subdivisions first, second, third, fourth and fifth: PROVIDED, That in lieu of the above formula the rate of assessment per square foot in each subdivision of an improvement district may be fixed on the basis that the special benefits conferred on a square foot of land in subdivisions first, second, third, fourth and fifth, respectively, are related to each other as are the numbers 0.015000, 0.008333, 0.006666, 0.003333, and 0.001666, respectively; and the method of determining the assessment on each lot, tract, or parcel of land in the improvement district may be ascertained in the following manner:

(1) The products of the number of square feet in subdivisions first, second, third, fourth and fifth, respectively, for each lot, tract or parcel of land in the improvement district and the numbers 0.015000, 0.008333, 0.006666, 0.003333 and 0.001666, respectively, shall be ascertained. The sum of all such products for each such lot, tract or parcel of land shall be the number of "assessable units of frontage" therein;

(2) The rate for each assessable unit of frontage shall be determined by dividing that portion of the total cost of the improvement representing special benefits by the aggregate sum of all assessable units of frontage;

(3) The assessment for each lot, tract or parcel of land in the improvement district shall be the product of the assessable units of frontage therefore, multiplied by the rate per assessable unit of frontage.

# How does Panorama Drive compare to another project like Fiske Street?

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## Panorama Dr - Palm Pl to Strong Rd

### Palm Pl – Strong Rd (\$567,807 +/-)

- **36'** wide road
- **807** Ft long +/-
- New sidewalks
- New curbing
- New asphalt
- Extra rock excavation cost
- New swales & drywells
- Tree removals
- Water & sewer services
- New driveway entrances
- Real estate purchase for additional required right-of-way

## Fiske St - 19<sup>th</sup> Ave - 17<sup>th</sup> Ave

### 19<sup>th</sup> Ave – 18<sup>th</sup> Ave (\$130,000 +/-)

- **28'** wide road
- **200** Ft Long +/-
- New sidewalk, curbing & asphalt

### 18<sup>th</sup> Ave – 17<sup>th</sup> Ave (\$93,000 +/-)

- **28'** wide road
- **341** Ft Long +/-
- New asphalt only

# How does Panorama Drive compare to another project like Fiske Street?

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## **Palm Pl – Strong Rd** (\$567,807 +/-)

- **36'** wide road
- **807** Ft long +/-
- New sidewalk, curbing, asphalt, swales, tree removal & right-of-way purchase

36 FT x 807 FT = 29,052 SF of roadway

\$567,807 / 29,052 SF = \$19.55 per SF of road

Larger roads with new sidewalks & curbing can often be less expensive per SF than a smaller road with the same amenities!

## **19th and 18th Ave** (\$130,000 +/-)

- **28'** wide road
- **200** Ft long +/-
- New sidewalk, curbing & asphalt

28 FT x 200 FT = 5,600 SF of roadway

\$130,000 / 5,600 SF = \$23.21 per SF of road

## **18th and 17th Ave** (\$93,000 +/-)

- **28'** wide road
- **341** Ft long +/-
- New asphalt only

28 FT x 341 FT = 9,548 SF of roadway

\$93,000 / 9,548 SF = \$9.74 per SF of road

# What is the total cost of the LID?

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Panorama Dr - Palm Pl to Strong Rd

- Estimated Project Cost = \$567,807 +/-
- 2004 Bond Funds applied = \$186,155 (33.3%)
- Owner Assessments = \$381,651 (66.6%)

By applying 50% funding from the 2004 street bond the estimated owner assessments are reduced to \$283,903.50

At this time all costs are estimated based on 2013 construction. Oil prices & the status of the economy at the time of bidding have a large impact on actual costs

# Panorama Drive - Looking North

