

Spokane Plan Commission

July 22, 2015

City Council Chambers

AGENDA

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

2:00 P.M.	Public Comment Period:
Council	Citizens are invited to address the Plan Commission
Chambers	on any topic not on the agenda.....3/m each

Commission Briefing Session:

2:10 - 2:25	1) Approve June 24, 2015 & July 8, 2015 Meeting Minutes
	2) Council/Assembly Liaison Reports
	3) President Report – Dennis Dellwo
	4) Transportation Subcommittee Report – John Dietzman
	5) Secretary Report – Louis Meuler

Workshops:

2:25 - 2:45	1) Comp Plan Amendment Manufactured Homes Text – Nathan Gwinn
2:45 - 3:15	2) Business and Development Incentives Overview – Council President &
3:15 - 3:50	Staff
	3) Pedestrian Plan Draft Overview – Ken Pelton

3:50 - 4:00	Break
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Hearings:

4:00 - 5:00	1) Neighborhood Notification Ordinance – Louis Meuler
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Adjournment:

1) Next Plan Commission meeting will be August 12, 2015.

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password:

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs, and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Chris Cavanaugh at (509) 625-6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or ccavanaugh@spokanecity.org. Persons who are deaf or hard of hearing may contact Ms. Cavanaugh at (509) 625-6383 through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

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1 SPOKANE PEDESTRIAN MASTER PLAN

PLAN PURPOSE

Walking is the most fundamental transportation choice -- the starting place for all journeys, even as people walk to their cars, transit, or bicycle to move between the places they visit throughout a day. Despite the fact that nearly all Spokane residents walk at some point, the details of the walking environment go largely unexamined, as for most people in Spokane the duration of a walking trip is so short, that a facility of any quality that connects two places with a shortest path will do.

Like many cities, Spokane has focused its attention over the last 60 years on planning and design solutions that improve motor vehicle access and mobility. Street and intersection designs have come to accommodate high motor vehicle speeds and traffic volumes with limited delay. The drawback of this focus is that the pedestrian infrastructure of sidewalks, intersection crossings, pedestrian signals, and other elements, no longer accommodates people of all ages and abilities, leaving them open to injury in the event of a collision with a motor vehicle. Furthermore, the probability of choosing transit or walking as a primary mode is reduced by missing or deteriorated sidewalks, a lack of high quality crossings on higher speed and volume streets, and long trip distances along curvilinear streets.

In response to these conditions, and a demand for more safe transportation options, Spokane, like cities across the country is choosing to redesign its streets. These redesigns can provide a high quality barrier free walking environment that supports increased levels of physical activity, important connections to transit, and more transportation options for all. Of particular note in considering these changes is that the Millennial generation (born between 1981 and 2000) is expecting diverse shared mobility options. According to the 2010 Census, the 85.4 million Millennials who make up close to 28% of the total U.S. population are traveling differently. Compared to their parents' generation, Millennials are:

- Purchasing fewer cars and driving less^{1 2}
- Not obtaining their driver's license³
- Biking, walking, and taking transit more^{4 5}

This chapter includes the following sections to support a more walkable Spokane:

- Goals for the pedestrian environment
- Description of the basic elements of providing a quality pedestrian experience
- Assessment of existing conditions for walking today

¹ American Public Transportation Association. "Millennials & Mobility: Understanding the Millennial Mindset." <http://www.apta.com/resources/reportsandpublications/Documents/APTA-Millennials-and-Mobility.pdf>

² Ibid.

³ Federal Highway Administration, *Highway Statistics 2010—Table DL-20*, September 2011.

⁴ American Public Transportation Association. "Millennials & Mobility: Understanding the Millennial Mindset." <http://www.apta.com/resources/reportsandpublications/Documents/APTA-Millennials-and-Mobility.pdf>

⁵ U.S. PIRG. "A New Direction." 2013. <http://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf>.

- Recommended policies and actions

Vision and Goals

Five goals guide the continued enhancement of the pedestrian environment in Spokane.

- **Goal 1 Well Connected and Complete Pedestrian Network** - Provide a connected, equitable and complete pedestrian network within and between Priority Pedestrian Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations
- **Goal 2 Maintenance and Repair of Pedestrian Facilities** - Provide maintenance for and improve the state of repair of existing pedestrian facilities
- **Goal 3 Year-Round Accessibility** - Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities
- **Goal 4 Safe and Inviting Pedestrian Settings** - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings
- **Goal 5 Education** - Educate citizens, community groups, business associations, government agency staff, and developers on the safety, health, and civic benefits of a walkable community.

Pedestrian Priority Zones

The Pedestrian Master Plan establishes Priority Pedestrian Zones to guide investments to areas with the greatest potential to support walking access to destinations such as employment, schools, parks, and transit stops. Priority zones were identified using an analysis of pedestrian demand and deficiency found later in this chapter. Identification of these zones will help the City target investments in pedestrian infrastructure such as sidewalks, curb ramps, and pedestrian crossings.

EXISTING GUIDING DOCUMENTS

Spokane's current plans, design guidelines, and best practices influence the recommendation in this chapter.

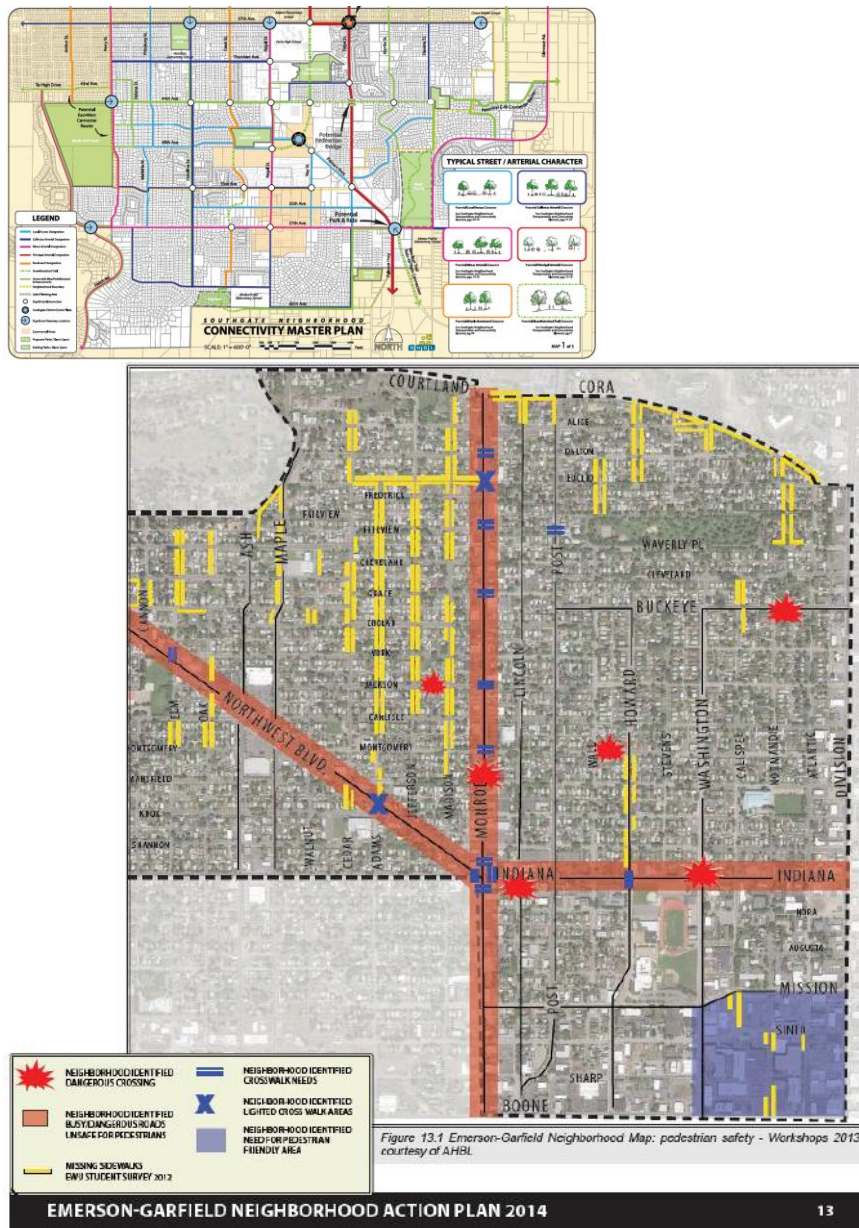
Neighborhood Plans addressing pedestrians

Since the adoption of the 2001 City of Spokane Comprehensive Plan, several neighborhoods have participated in localized planning efforts. They have engaged stakeholders, evaluated existing conditions, established visions and goals and identified key projects and implementation steps to improve neighborhood livability. Among other things, the neighborhood plans address many topics including pedestrian transportation, connectivity and safety. The following neighborhood plans have been adopted by resolution by the Spokane City Council:

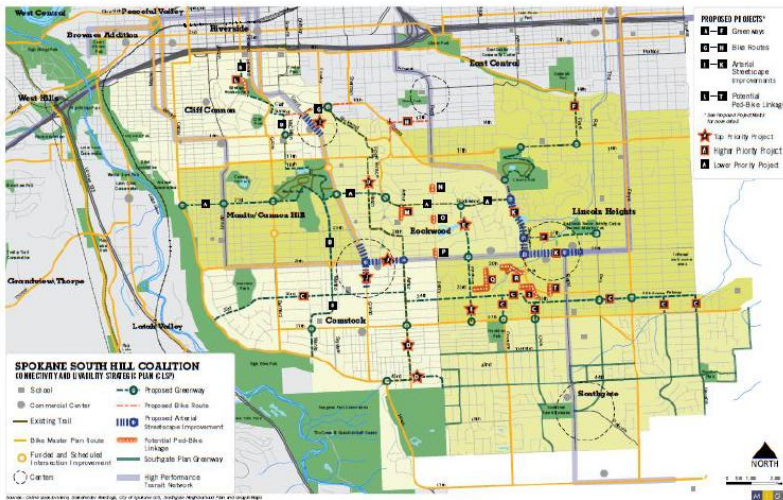
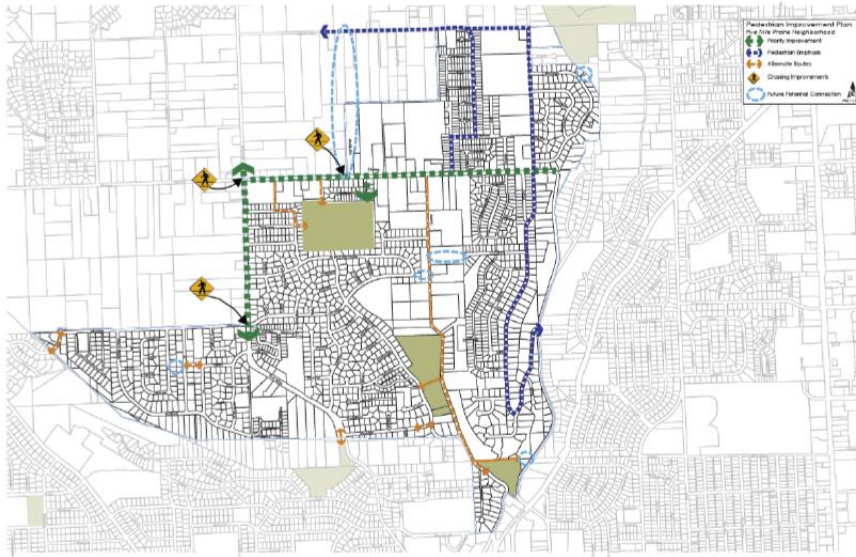
- Browne's Addition: underway
- East Central: City Council resolution number: RES 2006-0032
- Emerson-Garfield: City Council resolution number: RES 2014-0086
- Five Mile: City Council resolution number: RES 2012-0007
- Grandview/Thorpe: City Council resolution number: underway
- Logan: City Council resolution number: RES 2006-0069
- Logan Neighborhood Identity Plan and Model Form-Based Code for Hamilton Corridor: RES 2014-0053
- Nevada Lidgerwood: City Council resolution number: RES 2012-0009
- North Hill: City Council resolution number: underway
- Peaceful Valley: City Council resolution number : underway
- Southgate: City Council resolution number: RES 2012-0008
- South Hill Coalition: City Council resolution number: RES 2014-0067
- West Central: City Council resolution number: RES 2013-0012

Many neighborhood plans include consideration of pedestrian improvements. Although these plans will require further study for implementation, they provide direction to the City of Spokane as to the future desires of the neighborhood and are a useful tool for planning capital projects within a neighborhood. In the context of the Pedestrian Master Plan, the neighborhood plans are valuable for addressing neighborhood based connectivity improvements and in the setting of priorities for future projects. It is anticipated that the Spokane City Council will adopt additional neighborhood/subarea plans in the future. (note: need to add headings and format maps below)

Pedestrian Plan Outline | DRAFT
City of Spokane



Pedestrian Plan Outline | DRAFT City of Spokane



Downtown Spokane Streetscape Inventory, SPVV Landscape Architects, November 2014

The Downtown Spokane Sidewalk Inventory and Assessment was completed in November of 2014. The inventory included the downtown area from Spokane Falls Boulevard to Interstate 90; west side of Monroe Street to the east side of Browne Street.

The goal of the Inventory and Assessment project was to gain an understanding of the conditions of the pedestrian surfaces in Downtown Spokane, including the pavement types and conditions; street furnishings; street trees and accessible ramps. The inventory process was completed during August through October, 2014, and included data collection in the field in the form of written notes, photographs, preparation of narratives for each block, and area take-offs that identify square footages of pedestrian surfaces needing replacement or repair; locations and types of street trees, tree grates, benches, trash receptacles, media boxes and other street furnishings; locations of access hatches into structural sidewalks; and identification of compliant- and non-compliant pedestrian cross-walks. The document contains individual chapters for each block within the study area, including a map graphic with colored representations of each type of sidewalk surfacing that needs repair/replacement, along with supporting photographs of each block and major elements within the inventory. In addition to graphic information found here, substantial amounts of information were uploaded to the City of Spokane GIS database regarding site furnishings, street trees, tree grates, etc.

Spokane Design Guidelines

The City's current design standards for pedestrian facilities are found in the adopted Comprehensive Plan, Unified Development Code, Street Design Standards, and Spokane's Standard Plans. The Street Design Standards developed as part of the Transportation Plan Update will become the design standards for the City.

NACTO Urban Street Design Guide

In November 2014, the Spokane City Council endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide.⁶ The NACTO guide offers a blueprint for modern urban streets, guiding design decisions for streets, intersections, and traffic control. The guide holistically integrates pedestrian planning into street design. Additionally, it offers documented guidance to support engineering decisions to use innovative treatments that are not yet found in other guides.

⁶ City of Spokane Council Resolution RES 2014-0113, December 11, 2014. Accessed online: http://nacto.org/wp-content/uploads/2014/12/Spokane-WA_USDG-UBDG-Resolution.pdf

WHAT IS THE QUALITY OF THE WALKING EXPERIENCE IN SPOKANE TODAY?

According to the US Census Bureau's American Community Survey (ACS), approximately 4% of Spokane's residents walk to work⁷ while another 4% use public transportation, a trip that most often requires a pedestrian trip on one or both ends of the journey⁸.

Short blocks, complete sidewalks, and marked crossings result in a walkable environment in the downtown core. Older streetcar suburbs like Browne's Addition feature shaded streets, sidewalks with planted buffers, and quieter streets that are comfortable to cross. Walking conditions are more challenging in other parts of the city, such as portions of North Division, where narrow sidewalks adjacent to high speed traffic are relatively uncomfortable to walk along and contain barriers for disabled populations where there is inadequate space to navigate around street furniture or utility poles. Other parts of the city have few or no sidewalks and a lack of marked crossing opportunities.

Any walking experience is made more safe and comfortable by design strategies that establish a clear path of travel for pedestrians separated from other modes, both along street segments and at intersections. In addition, because the pace of people walking is slower, intriguing and interesting adjacent buildings and land uses make the walk more pleasant. This section describes best practices for design and land use conditions and compares them to the state of walking in Spokane today, focusing on the considerations that have significant impact on the quality of the pedestrian experience:

- Continuous sidewalks and buffers
- Pedestrian accommodation at signalized intersections
- Convenient marked pedestrian crossings
- Driveway curb cuts
- Street connectivity
- Land use and building design
- Safe routes to school
- Universal accessibility

⁷ US Census, "Commuting Characteristics by Sex, 2009-2013 American Community Survey, 5-Year Estimates." Accessed January 12, 2015 online:
http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0801&prodType=table

⁸ ACS asks respondents to report their most common means of transportation taken to work, meaning it is possible that some residents choose to walk to work sometimes, but that travel goes unreported. Additionally, the journey to work is only one of a large number of purposes that generate daily travel activity. In 2013, work trips accounted for just 15.6% of all trips and 27.8% of vehicle miles of travel. It is for this reason that the Census journey to work question generally underestimates the amount of walking in a community.

Continuous sidewalks and buffers

Because they provide a place to walk that is physically separated from traffic, sidewalks are the most effective way to avoid pedestrian involved collisions. Yet they are often taken for granted as a basic design element.

Best Practices

A system of pedestrian ‘zones’ helps to organize sidewalk space and buffer cars from pedestrians:

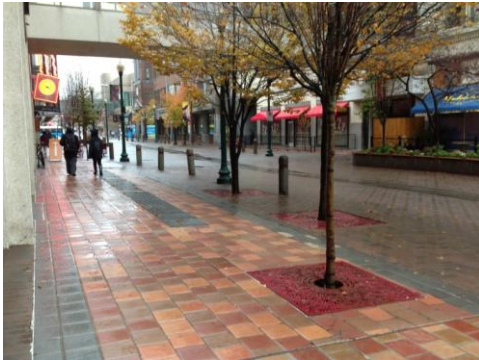
- The Curb Zone provides a physical buffer between the walking/seating areas of the sidewalk and the roadway.
- Pedestrian Buffer Strip provides a place for shade trees that give shade and further physical separation between moving vehicles and pedestrians. The pedestrian buffer strip ideally includes landscaping and trees to add to the appeal and perceived safety of the street. Depending on the land use context, typical elements in the pedestrian buffer strip include pedestrian lighting, trash receptacles, seating, transit stops, and street utilities, such as traffic signal controls and fire hydrants. Street trees in a landscaped buffer similarly protect the sidewalks from the cars beyond them and also create a perceptual narrowing of the street that can lower driving speeds.
- The Pedestrian Through Zone is the open sidewalk area for pedestrian movement, and should be free of obstacles. Commercial and activity districts tend to feature the widest pedestrian zones, often allowing people to walk side by side.
- The Frontage Zone is the area in front of buildings used for tables/chairs or displaying “wares” to entice shoppers.
- On-Street Parking complements the pedestrian buffer strip. Whether parallel or angled, occupied on-street parking provides a physical barrier between moving traffic and the sidewalk. It can also slow traffic, because drivers tend to slow down out of concern for possible conflicts with cars parking or pulling out.
- Lighting contributes to personal security, traffic safety and a high quality pedestrian environment.

Spokane’s Design Guidance regarding Sidewalks and Pedestrian Buffer

The City’s current design standards for sidewalks and pedestrian buffer widths are found in the adopted Comprehensive Plan, Unified Development Code, Street Design Standards, and Spokane’s Standard Plans. In Spokane’s four adopted standards, sidewalks are required on both sides of streets, with widths ranging from 5 feet to 12 feet depending on the land use context. There have historically been some discrepancies among the Design Standards, Unified Development Code, Standard Plans and the Comprehensive Plan, with respect to terminology and required dimensions within each land use type. A part of this Transportation Plan Update is updated Street Design Standards that provide sidewalk and buffer recommendations that should be reflected in future revisions to the Standard Plans.

Existing Sidewalk Conditions in Spokane

Wall Street, downtown Spokane



South Perry Street, a neighborhood center



Intersection of Mission Street and Greene Street



Decatur Avenue



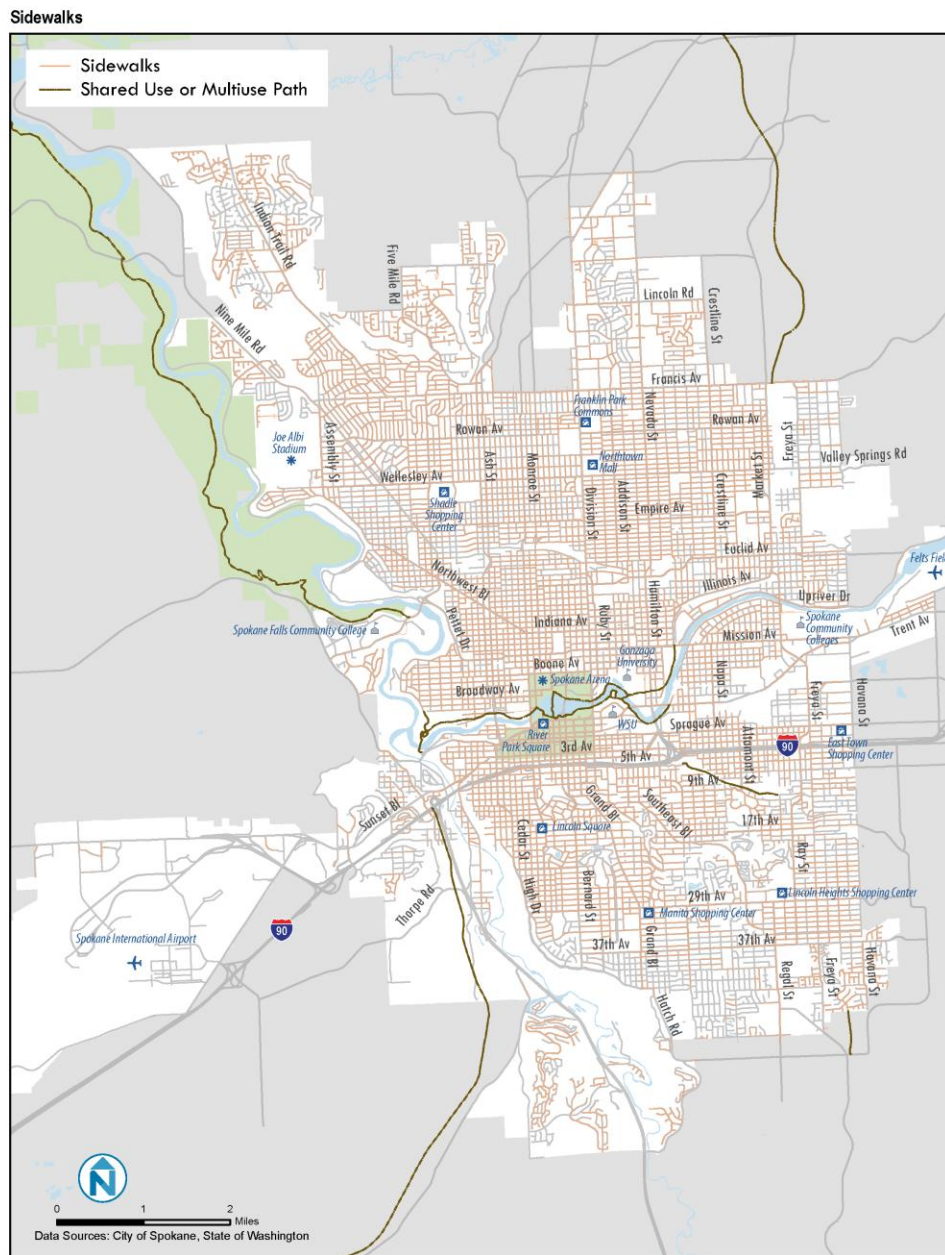
Pedestrian conditions vary on neighborhood streets, largely based on the age of the neighborhood. In older historic neighborhoods such as Browne's Addition, sidewalks on both sides of streets include wide pedestrian buffer strips; streets in older (up to the mid-20th century) neighborhoods such as Cliff/Cannon include sidewalks on both sides, with sidewalks and buffer strips narrower than historic neighborhoods. Mid-20th century to late 20th-century neighborhoods such as Southgate and the Nevada/Lidgerwood neighborhoods have a mix of streets with and without sidewalks, sometimes featuring sidewalks on one side of the street or with numerous sidewalk gaps.

Downtown sidewalks tend to be more than 12-foot wide, located alongside slower automobile traffic or buffered by parking. On arterials, it is common to find narrow sidewalks with widths of 5-foot or less and no landscaped buffer to separate people walking from adjacent traffic. Many arterial sidewalks have frequent obstructions, such as utility poles and signs. Sidewalk conditions vary depending on the age of the sidewalk. Many sidewalks are in need of repair due to tree root damage.

Citywide, sidewalks are missing on 38% (381 miles) of the 981 roadway miles suitable for sidewalks.⁹ Over 55% of City streets have sidewalks on both sides of the street while 6% have sidewalks on one side.¹⁰

⁹ City of Spokane. DRAFT ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

Figure 1 - Spokane's Sidewalk and Path Network, Existing 2015

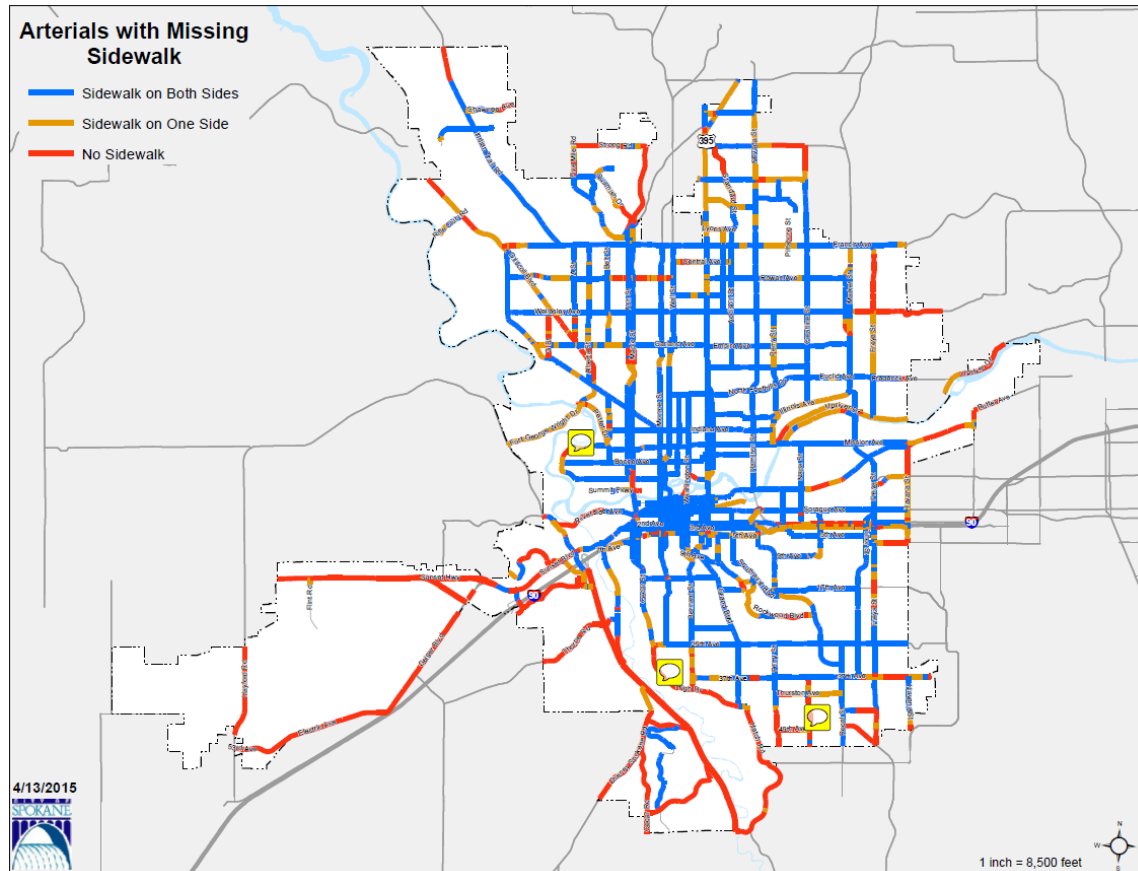


¹⁰ City of Spokane. DRAFT ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

Sidewalks along Arterial Streets

Figure 2 shows the existing arterial streets in Spokane and identifies the arterial streets with sidewalk on both sides, sidewalk on one side and no sidewalks. Most of the arterial streets have sidewalks along one or both sides. This map is useful for the identification of gaps in the sidewalk network and the prioritization of capital projects.

Figure 2 – Sidewalks along Arterial Streets^[mb1] (note: map to be re-made later)



Pedestrian accommodation at signalized intersections

The traffic operations of higher volume intersections typically benefit from signalization. However, the phased separation of conflicting motor vehicle phases also introduces pedestrian delay and conflict. The delay is caused by the need to wait for their turn to move in the sequence after pressing the pedestrian push button, regardless of suitable gaps in traffic. Conflict can result because through-moving pedestrians typically share a phase with turning motor vehicles. Signalized intersections tend to be over-represented in collisions.

Best Practices

A number of tactics can improve pedestrian comfort and safety at signalized intersections:

- High visibility crosswalks (e.g. continental (zebra) striping or special paving) - raise driver awareness at unsignalized intersections that are in a zone where pedestrians are expected to be crossing
- Leading pedestrian interval - gives pedestrians a few second head start to claim the right-of-way ahead of turning traffic, reducing conflicts with turning vehicles
- Prohibiting right turns on red - prevents vehicles from turning into crossing pedestrians. Signal phases need to accommodate adequate time for through movement to reduce the urge to violate the no-turn-on-red
- Reducing intersection widths - improves visual contact between drivers and pedestrians and reduces crossing distances and the time needed to cross on foot
 - Curb extensions are often placed at the end of on-street parking lanes so that pedestrians standing on the curb can see and be seen by drivers before crossing. These can also be placed mid-block to effectively shorten block lengths
 - Rightsizing to reduce the width or number of travel lanes, often by converting a 4-lane street into a 2- or 3-lane plus bike lane and/or a center turn lane. This reduces crossing distances, vehicle speeds, and the number of travel lanes to cross the street
- Pedestrian recall – describes the situation where pedestrian is given the ‘walk’ signal at every signal phase, without having to push a button. Pedestrian recall should be used in areas with higher levels of pedestrian activity (e.g., downtown) or anywhere there is an interest in reducing pedestrian delay.

Spokane’s Signalized Intersection Design Guidance

The City of Spokane operates 253 signalized intersections. Signal installation is warranted according to the Manual on Uniform Traffic Control Devices (MUTCD) and local guidance provides for basic signal timing parameters. Traffic signals are found in the Central Business District downtown, along major corridors, arterials and locations with high pedestrian volumes. The city uses the MUTCD standard of 3.5-feet per second to time the clearance phase, meaning that someone walking 3.5-feet per second who leaves the curb while the walk symbol is on can make it to the far curb before the conflicting motor vehicles get a green light.

Existing Signalized Intersection Conditions in Spokane

Signalized intersections represent about 4% of all intersections in the city. Most include pedestrian signal heads indicating the walking interval. Instead of recalling to the walking symbol

icon when through traffic has a green light, many intersections require pedestrians to push a push-button to ‘actuate’ or trigger the walking phase.

The intersections of arterials can create cross sections in excess of seven lanes to accommodate left- and right-turn pockets. These large intersections increase pedestrian exposure due to the long distance between the curbs. Slower pedestrians may be unable to make it all the way across the crosswalk before the conflicting light turns green.

Many signalized intersections have protected left turning phases, meaning only left turning vehicles move during the phase. While left turn phases introduce additional wait time for pedestrians, the benefit of this treatment is that it minimizes the chance of a left turning vehicle having a collision with oncoming traffic or a pedestrian in the crosswalk.

Drivers in Spokane are often observed encroaching on pedestrians in crosswalks, both as they wait in the crosswalk and pass closely in front or behind them while pedestrians have the right of way. Washington State law requires operators of all vehicles to stop and remain stopped to allow pedestrians in marked or unmarked crosswalks to completely clear the lane of the operator.¹¹

¹¹ Washington State Legislature, Revised Code of Washington, RCW 46.61.235, Crosswalks.

Convenient Marked Pedestrian Crossings

People generally cross where it is most convenient, expedient, efficient, and in as direct a line to their destination as possible. This is known as the ‘desire line.’ A network of convenient and comfortable marked pedestrian crossings is essential to increase predictability for all road users.

South Grand Boulevard



North Foothills Drive



Best Practices

The placement of marked crosswalks should be considered carefully:

- Crossings should be located according to the walking network rather than the driving network. For example, people may walk from an apartment entrance to a convenience store across the street, so there should be crossing opportunities to facilitate this trip
- There is no hard and fast rule for crossing spacing. Crossings should be provided where an analysis shows a concentration of origins and destinations across from each other. Generally speaking, people will not travel far out of direction in order to cross at a signalized crossing, making midblock or marked crosswalks at unsignalized crossings important for connectivity

There are circumstances in which a marked crosswalk alone is insufficient. The type of crossing treatment is largely a function of automobile speed, automobile volume, and roadway configuration. People informally cross narrow streets of low automobile speed and volume without marked crossings. On the other hand, in general, a marked crosswalk alone is insufficient for crossing more than two lanes of traffic. The following principles inform the selection of enhanced crossing treatments:

- Multi-lane, high-speed, and high-volume roads require more aggressive treatments such as lane narrowings, curb extensions, high visibility continental (zebra) crosswalks, median refuge islands, flashing beacons, overhead signs, and advance stop lines. The street design guide provides guidance for enhanced crossing treatments
- Enhanced crosswalks are more visible and thus make it more clear to pedestrians where crossing is intended and increase the probability that people driving will stop for them

- Small curb radii and curb extensions reduce vehicle-turning speeds to 15 mph or less for passenger vehicles. Making the corner bigger through smaller curb radii also increases storage for people waiting to cross, and makes pedestrians more visible.

Spokane's Design Guidance regarding Marked Crossings

Spokane City Council adopted a new crosswalk ordinance in the fall of 2014 that lays out criteria for placement and design. These changes, noted below, are intended to improve the connectivity and safety of Spokane's crossings:

- Marked crosswalks to be installed at intersections in centers and corridors adjacent to schools, parks, hospitals, trail crossings, and other pedestrian-traffic-generating locations, at signalized intersections, and priority pedestrian areas
- Midblock crossings are permitted on arterial streets at pedestrian generators or where pedestrian conditions warrant. Exceptions are allowed if engineering studies determine that the proposed crosswalk does not meet nationally-recognized safety standard
- Advanced stop lines shall precede each crosswalk at arterial intersections and any mid-block crosswalks in pedestrian-generators in centers and corridors per direction from the Manual on Uniform Traffic Control Devices
- On arterial streets with three or more lanes per direction in centers and corridors adjacent to schools, parks, hospitals, trail crossings, and other pedestrian-traffic generators, marked crossings with pedestrian refuge islands shall be constructed during the next street rehabilitation project such as resurfacing, unless the installation is in conflict with sub-area or neighborhood plans or contrary to engineering studies
- Travel lanes may be narrowed, additional existing right-of-way may be utilized, and/or the number of travel lanes may be reduced to accommodate the pedestrian refuges
- Elevated crosswalks may be installed in lieu of pedestrian refuges.

Existing Crossing Conditions in Spokane

Outside of the dense street network in the downtown core, it is not uncommon for there to be distances of a half-mile or more between marked pedestrian crossings on streets such as South Grand Boulevard, East Sprague Avenue, North Greene Street, North Division Street, West Garland Avenue, and West Northwest Boulevard. Because pedestrians are typically unwilling to endure long distance out of direction travel, pedestrians must instead wait for breaks in traffic or rely on driver's yield compliance in accordance with Washington State law, which designates all intersections as crosswalks, whether or not they are marked. (State law RCW 46.61.235).¹²

The City of Spokane is increasingly using state-of-the-practice pedestrian design interventions to improve the pedestrian environment, particularly in locations with limited pedestrian amenities as well as at areas with long distances between marked pedestrian crossings. Treatments such as median refuge islands, curb extensions, and High intensity Activated crossWalk (HAWK) beacons

¹² Revised Code of Washington, RCW 46.61.235; Crosswalks. Accessed online: <http://apps.leg.wa.gov/RCW/default.aspx?cite=46.61.235>

(such as installed near Gonzaga University at Hamilton Street and Desmet Avenue) have been demonstrated to improve visibility and increase yielding by motorists.

Figure 3 - Pedestrian crossing Grand Boulevard



Figure 4 - Bus rider crossing Francis & Belt



Driveway Curb Cuts

Parking lots and drive-through facilities introduce hazards and psychological barriers to people on foot as each driveway introduces a potential conflict area with motor vehicles.

Best Practice

Efforts should be made to consolidate driveways across the sidewalk whenever possible. Corridor access management, which limits the frequency and width of driveway, is recognized by FHWA as a ‘proven’ safety countermeasure.¹³

Spokane’s Access Management Design Guidance

Access management design guidance includes direction for local access and arterial streets. Access spacing ranges from 90-feet to 125-feet. In designated Centers and Corridors, curb cut spacing on Collector Arterials increases to 100 feet and remains 125 feet on Principal and Minor Arterials. No curb cuts should be located on designated Pedestrian Streets.¹⁴

Figure 5 - Urban and Mobility Context Street Access Spacing¹⁵

Placeholder for referencing New Street Design Standards when complete (update this entire section)

Access Spacing	Local Residential	Collector Arterial	Principal and Minor Arterial
Urban Context	one per parcel for new development	90'	125'
Mobility Context		90'	125'

¹³ http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_006.cfm

¹⁴ City of Spokane, Initial Design Standards and Guidelines for Centers and Corridors. Adopted August 2002. Accessed online: <https://static.spokanecity.org/documents/business/resources/compplan/centerscorridors/centers-corridors-design-standards.pdf>

¹⁵ City of Spokane, DRAFT Street Design Standards, Adoption anticipated 2015.

Driveway Conditions in Spokane

On the ground, access management in Spokane is uneven. Due to factors such as land use change over time and changing design guidance, the number and width of driveways on some sections of arterials, such as Grand Boulevard and Division Street, exceeds the design guidelines. This creates uncomfortable walking conditions as the pedestrian traverses frequent and wide driveways, some with multiple lanes of traffic entering the street.

In the urban context, the Federal Highway Administration (FHWA) recommends smaller driveway radii of 25 to 35 feet as narrower driveway throats are more sensitive to pedestrian crossing. While FHWA does not provide direct guidance for driveway spacing, in urban contexts, FHWA recommends driveways positioned as upstream from intersections as possible.¹⁶

In designated Centers and Corridors curb cut limitations are placed on development. In the *Initial Design Standards and Guidelines for Centers and Corridors*, a curb cut for a nonresidential use should not exceed 30 feet for combined entry/exits. Where a sidewalk crosses a driveway, the driveway width should not exceed 24 feet. No driveways should be located on designated Pedestrian Streets.¹⁷

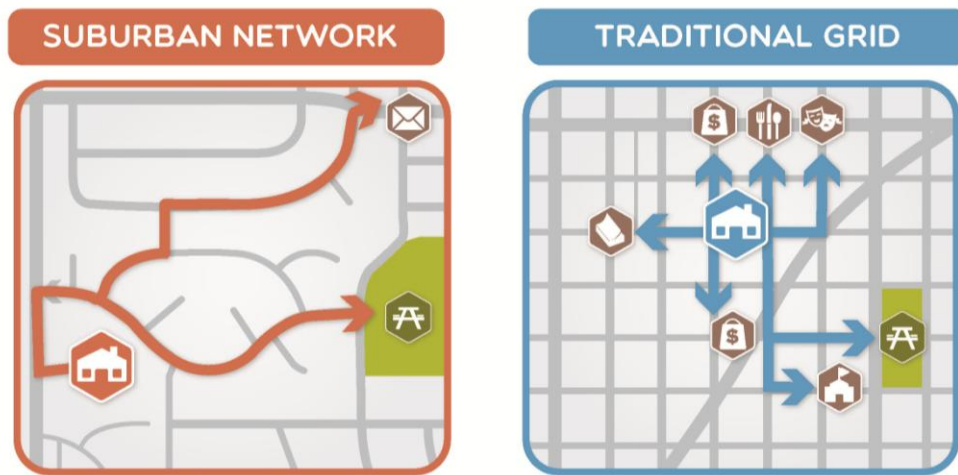
¹⁶ Federal Highway Administration, Technical Summary, *Access Management in the Vicinity of Intersections FHWA-SA-10-002*. Accessed online: <http://safety.fhwa.dot.gov/intersection/resources/fhwasa10002/>

¹⁷ City of Spokane, *Initial Design Standards and Guidelines for Centers and Corridors*. Adopted August 2002. Accessed online: <https://static.spokanecity.org/documents/business/resources/compplan/centerscorridors/centers-corridors-design-standards.pdf>

Street connectivity

Best Practice

Street connectivity and block length have strong relationships with walking, bicycling, and transit use. Interconnected streets organized in a grid pattern tend to shorten distances for walking and biking trips. Neighborhoods where all roads are designed to connect to arterials or collector streets also allow transit customers to reach bus stops without walking out of their way and provide more efficient routing options that can support efficient transit service. These types of streets place destinations closer to each other, increasing the likelihood of walking.



Spokane's Street Connectivity Guidance

Spokane's Comprehensive Plan directs external and internal connections to neighborhoods. External connections apply to new subdivisions and planned unit developments (PUDs). Comprehensive Plan Policy TR 4.5 states, "design subdivisions and planned unit developments to be well-connected to adjacent properties and streets on all sides."¹⁸ Connections are needed for all transportation users and can take the form of both streets and paths. Policy 4.5 notes that well-connected neighborhoods with good connections for pedestrians, bicyclists, and automobiles, spreads traffic more evenly and reduces congestion and impacts on adjacent land uses.

Internal connections apply to all neighborhoods, subdivisions, and PUDs. Comprehensive Plan Policy TR 4.6 states, "design communities to have open, well-connected internal transportation connections."¹⁹ The Comprehensive Plan directs that designers promote ease of access through avoiding long, confusing routes and by using shorter block lengths. Policy 4.6 notes that internal connections are promoted by connecting streets and avoiding cul-de-sacs. Where cul-de-sacs and vacating streets cannot be avoided, Policy 4.6 recommends pedestrian pathways that link areas.

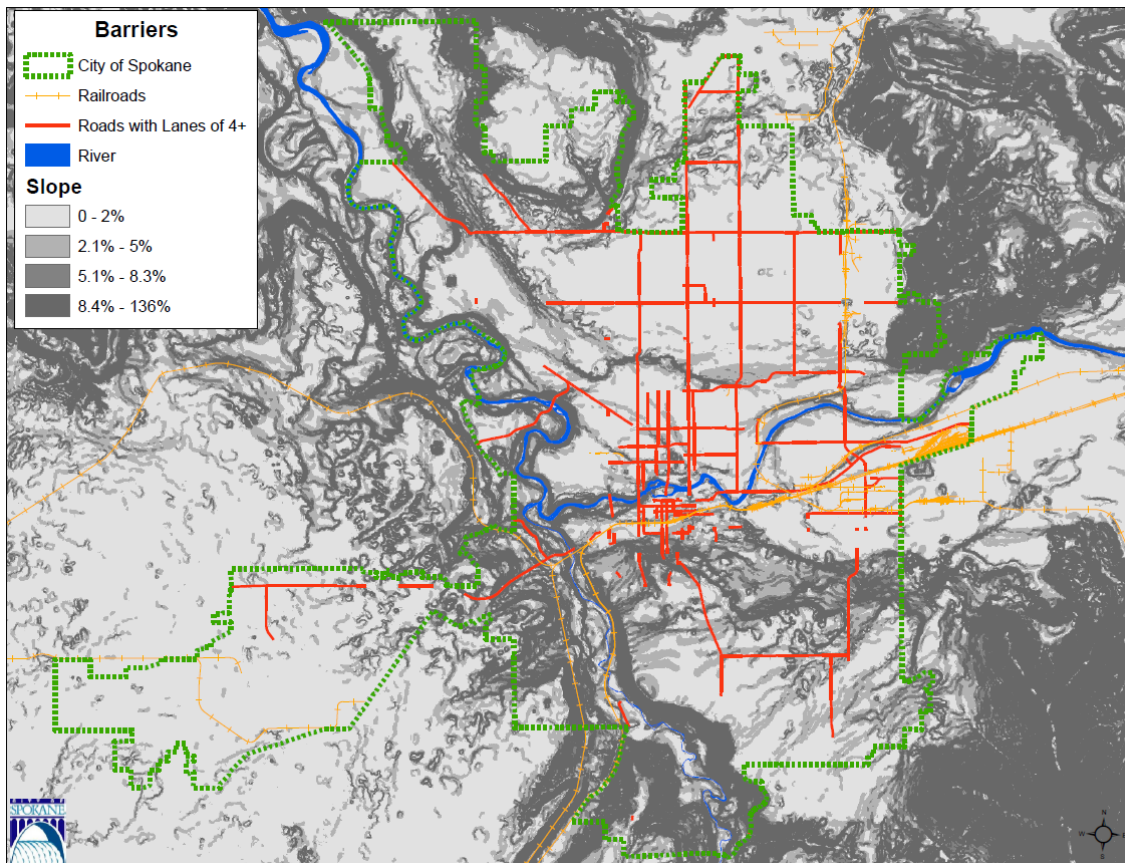
¹⁸ City of Spokane, Comprehensive Plan, Revised Edition: January 2012, TR 4.5 External Connections.

¹⁹ City of Spokane, Comprehensive Plan, Revised Edition: January 2012, TR 4.6 Internal Connections.

Street Connectivity and Block Length in Spokane Today

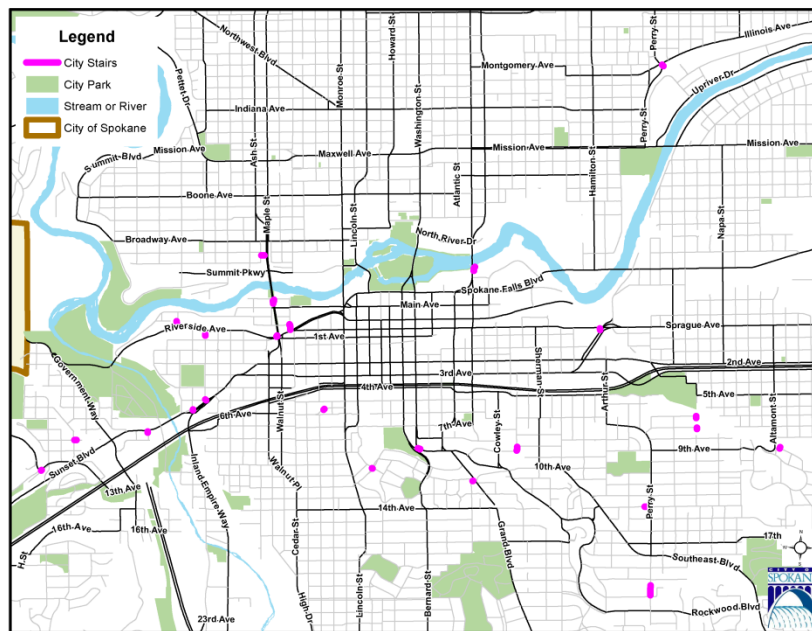
Mid-20th century to late 20th-century neighborhoods such as Southgate and the North Indian Trail Neighborhood have a street network with features such as winding streets, dead ends and cul-de-sacs. This type of street pattern is less supportive of pedestrian travel as it makes walking trips longer and less intuitive. Many recent developments include sidewalks but feature a roadway network design that lacks pedestrian connections as walking routes are much longer than a more traditional grid street network. In addition, these streets often lack destinations nearby, like neighborhood shops, schools, and nearby parks. Therefore walking activity is likely limited to recreational trips or trips to reach transit.

In areas of Spokane where the existing street grid provides smaller blocks it is easier to get around by walking compared to many suburban areas. On the other hand, the ability to walk is more difficult in locations where the street grid is much larger due to the freeway, railroads, and large developments, and where there are natural barriers such as the river and steep slopes. Low pedestrian network connectivity in these areas deters walking by increasing walking distances and walking times.



The city of Spokane has 24 sets of pedestrian stairways available for public use. The stairways are located in public rights-of-way or on city-owned parcels in neighborhoods generally closer to the city center. Typically the stairways are found in areas with steep slopes and provide important connections for pedestrians, allowing them to avoid lengthy detours to move between higher and lower lying areas. Publicly-accessible staircases are located throughout the city, making connections between locations such as Peaceful Valley and Riverside Avenue and connecting South Perry Street between 20th Avenue and Overbluff Road. Where formal paths or staircases do not exist, such as Glass Avenue and Courtland Avenue, it is common to see informal “social paths” worn into the grass illustrate pedestrian demand.

Anecdotal evidence regarding the origins of the stairways is available from news media stories and other sources. Some stairs may have been developed to provide connections to former streetcar routes, while others, such as along Perry Street north of 20th Avenue, provided a way for people to get up steep hillsides to go to work. The stairs were said to connect Overbluff area mansions with their staff, who often lived below in the smaller, working class homes in the Perry District.



The City’s stair inventory provides information about stair locations, condition, and maintenance. Most of the stairways are very old, though dates of construction are not available. The type of material used in the construction of most of the stairs is concrete with railings made of metal pipe. The newer stairs are steel grate with pipe rails. The inventory notes that Spokane’s one wooden stairway (located in Spruce Street between Riverside Avenue and Bennett Avenue) is in disrepair.

The historic Tiger Trail is an example of a path/trail that is used to overcome a barrier (steep slopes). The Tiger Trail is a very steep set of stairs and an unimproved pathway located in Pioneer Park near the Corbin and Moore-Turner Heritage Gardens. It generally connects the area between West Cliff Avenue and 7th Avenue. It was named Tiger Trail because students from Lewis & Clark High School used to use the trail to get to and from school. Walkers and joggers in the neighborhood now use the trail.

There is a need to complete additional planning for areas with low pedestrian network connectivity. This planning includes defining, mapping and identification of improvements including features for these areas such as bicycle/pedestrian trails and bridges, new streets with sidewalks, new sidewalk “shortcuts” through large blocks and new or updated stairways.

Land Use and Building Design

Best Practice

Buildings and streetscapes that activate the environment, such as sidewalk cafes and parks, build community and stimulate the desire to walk to reach destinations. Transparent building facades with windows at street level create interest and open up the pedestrian realm, so people are not forced to walk beside an imposing blank wall. Active sidewalks and transparent building facades both create ‘eyes on the street’, which provide pedestrians with a sense of security. Land uses that attract pedestrians include coffee shops, grocery stores, and small-scale retail.

Spokane’s Land Use and Building Design Guidance

Spokane’s Comprehensive Plan directs the City’s zoning, including the urban growth strategies that focus on increasing the mix and density of uses at designated centers and along specific corridors. This is supported through zoning changes, municipal code requirements, the Centers and Corridors Design Guidelines, neighborhood plans, and economic development incentives.

Centers and Corridors are intended to promote pedestrian-orientation through limiting auto-orientation such as parking between and in front of buildings, curb cuts for driveways, and certain land uses such as drive-through restaurants. Direction for pedestrian scale lighting, pedestrian connections in parking lots, and pedestrian streets are detailed in the Municipal Code. Spokane’s Centers and Corridors include the corridors of North Hamilton Street near Gonzaga University and North Monroe Street from the river north to Cora Avenue and centers like the Garland District and South Perry Neighborhood.

The Comprehensive Plan defines Centers and Corridors as important places to encourage employment, shopping, and residential activities. In addition to district, employment, and neighborhood centers, pedestrian activity areas include locations along transit routes, near schools and community spaces, and near recreational facilities such as play fields and parks.

Land Use and Building Design in Spokane Today

Spokane’s comprehensive plan encourages much of the future growth to occur in district centers, employment centers, neighborhood centers, corridors and downtown. Downtown Spokane is the Regional Center and is a thriving neighborhood with a diversity of activities and a mix of uses. Another area of focus is the University District. In addition to centers and corridors, the comprehensive plan describes land uses throughout the city including a full range of residential, commercial, institutional, industrial and open space/recreational designations.

The Unified Development Code (UDC) guides the growth and development of the city. UDC standards for building and site features encourage building and site development that is consistent with the vision of the comprehensive plan. The UDC requires new development to provide features that support pedestrians, such as sidewalks. Site development is directed to provide pedestrian elements and building design that incorporates features that encourage walking and improve the pedestrian experience.

For the Pedestrian Master Plan it is helpful to further define the general city development pattern into two land use contexts:

- Urban –These are places with high levels of pedestrian activity and include retail and commercial hubs. All Centers and Corridors are in the Urban Context as defined in the proposed Street Design Standards.
- Mobility –Areas without much expected pedestrian activity, including state highways, corridors connecting retail centers, or areas without active land use frontages.

The Urban Context

The Downtown Core hosts government buildings, the Financial District, and the Davenport Arts District. Downtown is home to more than 13% of Spokane County’s jobs.²⁰ Residential growth is expected in the downtown area including the University District. The downtown district’s businesses and residences benefit from the city’s most walkable area. WalkScore, which collects information such as block length, intersection density, and nearby amenities like shops, restaurants, and food stores, scores Downtown Spokane as 90/100. The University District has a Walk Score above 75.²¹ While the grid street network and density of walkable destinations are highly supportive of walking trips, 70-foot wide arterials of three lanes or more in each direction are less pleasant to walk along and cross.

Downtown streets have the highest level of pedestrian amenities in the city, with amenities including pedestrian countdown timers at signalized intersections, wider sidewalks, pedestrian areas protected from the elements by the overhang of adjacent buildings, and curb extensions to increase pedestrian visibility and shorten crossing distances. Downtown also includes shared realms that minimize the demarcations between spaces for pedestrians and motor vehicles, such as Wall Street between Spokane Falls Boulevard and Riverside Avenue. The pedestrian network connects to multi-use paths along the river, offering transportation and recreational opportunities as well as connecting to destinations such as the University District, shopping, and recreational opportunities.

Spokane also features a popular skywalk system that offers pedestrians access throughout much of downtown. These walkways offer walking routes that are protected from the weather, passing from building to building, though walking routes are not always direct. Opportunities exist to improve wayfinding to help users navigate the skywalk system. The existence of these routes may reduce pedestrian activity along storefronts on the street below.

As Spokane grows—and grows more pedestrian friendly—many streets in designated Centers and Corridors will be redesigned in the urban context. Today, conditions on those streets vary depending on their location and age of development. Some of the existing districts included in the urban context include the Garland and Perry Districts and the University District.

The Spokane Transit Authority operates along many of the designated Corridors and through Centers. Some busy locations with transit stops (e.g., The Grand District Center, along East 29th Avenue near the East 29th Avenue and South Grand Boulevard neighborhood center) lack marked crossings near bus stops, causing riders to attempt risky crossings or walk long distances out of direction to reach a signalized intersection.

²⁰ Spokane Central City Transit Alternatives Analysis Process Summary Report

²¹ Walk Score: www.walkscore.com



The Mobility Context

Many of the Centers and Corridors remain strongly auto-oriented with high-speed arterial streets, limited marked crossings, long block lengths, and numerous driveways. Throughout the city, it is common to have more than half-mile stretches between marked crossings on arterial streets.

Today, approximately 52% of Spokane’s arterial streets have sidewalks on both sides and another 19% have sidewalks on one side, leaving over 76 miles of arterials without sidewalks on either side.²² Where there are sidewalks, they are often narrow, and many are in deteriorating condition, interrupted by frequent driveways, or obstructed by poles or utility vaults. To bring these streets up to the Centers and Corridors standards, they will need to have both “pedestrian emphasis... and [be] automobile-accommodating.”²³

The Spokane Transit Authority uses many of the City’s mobility-context arterials, locating stops along streets that may lack adequate sidewalks and crossings.



Indian Trail at Barnes is an arterial in the mobility context that is a planned Neighborhood Center

²² City of Spokane. Draft ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

²³ City of Spokane Planning Services. Initial Design Standards and Guidelines for Centers and Corridors. Adopted 08/11/02. Accessed online:
<https://static.spokanecity.org/documents/business/resources/compplan/centerscorridors/centers-corridors-design-standards.pdf>

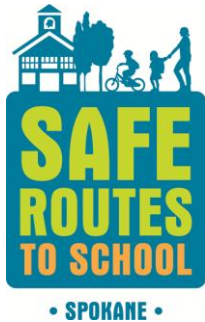
Safe Routes to School

Best Practice

Safe Routes to School is a national movement to improve school zone safety and encourage more children to walk and bicycle to school. Successful programs typically integrate engineering, education, enforcement, education and encouragement to foster a safe active transportation culture.

Safe Routes to School Spokane

In February 2015, the Spokane Regional Health District (SRHD) launched its Safe Routes to School Spokane program (<http://www.srhd.org/news.asp?id=457>). The intent is to encourage more of Spokane's children to safely walk and bike to school. SRHD notes that the program to support walking or biking to school benefits children, families and the community. The program is slated to roll out to seven area public grade schools during the next three years, the program is being introduced this spring to two of them—Holmes Elementary in Spokane and Seth Woodard Elementary in Spokane Valley. The five other schools include Stevens, Logan, Sunset, Bemiss and Moran Prairie elementaries. SRHD staff is designing the program to benefit each of the schools in ways unique to the barriers each faces in getting more students walking and biking safely.



Spokane Public Schools Suggested Walk Routes

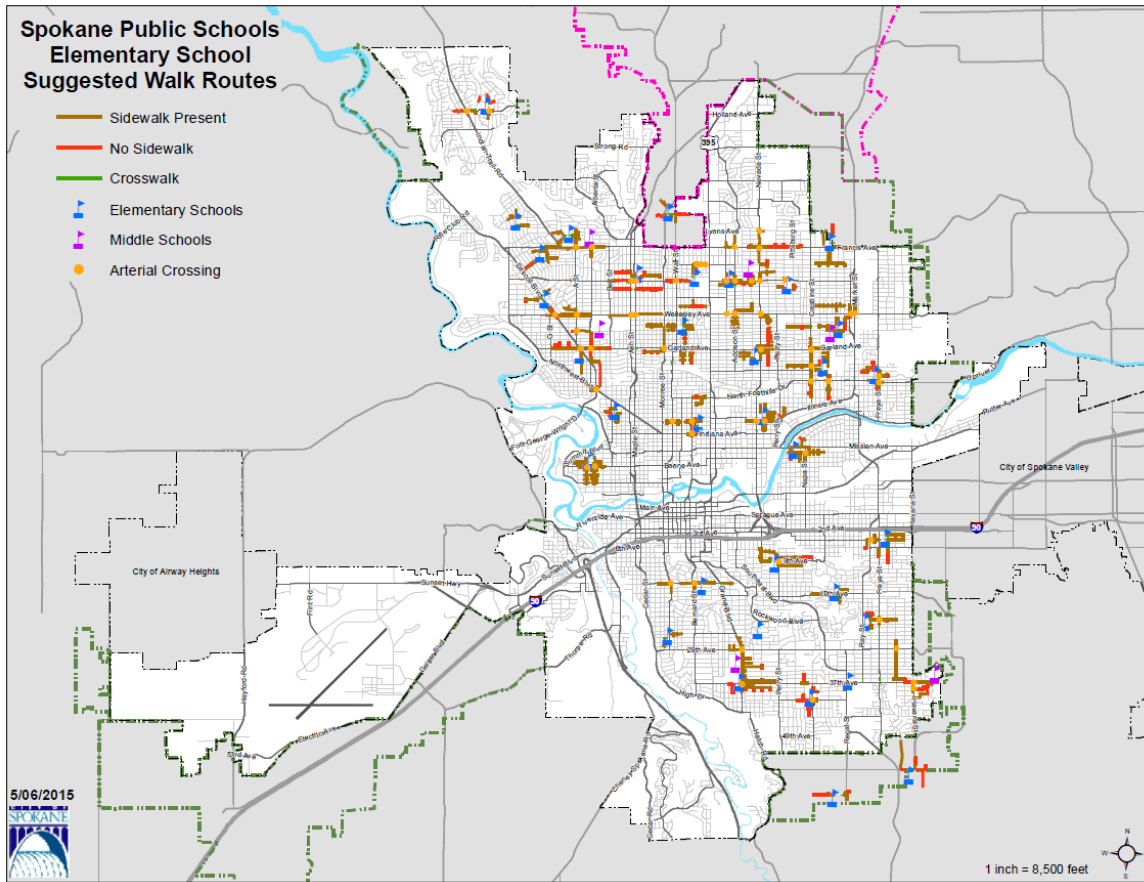
Spokane Public Schools provides information on its website regarding school attendance boundaries for all elementary, middle and high schools. These maps include school location, suggested walk routes, crosswalks, bus stops, and bus service areas (<http://www.spokaneschools.org/site/Default.aspx?PageID=89>).

The suggested walking route information has been converted to a GIS map in the City of Spokane GIS database. Figure 6 below shows the suggested walk routes information for all Spokane Public Schools consolidated on a single map. The map also shows the suggested walk routes that presently do not have sidewalks. Where there are no sidewalks, the suggested walk routes usually follow unimproved paths paralleling a low traffic residential street. The suggested walk routes guide children to school along the most favorable walking routes that lead to sidewalks and crosswalks with crossing guards. It should be noted that the suggested walk routes information is recognized as a guide and is subject to adjustment and change over time.

There are three school districts operating within the current Spokane city limits. The vast majority of the City of Spokane is served by Spokane Public School District. Cheney School District serves some small corners in the southwest area of the city and the west plains. Mead School District is generally located on Five-Mile Prairie and north of Lincoln Road. Any available Safe Routes to School information from Cheney and Mead School Districts should be considered in the identification of pedestrian facility development projects.

The information in Figure 6 related to the suggested walk routes and those without sidewalks is useful for the identification of gaps in the sidewalk network and the prioritization of capital projects.

Figure 6 – Spokane Public School Elementary School Suggested Walk Routes



Universal Accessibility

Universal Access Best Practice

Streets that are designed for children, the elderly, and people with mobility impairments serve everyone better.

- Americans with Disabilities Act (ADA) guidelines and requirements guide appropriate sidewalk, driveway cut design, curb ramp placement at intersections and building entrances. Driveway cuts should be limited, grades leveled, and cross-slopes reduced to make sidewalks safer and more comfortable for those using mobility devices like wheelchairs or canes.
- Obstacles such as litter, utility poles, and trash cans should be removed from the sidewalk to create a clear path for everyone.
- Visible and consistent placement of signage makes wayfinding systems more navigable and helpful for all people on foot.
- Pedestrians of all abilities benefit from adequate green signal phases with audible countdown signals to allow ample time to cross.
- When unique paving materials or raised crosswalks are used to provide a visual and tactile enhancement to the pedestrian environment, care must be given to ensure that any pavement treatments do not hinder movement for those using wheelchairs or canes.
- Pedestrians need street lighting which contributes to personal safety, traffic safety and a high quality pedestrian environment. Some areas in Spokane have missing or infrequent street lighting.

Spokane's Universal Accessibility Design Guidance

ADA accessibility requires a navigable, safe pedestrian environment for all people, including those with physical disabilities. This includes curb ramps with shallow approach angles and smooth transitions, detectable warning strips with truncated domes, and ideally includes audible crossing signals at priority locations. The City of Spokane uses ADAAG (Americans with Disabilities Act Accessibility Guidelines) guidance to inform all capital projects and land development and consistently utilizes PROWAG (Public Right of Way Accessibility Guidelines) which exceed ADAAG standards.²⁴

Accessibility in Spokane Today

The City of Spokane's Draft ADA Transition Plan identifies the City's inventory and need for sidewalk and curb cut gaps. The ADA Transition Plan finds that 38% of the City's roadway miles that are suitable for sidewalks do not have sidewalks on either side and 6% have sidewalks on one side. About 52% of arterial streets have sidewalks on both sides and an additional 19% of arterials have sidewalks on one side.

²⁴ City of Spokane. Draft ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

The curb ramp inventory of the ADA Transition plan states that of the 6,928 intersections included in the inventory, 82% are missing at least one access ramp, 1,700 on arterial and highway street intersections and 4,000 on local street intersections.²⁵

Pedestrian Needs Analysis

This section provides a pedestrian needs analysis that considers factors indicative of walking potential as compared to the supply (or lack thereof) of pedestrian infrastructure, to illustrate where there is a mismatch in the demand for and availability of walking infrastructure. Indicators included in the analysis are described below. Each indicator is given a numerical value ranging from 1 to 5 according to the visual and physical qualities tied to each indicator, along with weights for each factor. Generally speaking, areas with higher demand (i.e., walking potential) and lower supply (i.e., supply deficiency) are higher priorities for investment as compared to areas with higher demand / higher supply or areas with lower demand / lower supply. This analysis identifies the Pedestrian Priority Zones described in Goal 1.

Pedestrian Demand (Walking Potential)

Figure 7 presents a composite map of the factors included in the analysis of walking potential:

- Employment density - Major employment centers such as downtown and the University District, can generate walking trips both on the journey to and from work (including in connection with other modes) as well as mid-day activity for lunch, errands, etc.
- Population density - Higher density residential areas tend to be more supportive of having destinations within a walkable distance, with a mix of land uses located in close proximity to each other.
- Proximity to destinations (Centers and Corridors, neighborhood shopping, social services, transit stops, schools, parks) – These destinations attract walking trips. Neighborhood shopping and schools are major destinations for daily activities, most transit trips in Spokane begin or end with a walking trip, and children are potential walkers to school.
- Demographic factors from the US Census (% of people with no vehicle available, % of households below the poverty level, % of people under 18, and % of people 65 or over) – These population groups can be dependent on walking due to financial considerations or a lack of access to a personal vehicle.

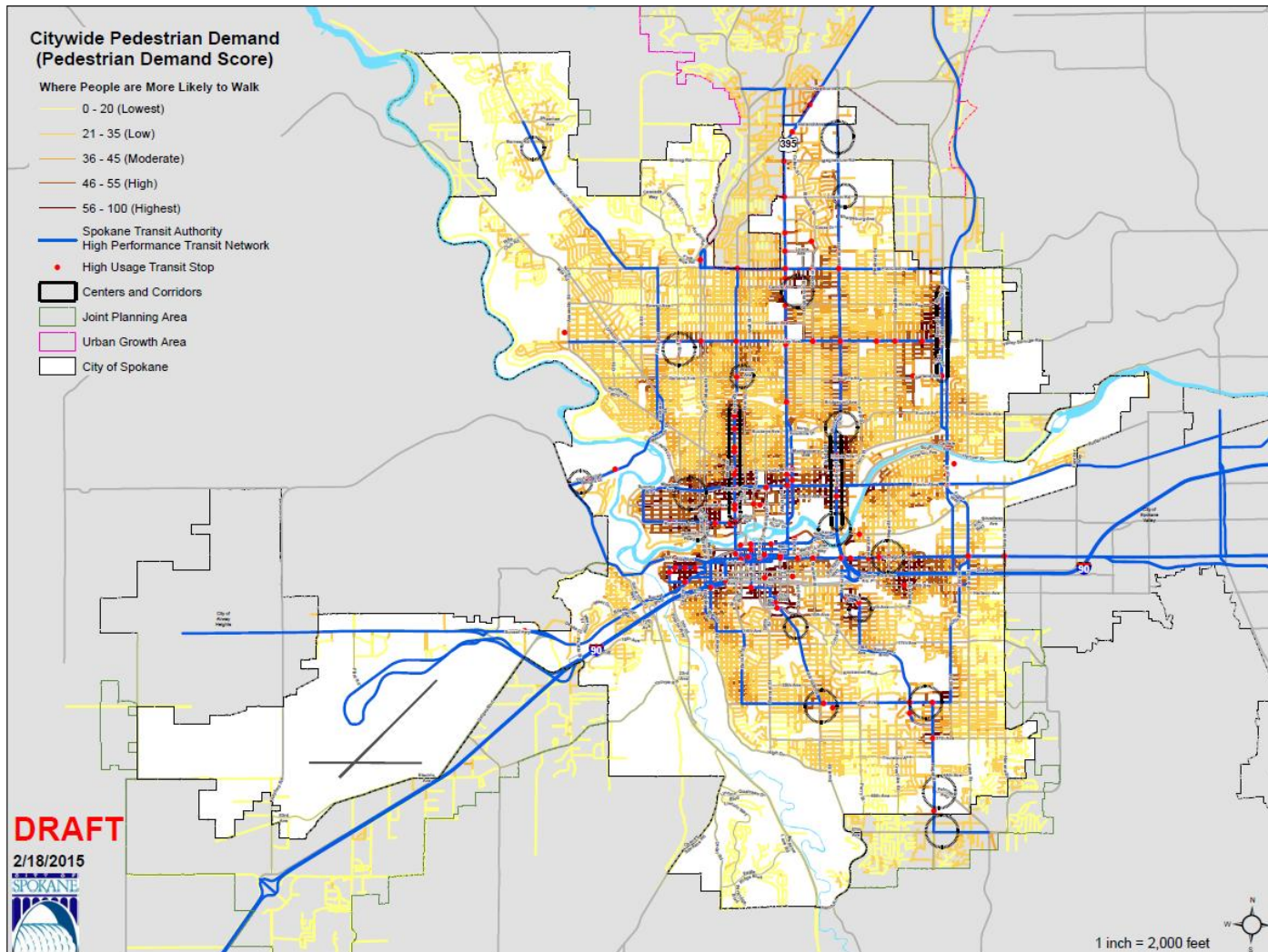
Demand Map Observations

- Higher demand areas correspond with designated centers and corridors and STA's High Performance Transit Network and high usage transit stops
- The Highest demand areas include Holy Family, Hillyard, North Monroe, West Central, North Riverbank, Gonzaga/Logan, Browne's Addition, Downtown, Lower South Hill, East Sprague/East Central, Sacred Heart Medical Center, 9th and Perry, Manito Shopping Center, and Lincoln Heights Shopping Center

²⁵ City of Spokane. Draft ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

- Higher demand corridors on the north side of Spokane include Monroe, Hamilton/Nevada, east and west along Wellesley between Shadle and Hillyard, and Market Street
- Higher demand areas on the north side of Spokane include the area near Franklin Park Commons, Tombari Center, and Lowe's.
- Higher demand corridors on the South Hill include Lincoln Street near Wilson Elementary School.
- Higher demand areas on the South Hill include the area near 29th Avenue and Grand Boulevard, the intersection of 29th Avenue and Regal, and the intersection of 37th Avenue and Regal.
- In general, single family residential areas display lower demand, which increases with proximity to a school, park, or bus route.

Figure 7 – Pedestrian Demand map (note: need to update base map information and improve image)



Pedestrian Deficiency

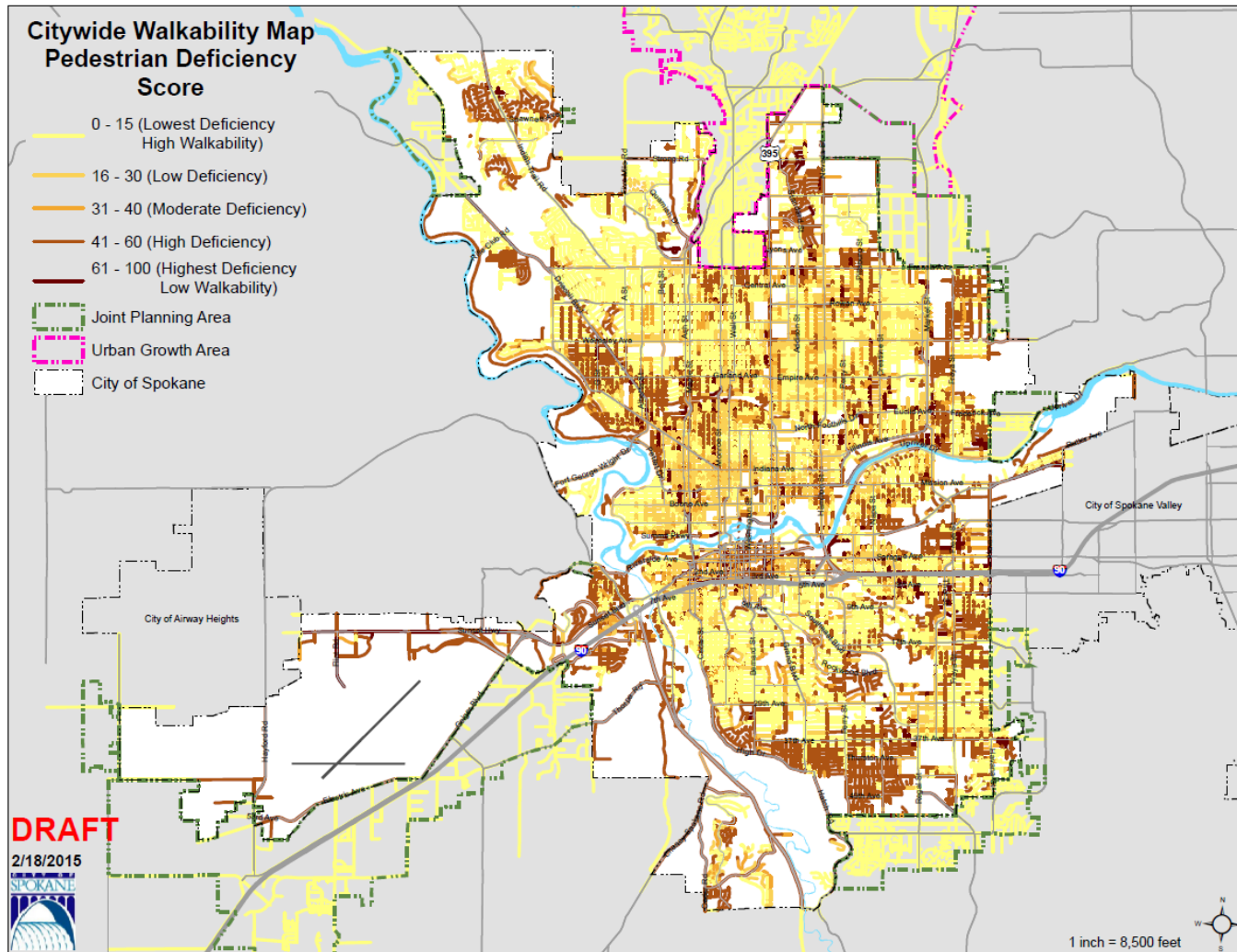
Figure 8 presents a composite map of the factors included in the pedestrian deficiency analysis:

- Presence of sidewalks - Sidewalks provide a dedicated facility separated from the roadway (may or may not provide a pedestrian buffer strip)
- Width of the street – Wider roads tend to enable higher vehicle speeds, which reduces comfort for pedestrians and makes roadway crossings more difficult
- Collision history – A history of multiple pedestrian collisions likely reflects difficult walking or crossing conditions.

Deficiency Map Observations

- The highest deficiency scores tend to align with streets that lack sidewalks, cul-de-sacs, unpaved streets, long street segments (e.g., Antietam Drive south of Magnesium Road) and very wide streets without sidewalks (e.g., Oak Street near Sinto Avenue and Sycamore Street east of Freya Street north of Sprague Avenue)
- High deficiency scores are common on wider streets (about 36 to 40 feet curb to curb) that lack sidewalks on both sides of the street. (e.g., Nevada Street between Calkins Drive and St. Thomas Moore Way)
- Most arterial streets have sidewalks and about half have sidewalks on both sides. Arterial streets that lack sidewalks (e.g., Cochran Street-Alberta Street-Northwest Boulevard area; Maple Street and Ash Street south of Garland Avenue) score high on the deficiency map
- Areas with longer block lengths show moderate deficiency due the longer distances between crossing opportunities (e.g., Broad Avenue between Alberta Street and Nettleton Street, Longfellow Avenue between Alberta Street and Belt Street, and Northwest Boulevard west of Assembly Street)
- Several areas with moderate to high deficiency are areas with a history of pedestrian collisions (e.g., streets throughout downtown).

Figure 8 – Pedestrian Deficiency Map (note: need to update base map information and improve image)



Composite Pedestrian Needs Map: Pedestrian Priority Zones.

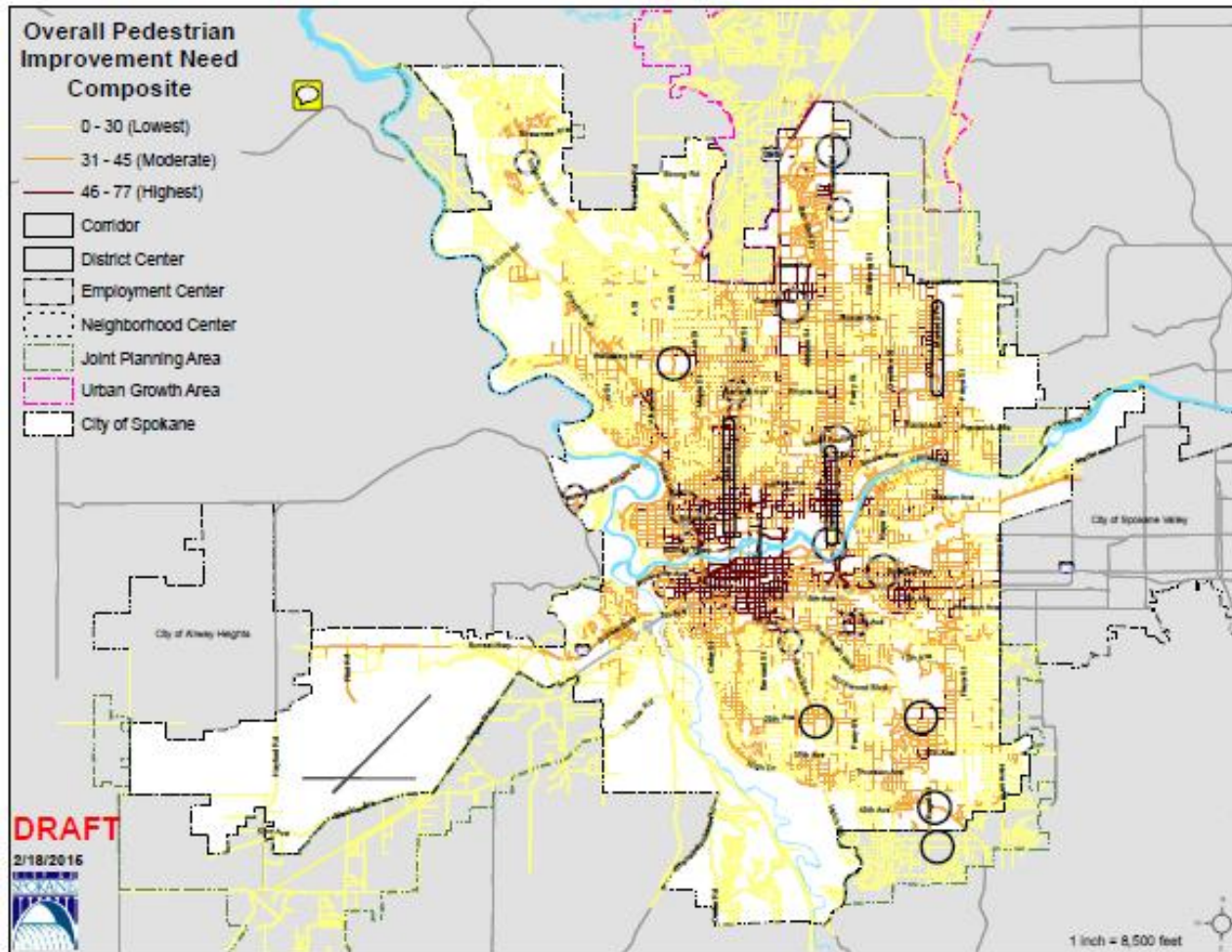
Figure 9 illustrates the results of the composite map which combines the assessment of pedestrian demand and pedestrian deficiency. This map serves to clarify where the pedestrian needs in the city are greatest. Areas with higher demand and deficiency scores are candidates for designation as Pedestrian Priority Zones and include:

- Downtown/Browne's Addition/University District
 - Where: Throughout downtown, Browne's Addition and the University District
 - Why: Downtown and the University District have the highest pedestrian demand and a vibrant mix of uses and destinations. While downtown has relatively good pedestrian infrastructure, this area still has a large number of collisions involving pedestrians, offering opportunities for further improvement.
- West Central/Emerson-Garfield/Logan neighborhoods north of the Spokane River
 - Where: Boone Avenue at Maple Street/Ash Street; along Maxwell Avenue/Mission Avenue between Belt Street and Hamilton Street
 - Why: Neighborhoods includes a mix of residential, employment areas such as Spokane County offices, and recreational activities including Spokane Arena. Major arterial crossings make pedestrian connections difficult. Area with many pedestrian-vehicle collisions include the intersection of Division Street & North River Drive.
- Holy Family Employment Center/Norhtown/Francis -Division
 - Where: Along Francis near Division; near Holy Family Hospital, Franklin Park, Franklin Park Commons and Northtown Mall
 - Why: The Holy Family Employment Center, the two shopping centers and the higher intensity land uses including offices, high density residential living, as well as an elementary school and major park are significant generators of pedestrian demand. The streets in this area have very high pedestrian demand scores. Vehicle speeds on Francis Avenue and Division Street are often very high. This area includes a designated Employment Center and a pedestrian fatality took place near the intersection of Division and Francis. Access to Franklin Park from the east side of Division Street is challenging due to high speeds and traffic.
- Mission Park/Mission and Napa area
 - Where: In the area near Mission Park and the Spokane River extending to the east including Stevens Elementary School and the Mission and Napa neighborhood business area
 - Why: This is an active area with a concentration of activities including mixed land uses, schools, employment, and connections to the Centennial Trail. A high number of pedestrian collisions have occurred in this area.
- Lincoln Heights activity area
 - Where: Area in the vicinity of the 29th Avenue and Southeast Boulevard intersection east to Ray and along Regal south to 37th Avenue
 - Why: The Lincoln Heights District Center is the principal activity node of surrounding neighborhoods. The area is a shopping center close to two parks, a senior center, and schools. The area also includes three grocery stores. Pedestrian deficiency scores are high and the area has experienced many pedestrian-vehicle collisions.

- North Monroe Street Corridor
 - Where: From the Spokane River north along Monroe Street to the Garland District
 - Why: Pedestrian need is relatively low in the residential neighborhoods bordering Monroe, but people in these neighborhoods rely on a variety of services along the corridor, creating high pedestrian demand. The Garland District is a designated Neighborhood Center. There is a high concentration of pedestrian-vehicle collisions.
- Market Street, Hillyard Business Corridor
 - Where: Market Street between Wellesley Avenue and Francis Avenue
 - Why: Developing commercial corridor with residential and employment areas nearby. Demand is very high and pedestrian deficiency scores are moderate.
- South University District, Sprague Avenue
 - Where: Along Sprague Avenue, in the vicinity of Sherman Street
 - Why: This is a part of the South University District and is an employment area with a mix of commercial and industrial uses. This area is expected to develop with residential uses and along with the planned University District Bridge providing a north-south connection to the University District campus, significant pedestrian demand is anticipated. Demand and overall need scores are high and there is a concentration of pedestrian-vehicle collisions, including pedestrian fatalities.
- Hamilton Street
 - Where: Hamilton Street, north of the Spokane River to Foothills Drive
 - Why: Rapidly growing high demand corridor near Gonzaga University which includes parks, grocery stores, employment, and schools. Hamilton is an arterial roadway that is a designated Corridor. Hamilton divides many university uses and passes through residential areas. This corridor illustrates moderate to high pedestrian need and has a history of pedestrian-vehicle collisions.
- East Sprague/5th and Altamont
 - Where: In the neighborhood of East Sprague Avenue and extending south of Sprague in the area near Altamont Street
 - Why: The East Sprague – Sprague and Napa Employment Center is an area with higher pedestrian demand scores, a school, social services and a commercial corridor. Altamont Street connects the neighborhood south of I-90 with Sprague. The area west of Altamont is the location of the East Central Community Center and the East Side Library. There is a history of pedestrian-vehicle collisions. There have been recent improvements to the pedestrian environment in portions of this area along Sprague Avenue.
- Driscoll Boulevard/Northwest Boulevard/Alberta/Cochran
 - Where: In the area generally north of Northwest Boulevard along Alberta and Cochran Streets and connecting to Driscoll Boulevard
 - Why: These arterial streets have higher pedestrian deficiency scores largely because of a lack of sidewalks. The pedestrian demand score for the areas nearby are moderate to high. High traffic volumes on these major arterials make pedestrian crossings difficult.
- Lincoln and Nevada - future opportunity – new development Lincoln and Nevada Neighborhood Center

- Where: Lincoln Road and Nevada Street
- Why: Many residential streets north of Lincoln lack sidewalks but connect to destinations including schools and parks. Vehicle speeds on Nevada Street are often very high. This area includes a Neighborhood Center. A pedestrian fatality took place at the intersection of Magnesium and Nevada to the north. Sidewalk exists on the west side of Nevada. Sidewalk on the east side of Nevada will be constructed as this area develops in the future.
- South Perry
 - Where: In the neighborhood of South Perry Street and 9th Avenue
 - Why: The South Perry Neighborhood Center is an area with higher pedestrian demand scores, an elementary school, higher density housing, a city park, and social services. Perry Street is a minor arterial that connects to the vicinity of the University District to the north and Southeast Boulevard to the south. The heart of the Perry District is an active business center. There have been recent improvements to the pedestrian environment in this area with improved sidewalks, street trees and other features.
- Lower South Hill/Sacred Heart Medical Center
 - Where: The lower South Hill area generally extending from Maple Street to Cowley Street
 - Why: This area has some of the highest employment and population density in the city. Sacred Heart Medical Center is a major employer and there are significant office uses in this area. Higher density residential housing is located throughout this area of the South Hill. Lewis and Clark High School generates a large amount of pedestrian activity. Other generators of pedestrian demand include city parks and social services in nearby downtown Spokane.

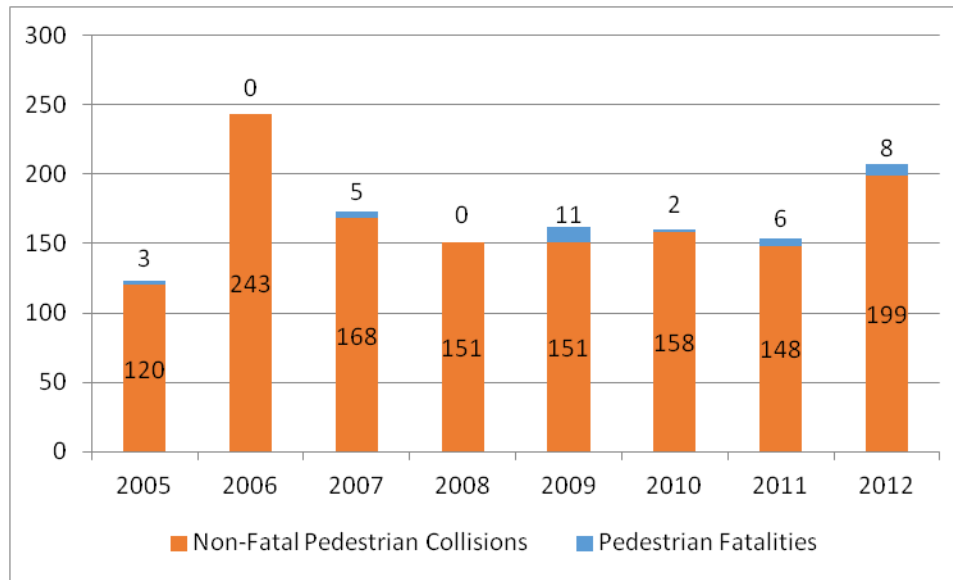
Figure 9- Composite Pedestrian Needs Map: Pedestrian Priority Zones (note: need to update base map information and improve image)



Crash Analysis

This section provides a snapshot of pedestrian-involved crashes in Spokane between 2005 and 2012. Figure 10 below identifies the number of reported pedestrian collisions and fatalities in Spokane by year. Over this time period, there has been an average of 172 reported pedestrian collisions per year, while the number of pedestrian fatalities in a given year varies significantly.

Figure 10 – Summary of Pedestrian-Vehicle Collisions by Year



Approximately 90% of reported pedestrian collisions took place at an intersection. Figure 11 relates the number of intersection collisions during this period with the traffic control present. During this period, about 85% of all pedestrian-involved collisions at intersections took place at locations with some form of traffic control, either stop signs or traffic signals. Fourteen-percent of pedestrian-involved collisions took place at locations without a traffic control device. The large number of collisions at locations with some form of traffic control suggests a need to improve these conditions through protected turn phases, enhanced crosswalks, driver behavior change, and other strategies.

Figure 11 - Location of Pedestrian-Vehicle Collisions (2005-2012)

Location of Pedestrian-Vehicle Collision	Collision Count
Collision at intersection with no traffic control	179
Collision at traffic signal	528
Collision at stop control	557
Collision at traffic circle	0
Total number of collisions at intersections	1,264

Figure 12 provides a map of all pedestrian crashes, with fatal crashes identified in red. Figure 13 utilizes a density analysis to illustrate further high crash corridors and intersections. These maps illustrate locations with concentrations of pedestrian-involved collisions.

The highest amount of pedestrian activity takes place in Downtown Spokane and this is where the greatest concentration of pedestrian-vehicle collisions took place during the analysis period. Intersections in downtown with the highest concentration of pedestrian-vehicle collisions include Second Avenue & Washington Street (11), Third Avenue & Browne Street (11 collisions), Second Avenue & Browne Street (11 collisions), Sprague Avenue & Wall Street (9 collisions), and Second Avenue & Maple Street (9 collisions).

Many crashes are concentrated along arterial streets, including those that are wide and with higher posted speeds that make them difficult to cross without marked crossings such as traffic signals or pedestrian refuge islands. Outside of Downtown, a number of corridors register including multiple intersections along Division Street, sections along North River Drive, Mission Avenue in the Chief Garry Park neighborhood, Hamilton Street near Gonzaga University and the intersection of Francis Avenue and Ash Street. By far the intersection with the largest number of pedestrian-involved collisions is Division Street & North River Drive with 32 crashes, requiring immediate attention.

Figure 12 – Map of Pedestrian Collisions, 2005-2012

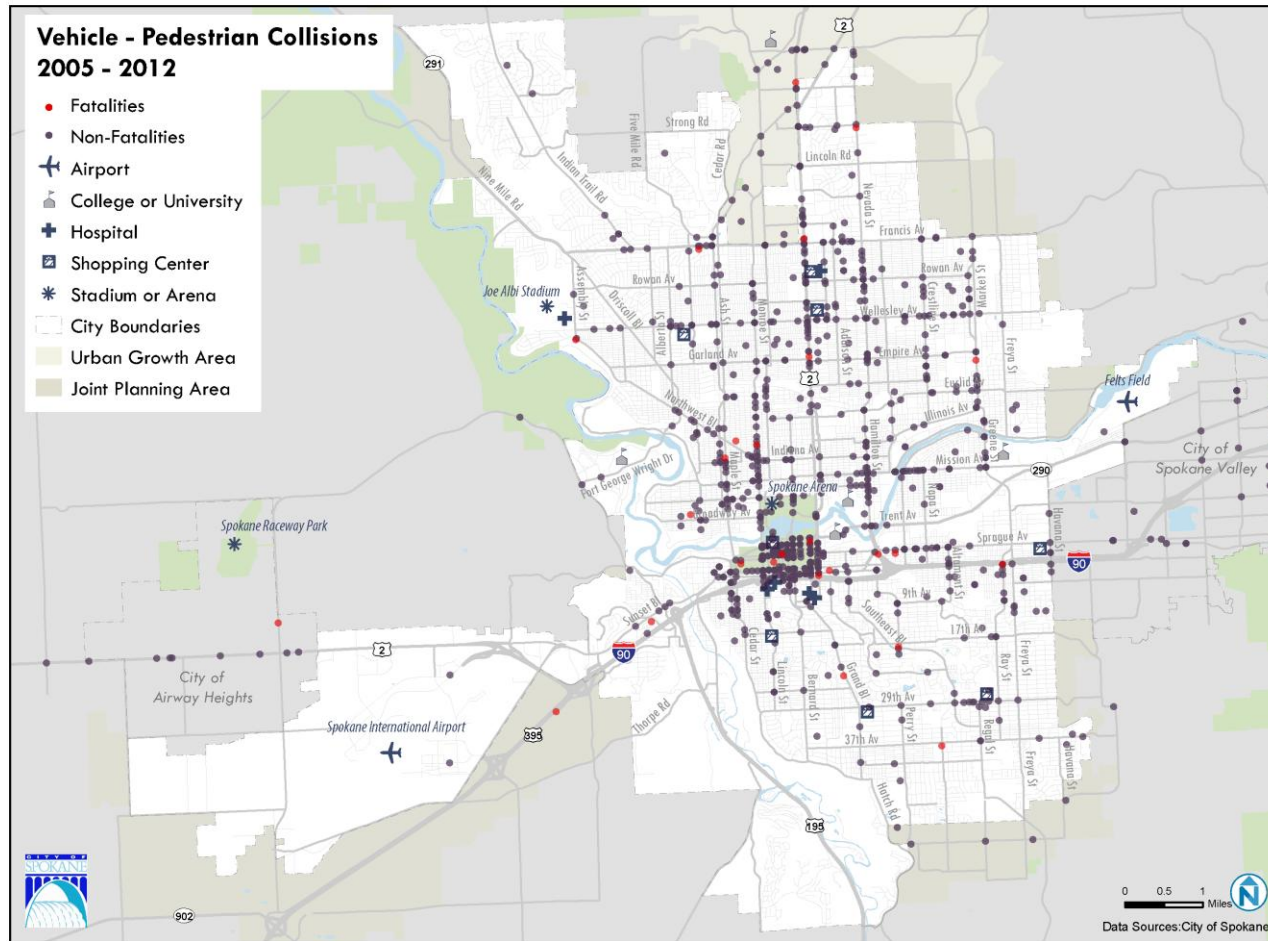


Figure 13 – Map of High Concentrations of Pedestrian Collisions, 2005-2012

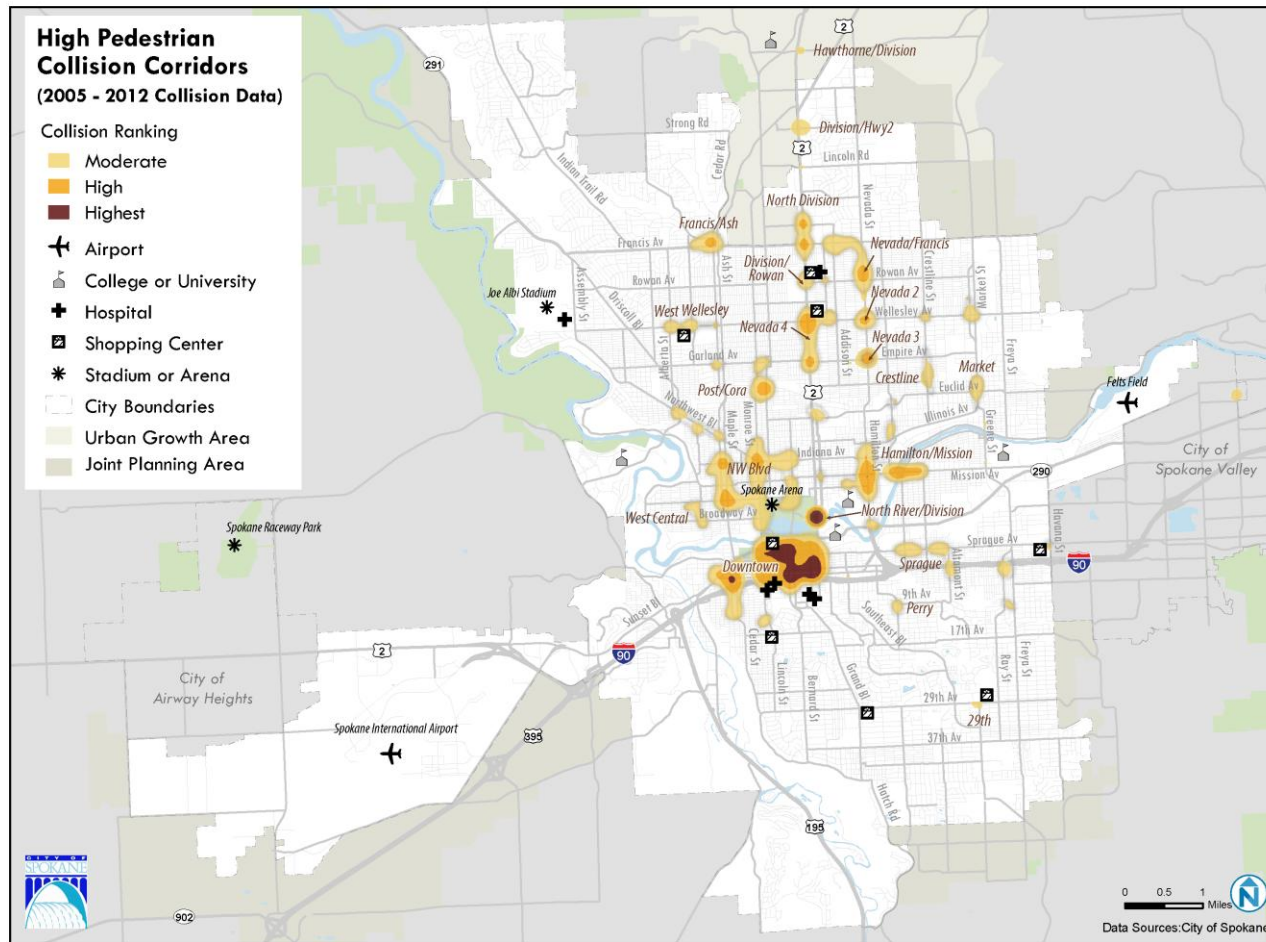


Figure 14 – High Crash Corridors, 2005-2012

Street	Crashes	Fatalities	Length (Miles)	Crashes/Mile	High Crash Intersections
Division/Ruby from Desmet to Division St. Bridge	34	0	0.5	64.2	Division & North River(32)
Hamilton from Illinois to Cataldo	46	0	0.8	59.1	Hamilton & Mission(11), Hamilton & Indiana(9), Hamilton & Sharp(8)
Mission from Perry to Lee	34	0	0.6	58.1	Mission & South Riverton(8), Mission & Upriver(7), Magnolia & Mission(6)
Market from Courtland to Cleveland	12	0	0.3	46.2	Euclid & Market(4), Liberty & Market(2), Bridgeport & Market(2)
Division from Wedgewood to Gordon	88	3	2.1	42.9	Division & Lyons(8), Division & Wellesley(2), Division & Empire(2)
Washington from Maxwell to North River	16	0	0.4	36.4	Sinto & Washington(3), Maxwell & Washington(3), Boone & Washington(3)
Crestline from Empire to Bridgeport	10	0	0.3	31.9	Crestline & Gordon (3), Crestline & Empire (2)
Nevada from Lyons to Garland	58	0	1.8	31.9	Joseph & Nevada(9), Nevada & Wellesley(7), Empire & Nevada(7), Nevada & Rowan(4)
Monroe from Garland to Monroe St Bridge	59	1	2.2	27.0	Boone & Monroe(7), Monroe & Spofford(3), Maxwell & Monroe(3), Indiana & Monroe(3), Garland & Monroe(3)
Sprague from Ivory to Cook	23	1	0.9	26.1	Lee & Sprague(5), Pittsburg & Sprague(3), Helena & Sprague(3), Altamont & Sprague(3)
Wellesley from Milton to Maple	17	0	0.8	21.6	Wellesley & Belt(5), Wellesley & Alberta(4), Wellesley(2), Wellesley & Ash(2)
Francis from Alberta to Cedar	16	1	0.8	20.6	None
Wellesley from Martin to Greene	16	0	0.8	20.3	Market & Wellesley(3), Lee & Wellesley(2), Lacey & Wellesley (2), Crestline & Wellesley(2)
Maple/Ash from Knox to Maple St Bridge	40	1	2.2	18.4	Indiana & Maple(5), Ash & Gardner(4), Maple & Maxwell(3), Boone & Maple(3), Ash & Maxwell(3)
Northwest from Fairview to Maple	14	0	0.8	18.0	Cochran & Northwest(4), Ash & Northwest(2)

Figure 15 - Top Crash Intersections within high crash corridors, 2005-2012

Intersection	Traffic Control	Crashes	Corridor
Division St & North River Dr	Signal	32	North River
Browne St & Second Av	Signal	11	Downtown
Browne St & Third Av	Signal	11	Downtown
Second Av & Washington St	Signal	11	Downtown
Hamilton St & Mission Av	Signal	11	Hamilton
Maple St & Second Av	Signal	9	Downtown
Sprague Av & Wall St	Signal	9	Downtown
Hamilton St & Indiana Av	Signal	9	Hamilton
Joseph Av & Nevada St	Stop	9	Nevada
Monroe St & Second Av	Signal	8	Downtown
Sprague Av & Stevens St	Signal	8	Downtown
Hamilton St & Sharp Av	Signal	8	Hamilton
Mission Av & South Riverton Av	Stop	8	Mission
Division St & Lyons Av	Signal	8	North Division
Browne St & Pacific Av	None	7	Downtown
Browne St & Sprague Av	Signal	7	Downtown
Fourth Av & Maple St	Signal	7	Downtown
Mission Av & Upriver Dr	Stop	7	Mission
Boone Av & Monroe St	Signal	7	Monroe
Empire Av & Nevada St	Signal	7	Nevada
Nevada St & Wellesley Av	Signal	7	Nevada
Division St & Second Av	Signal	6	Downtown
First Av & Washington St	Signal	6	Downtown
Monroe St & Sprague Av	Signal	6	Downtown
Riverside Av & Stevens St	Signal	6	Downtown
Magnolia St & Mission Av	Stop	6	Mission

Figure 16 – Top Crash Intersections independent of high crash corridors, 2005-2012

Intersection	Traffic Control	Crashes
Cora Av & Post St	Stop	8
Ash St & Five Mile Rd	Signal	6
Addison St & Francis Av	Signal	6
9th Av & Perry St	Stop	5
Howard St & Indiana Av	Signal	5
12th Av & Madison St	None	4
Boone Av & Walnut St	Stop	4
Garland Av & Post St	Signal	4

PROGRAMMATIC RECOMMENDATIONS

This section provides a series of goals, policies and actions to continue making Spokane a more walkable community over time. Making steady progress by implementing these and other actions will help Spokane achieve recognition as a Walk Friendly Community as well as support other community initiatives related to livability, public health and economic development.

Goal 1 Well Connected and Complete

Pedestrian Network - Provide a connected, equitable and complete pedestrian network within and between Priority Pedestrian Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.

- Policy 1.1 Create walkable environments through short and connected blocks.
 - Action 1.1.1 Review concurrency and developer requirements and recommend modifications to achieve greater connectivity.
- Policy 1.2 Create direct connections for users of all abilities.
 - Action 1.2.1 Map concentrations of vulnerable users such as older adults, children, or people with disabilities
 - Action 1.2.2 Create design standards for these areas, including consideration of longer street crossing clearance intervals, if appropriate
 - Action 1.2.3 Implement the City’s ADA Disability Transition Plan for Physical Facilities
- Policy 1.3 Close gaps in the sidewalk network.
 - Action 1.3.1 Apply a prioritization methodology to identify capital projects, including ADA retrofits and sidewalk infill
 - Action 1.3.2 Identify new funding sources for construction of sidewalks and crossings
 - Action 1.3.3 Program projects in the capital budget.
- Policy 1.4 Document the amount of all types of improvements to the pedestrian system annually.
 - Action 1.4.1 Continue and expand the sidewalk inventory, curb ramp inventory, and crosswalk inventory
 - Action 1.4.2 Track and report new pedestrian facilities and investments.

Definition of Programmatic Recommendations’ Organization

The adopted Spokane Comprehensive Plan states, “Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.”

- A **goal** is a general statement of the community’s desired outcome
- **Policies** are a course of action that a community will take to meet its goals. They are focused and direct actions
- **Actions** are specific projects and activities directed to achieve the goals.

Goal 2 Maintenance and Repair of Pedestrian Facilities - Provide maintenance for and improve the state of repair of existing pedestrian facilities.

- Policy 2.1 Increase funding for maintenance of pedestrian facilities.
 - Action 2.1.1 Continue and expand the crosswalk maintenance schedule

- Action 2.1.2 Develop an annual program to repair and replace broken sidewalks in pedestrian priority areas.

Goal 3 Year-Round Accessibility - Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities.

- Policy 3.1 Define and maintain the walkable zone to facilitate clear pedestrian travelways.
 - Action 3.1.1 Use available funding sources for maintenance of pedestrian facilities, including snow clearance on regional trail system.
 - Action 3.1.2 Fine tune snow clearing, storage and maintenance policies for the pedestrian network.
- Policy 3.2 Improve awareness and enforcement of snow clearing and maintenance policies.
 - Action 3.2.1 Improve public information resources for pedestrian facility maintenance
 - Action 3.2.2 Implement the improvements to the public information resources and document the impacts.

Goal 4 Safe and Inviting Pedestrian Settings - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.

- Policy 4.1 Increase pedestrian safety both along and across the roadway.
 - Action 4.1.1 Use targeted enforcement programs to ensure the safety and security of pedestrians in crosswalks and on city streets, trails, and walkways
 - Action 4.1.2 Build new sidewalks and crossings in accordance with street design standards
- Policy 4.2 Remediate areas of known pedestrian safety incidents.
 - Action 4.2.1 Conduct regular coordination of traffic engineers and planners to work with police to review sites in need of safety improvement for motorists and pedestrians
 - Action 4.2.2. Use pedestrian crash data to identify problem areas and potential solutions.
- Policy 4.3 Create vibrant public places that invite walking and gathering.
 - Action 4.3.1 Create a pilot parklet program.
- Policy 4.3 Evaluate the impacts of pedestrian improvements.
 - Action 4.3.2 As warranted, conduct field studies to assess changing conditions including yield compliance, visibility triangles, and prevailing speed at project locations
 - Action 4.3.4 Explore pedestrian count technology to assess change in activity over time
 - Action 4.3.5 Consider pursuing application for Walk Friendly Community designation.

Goal 5 Education - Educate citizens, community groups, business associations, government agency staff, and developers on the safety, health, and civic benefits of a walkable community.

- Policy 5.1. Partner with other agencies in the promotion of the benefits of walking
 - Action 5.1.1 Develop and train staff to implement a citywide pedestrian education program based on national best practices
 - Action 5.1.2 Provide information to Spokane residents about the benefits of new pedestrian facilities.
 - Action 5.1.3 Develop pedestrian messaging campaigns, including public health campaigns related to walking and the benefits of investing in pedestrian facilities
 - Action 5.1.4 Develop public service announcements to encourage safe walking and driving
 - Action 5.1.5 Identify funding and partnering opportunities with City agencies and local, regional, and national partners for effective and wide dissemination of the walking encouragement programs
 - Action 5.1.6 Develop Walking maps (e.g., neighborhood maps, school route maps, city-wide maps, trails and greenways, etc.)
 - Action 5.1.7 Support implementation of a uniform pedestrian wayfinding system.

PROJECT IDENTIFICATION/PEDESTRIAN IMPROVEMENT METHODOLOGY

The Pedestrian Priority Zones provide guidance for identifying high priority areas for future pedestrian improvements. The Pedestrian Priority Zones were identified using the pedestrian needs analysis. The Pedestrian Needs Analysis compares pedestrian demand indicators with existing pedestrian infrastructure, and is used to compare different locations to help make data-driven decisions that are equitable and fair. This is only one tool to assist with prioritizing locations for pedestrian projects; it should not be used as the sole determinant for making decisions. An integrated approach that includes availability and stipulations of funding, community support, and cost sharing opportunities with other planned projects will be considered in the decision making process. Pedestrian projects and other street projects are identified in the Six-Year Comprehensive Street Program which is updated annually.

Figure 17 shows the general location of the Pedestrian Priority Zones.

Figure 17 – Pedestrian Priority Zones (note: need to update base map information and improve image)

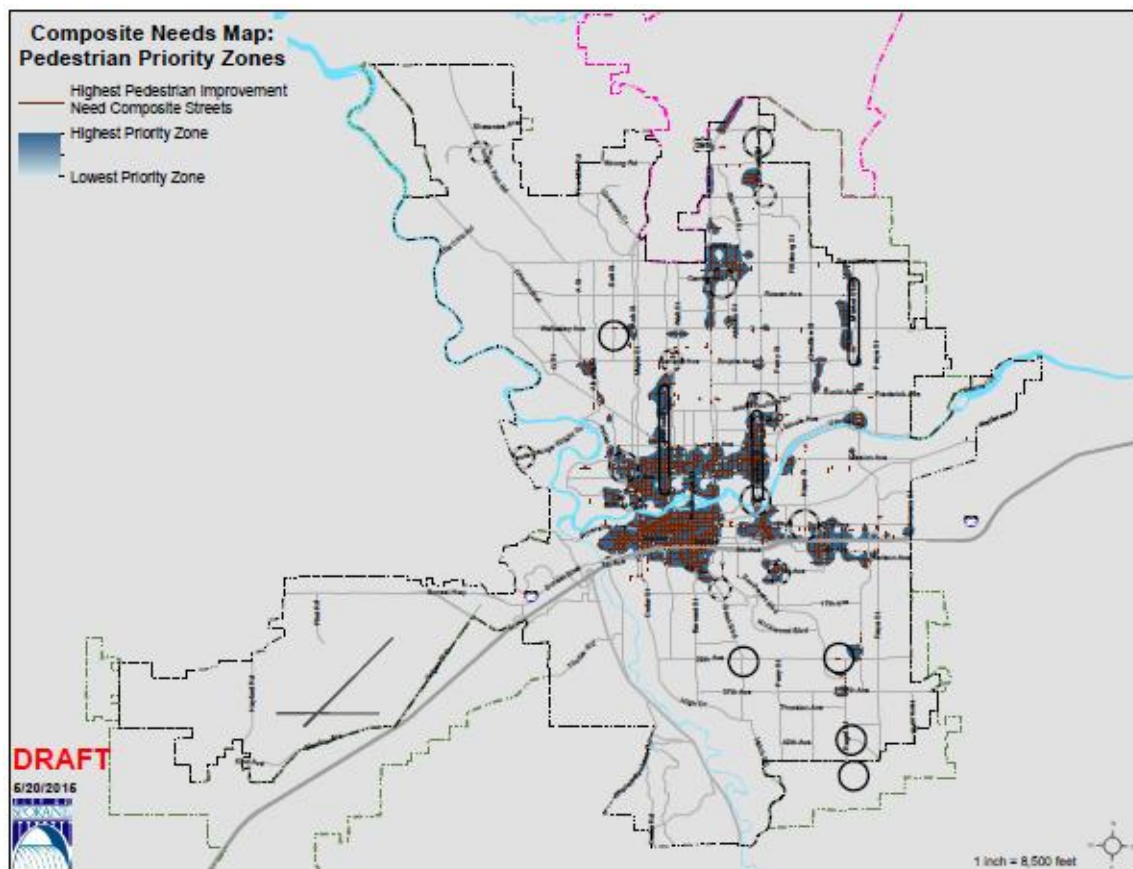


Figure 18 shows the Pedestrian Priority Zones with the 2015 construction projects that include pedestrian facilities and the 2016-2021 6-year Street Program projects that include pedestrian facilities. The street projects incorporate calming traffic and improving safety for pedestrians by reducing road and lane width; providing wider sidewalk, installation of curb extensions; modifying ADA ramps; adding a pedestrian pathway; improving transit accessibility; placing missing sidewalk; repairing sidewalk; installation of pedestrian lighting; improved median refuge islands; and other improvements. Many of the projects are within Pedestrian Priority Zones and are consistent with the guidance provided by the Pedestrian Master Plan.

Figure 18 – **2015 Construction Projects and 2016-2021 6-year Street Program projects that include pedestrian facilities** (note: need to update base map information and improve image)

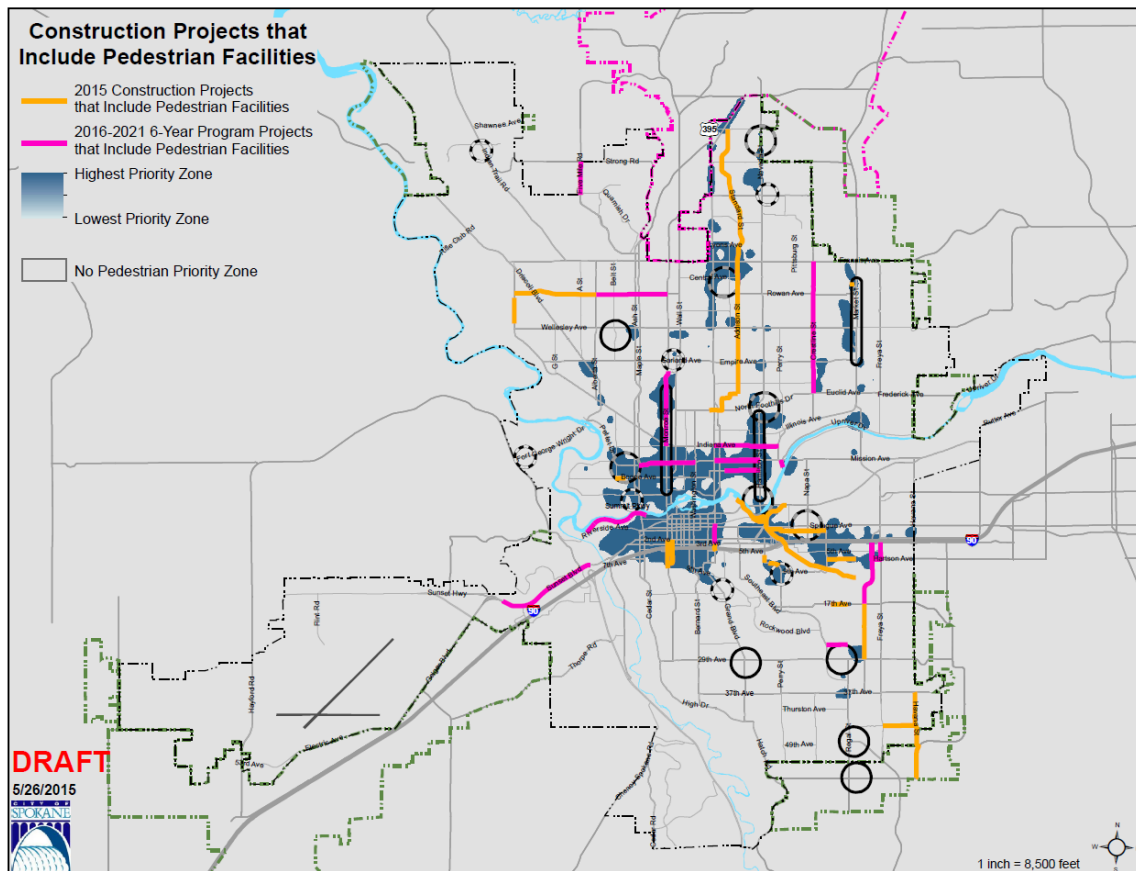
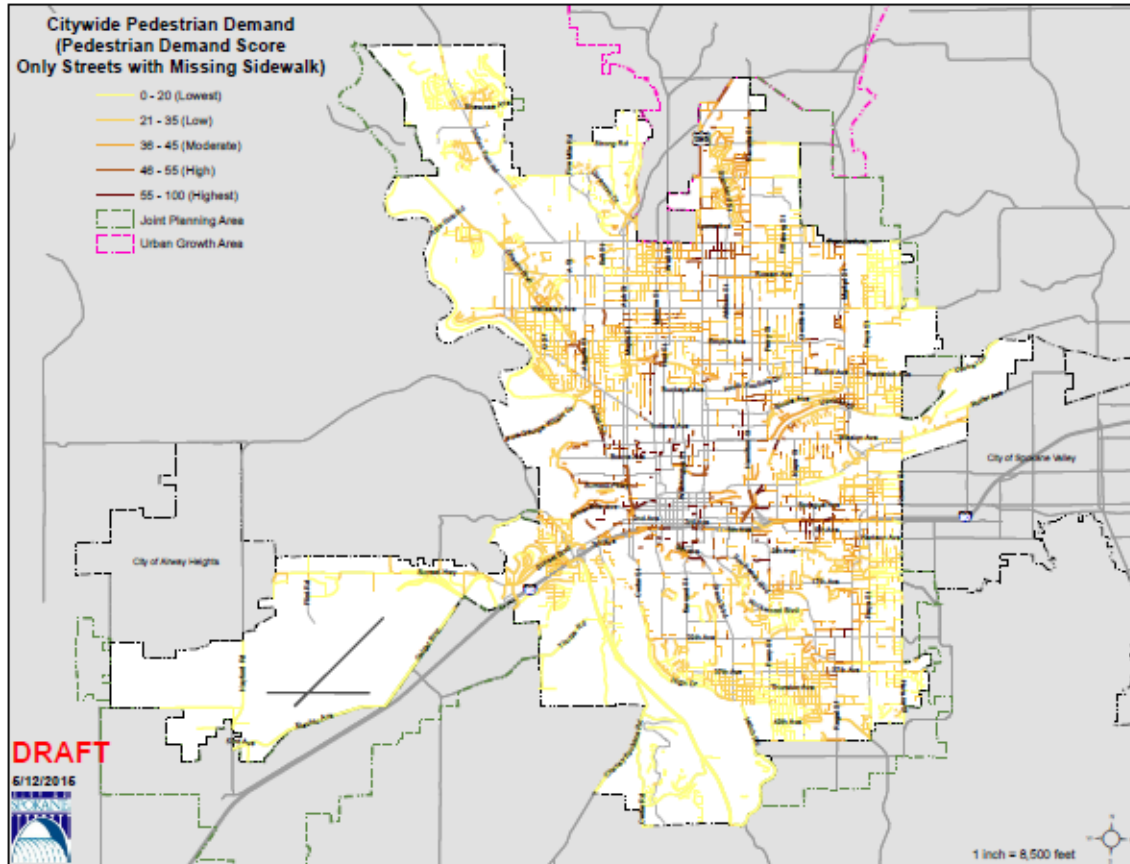


Figure 19 provides an example of how potential sidewalk improvement projects may be identified using the pedestrian demand analysis. The map identifies missing sidewalks on one or both sides of a street. The missing sidewalk data is compared to the Pedestrian Demand Score. The result is an identification of locations where there is missing sidewalk in areas with the highest pedestrian demand.

Figure 19 – Comparison of Pedestrian Demand and Missing Sidewalks (note: need to update base map information and improve image)



POTENTIAL FUNDING SOURCES

The Pedestrian Master Plan should be used as a guide to identify pedestrian improvement projects and decide which to fund. The evaluation of pedestrian improvement needs should be considered as a part of all projects when city controlled sources of funding are eligible to pay for pedestrian projects.

The funding sources available for financing pedestrian improvement projects include:

Local

- **Transportation Benefit District (TBD)**
On February 14th 2011, City Council adopted Ordinance No. C34690 establishing the allocation of 10% of the Transportation Benefit District (TBD) revenue generated to implement the Pedestrian Program of the City of Spokane's Six-Year Comprehensive Street Program. The funding will remain in place for six years beginning in 2012. The collection of the TBD funds began in September of 2011. The Pedestrian Master Plan will help identify the pedestrian facilities that would ultimately be funded with TBD revenue under the Pedestrian & Bikeways section of the Program. TBD funding available in 2012 is on the order of \$150,000 and is expected to be at almost \$180,000 in subsequent years. The front-work of the Pedestrian Master Plan was utilized to select projects for 2012, and future projects under this program will also be identified from the Pedestrian Master Plan.
- **Local Improvement District (LID) bonds**
A major fund source for the construction of new residential streets and alleys is the use of Local Improvement District (LID) bonds. These bonds are financed through direct property assessment. General obligation bonds financed through property tax (GO bonds) are also used to fund specific projects. Sidewalk construction may be included as a part of an LID project.
- **Automated Traffic Safety Cameras funding allocation**
On September 30, 2013 the City Council passed Resolution No. 2013-0070 related to allocation of funds from infractions issued with automated traffic safety cameras. Among the items to be allocated funding, the resolution provides a flexible matching fund for neighborhood traffic calming projects, neighborhood business districts, streetscape improvement or community development projects related to public safety.
- **2014 Street Levy**
In 2014 city voters passed a 20-year levy to create a sustainable, long-term funding source for streets. The levy concentrates new investments on the arterial streets, which account for more than 90 percent of vehicle miles traveled through the City. The levy supports the City's "integrated" way of looking at streets. Integrated streets consider pavement conditions, multi-modal transportation components (including pedestrian facilities), stormwater management, water and wastewater infrastructure, and economic development opportunities. The levy will generate about \$5 million a year to fund new street work. Those funds would be matched with local utility dollars and state and federal matching funds to support about \$25 million in street improvements annually.

State

- **Paths and Trails Reserve**
A portion of the State gasoline tax revenue which, by Washington State Law, is returned to local government to be used for the development and maintenance of paths and trails. One half of one percent (0.5%) of the tax is returned to the City. Presently the City receives approximately \$14,000 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.
- **State Arterial Street Funds**
State Arterial Street Funds may be obtained for both pedestrian and bikeway facilities as long as the facility is a component part of a street improvement project and available for funding.
- **State Transportation Improvement Board (TIB) Funds**
A sidewalk program is included in TIB's funding program. Historically these funds have been limited to projects under \$250,000 and TIB will not participate in any needed right-of-way costs.

Federal

- **Community Development Block Grant Program**
This funding comes from the Housing and Community Development Act of 1974 and authorizes the Department of Housing and Urban Development to distribute funds to local governments for the purpose of improving their community. Funds for pedestrian and bicycle facilities are included.
- **Federal Arterial Street Funds**
Pedestrian facilities may utilize these funds, as long as the facility is a component part of a street improvement project and available for funding.

Implementing new programs and solutions will require funding and there likely will never be enough money to do everything. As a way to prioritize projects, the Pedestrian Master Plan supports incorporating pedestrian safety and accessibility improvements (including ADA) into existing transportation projects that fall within the City's priority areas

Any project being designed in the public right-of-way, from a street being resurfaced to the placement of the new transit stop, should be reviewed to ensure that pedestrian safety and accessibility improvements are included. For example, as mentioned above, projects funded using the 2014 Street Levy will incorporate multimodal transportation components including pedestrian improvements. Other street projects, including those involving non-arterial streets, will include improvements to meet ADA standards such as the addition of new curb ramps or replacement curb ramps. There will also be an assessment of existing pedestrian facilities such as sidewalks and repair or replacements will be completed as necessary.

Another potential resource is the partnering with other agencies, foundations and the private sector for future awareness and education campaigns. The City should continue partnering with other agencies like the Spokane Regional Health District that have a considerable interest in improving pedestrian safety. Strengthening these partnerships and forming new ones will provide additional opportunities to increase awareness of pedestrian safety issues.

Appendix A - Pedestrian Needs Analysis Methodology

A pedestrian needs analysis was completed that considered factors indicative of walking potential (pedestrian demand) as compared to the supply (or lack thereof) of pedestrian infrastructure (pedestrian deficiencies), to illustrate where there is a mismatch in the demand for and availability of walking infrastructure. Indicators included in the pedestrian demand analysis are:

- Employment density - Major employment centers such as downtown and the University District, can generate walking trips both on the journey to and from work (including in connection with other modes) as well as mid-day activity for lunch, errands, etc.
- Population density - Higher density residential areas tend to be more supportive of having destinations within a walkable distance, with a mix of land uses located in close proximity to each other.
- Proximity to destinations (Centers and Corridors, neighborhood shopping, social services, transit stops, schools, parks,) – These destinations attract walking trips. Neighborhood shopping and schools are major destinations for daily activities, most transit trips in Spokane begin or end with a walking trip, and children are potential walkers to school.
- Demographic factors from the US Census (% of people with no vehicle available, % of households below the poverty level, % of people under 18, and % of people 65 or over) – These population groups can be dependent on walking due to financial considerations or a lack of access to a personal vehicle.

Figure 1 below shows the factors that were considered in the pedestrian needs analysis. The City's GIS database was used to map the indicators and the relative weighting based on the importance of each indicator relative to the other indicators. Figure 7 of the Pedestrian Master Plan provides the results of the pedestrian demand mapping.

Pedestrian deficiency indicators were also mapped. See Figure 2 below. Indicators included in the pedestrian deficiency analysis are:

- Presence of sidewalks - Sidewalks provide a dedicated facility separated from the roadway (may or may not provide a pedestrian buffer strip)
- Width of the street – Wider roads tend to enable higher vehicle speeds, which reduces comfort for pedestrians and makes roadway crossings more difficult
- Collision history – A history of multiple pedestrian collisions likely reflects difficult walking or crossing conditions.

Figure 8 of the Pedestrian Master Plan provides the results of the pedestrian deficiency mapping.

Figure 9 of the Pedestrian Master Plan illustrates the results of the composite map which combines the assessment of pedestrian demand and pedestrian deficiency. This map serves to clarify where the pedestrian needs in the city are greatest. Areas with higher demand and deficiency scores are candidates for designation as Pedestrian Priority Zones.

Maps with background information used in the Pedestrian Needs Analysis follow the Pedestrian Demand Score and Pedestrian Deficiency Score tables. See Figure 22 through Figure 35 below.

Pedestrian Plan Outline | DRAFT
City of Spokane

Figure 20 Pedestrian Demand Score (note: need to improve these tables)

Indicator	Weight	Indicator Score	Rating Value	
Centers and Corridors	5	0 -330	500	*Using City Zoning (CC1, CC2, DTC, DTG, DTS & DTU), City Zoning Overlay (CC3), County Zoning (NC, MU)
		330 -660	375	
		660 -990	250	
		990 - 1320	125	
		1320+	0	
Street Segment Length (ft)	10	0-400	500	* Left segments broken as they are in the street network.
		400-500	400	
		500-750	300	
		750-1000	200	
		1000-1500	100	
Employees per Acre	15	1500+	0	*Employees by TAZ given to us from SRTC. These numbers were generated by SRTC to show in their Horizon 2040
		0-3.5	0	
		3.5-8	100	
		8.1-16	200	
		16-32	300	
Population per Acre	15	32-80	400	*Using Block 2010 Census
		80+	500	
		0-5	0	
		5-10	100	
		10-15	200	
Neighborhood Shopping Proximity (ft.)	5	15-20	300	*Using City Zoning (NR)
		20-25	400	
		25+	500	
		0 -330	500	
		330 -660	375	
Social Service Proximity (ft.)	5	660 -990	250	* Used list of Resources for Disabled
		990 - 1320	125	
		1320+	0	
		0 -330	500	
		330 -660	375	
Transit Proximity (ft.)	10	660 -990	250	*Used STA HPTN Bus Routes
		990 - 1320	125	
		1320+	0	
		0 -330	500	
		330 -660	375	
Park Proximity (ft.)	5	660 -990	250	*Used City GIS layer but only kept neighborhood parks, major parks and community parks
		990 - 1320	125	
		1320+	0	
		0 -330	500	
		330 -660	375	
School Proximity & Community Centers (ft.)	10	660 -990	250	*Used City GIS layer for schools. Also Included Community Centers
		990 - 1320	125	
		1320+	0	
		0 -3.2%	0	
		3.3% - 4.9%	125	
People with No Vehicle Available (%)	5	5% - 8.4%	250	*Used tract data from American Community Survey. The categories were created by using natural breaks.
		8.5% - 15.4%	375	
		15.5%+	500	
		0 - 6.92	0	
		6.93 - 11.43	100	
Below Poverty Level (%)	5	11.44 - 19.36	200	*Used tract data from American Community Survey.
		19.37 - 26.4	300	
		26.41 - 32.9	400	
		32.91 +	500	
		0%	0	
Under 18, 65 or Over (%)	5	1 - 24%	100	*Used block from 2010 Census data
		24.1 - 32.14%	200	
		32.15 - 38%	300	
		38.1 - 44.74%	400	
		44.75% +	500	
Bus Stop (ft.)	5	0 -330	500	*Used STA Bus Stops
		330 -660	375	
		660 -990	250	
		990 - 1320	125	
		1320+	0	
Total Weight	100			

Figure 21 – Pedestrian Deficiency Score

Indicator	Weight	Indicator Score	Rating Value
Street Width (ft.)	20	0-25	0
		25-35	100
		35-45	200
		45-55	300
		55-65	400
		65+	500
Sidewalk (%)	50	0 - 20	500
		20 - 35	400
		35 - 50	300
		50 - 65	200
		65 - 80	100
		80 - 100	0
Accidents	30	0 - 13.37	0
		13.38 - 66.88	100
		66.89 - 173.91	200
		173.92 - 356.73	300
		356.74 - 642.11	400
		642.12+	500

*Used City of Spokane Pavement Management System data

* Numbers are based on a raster dataset.

The background maps for the Pedestrian Master Plan Pedestrian Needs Analysis are provided below:

- STA HPTN and Transit Stops (Figure 22)
- Street Width (Figure 23)
- Street Segment Length (Figure 24)
- Social Services (Figure 25)
- Sidewalk Coverage (Figure 26)
- Schools and Community Centers (Figure 27)
- Percentage of Population Below Poverty Level (Figure 28)
- Population Density (Figure 29)
- Percentage of Population with No Vehicle Available (Figure 30)
- Parks (Figure 31)
- Neighborhood Retail Zoned Areas (Figure 32)
- Employment Density (Figure 33)
- Center and Corridor and Downtown Zoning (Figure 34)
- Percentage of the Population Under 18 and 65 and Over (Figure 35)

Figure 22 - STA HPTN and Transit Stops

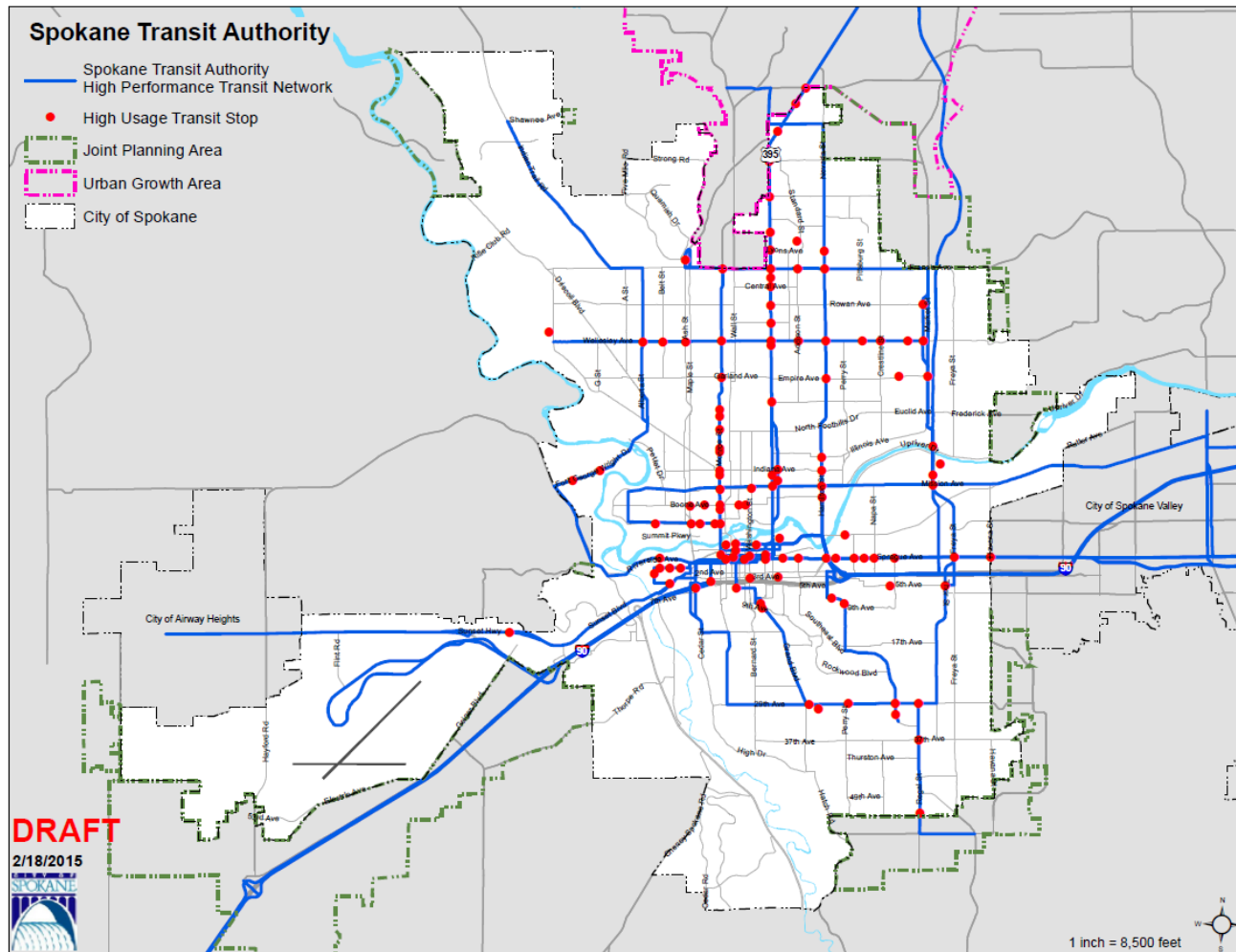


Figure 23 – Street Width

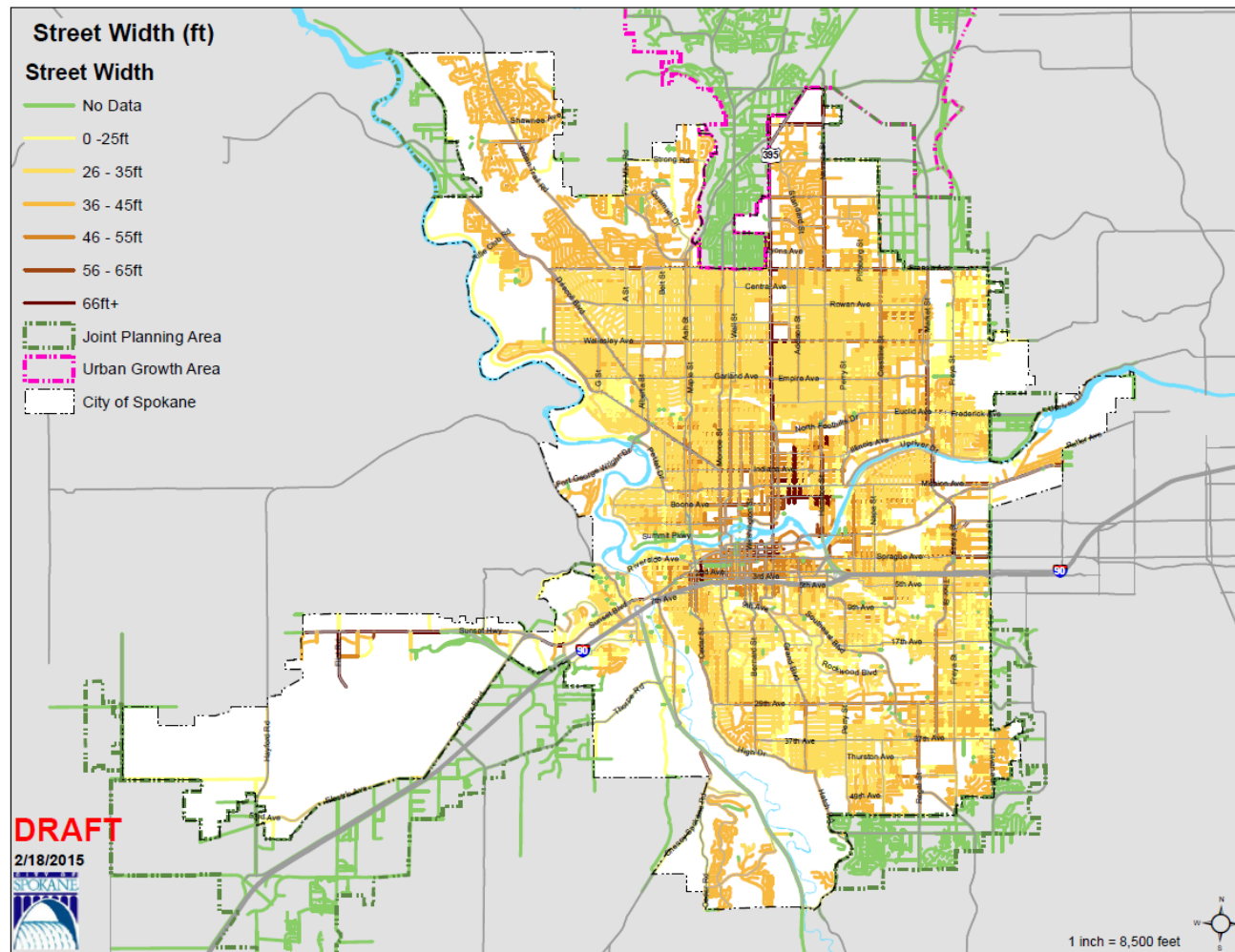


Figure 24 - Street Segment Length

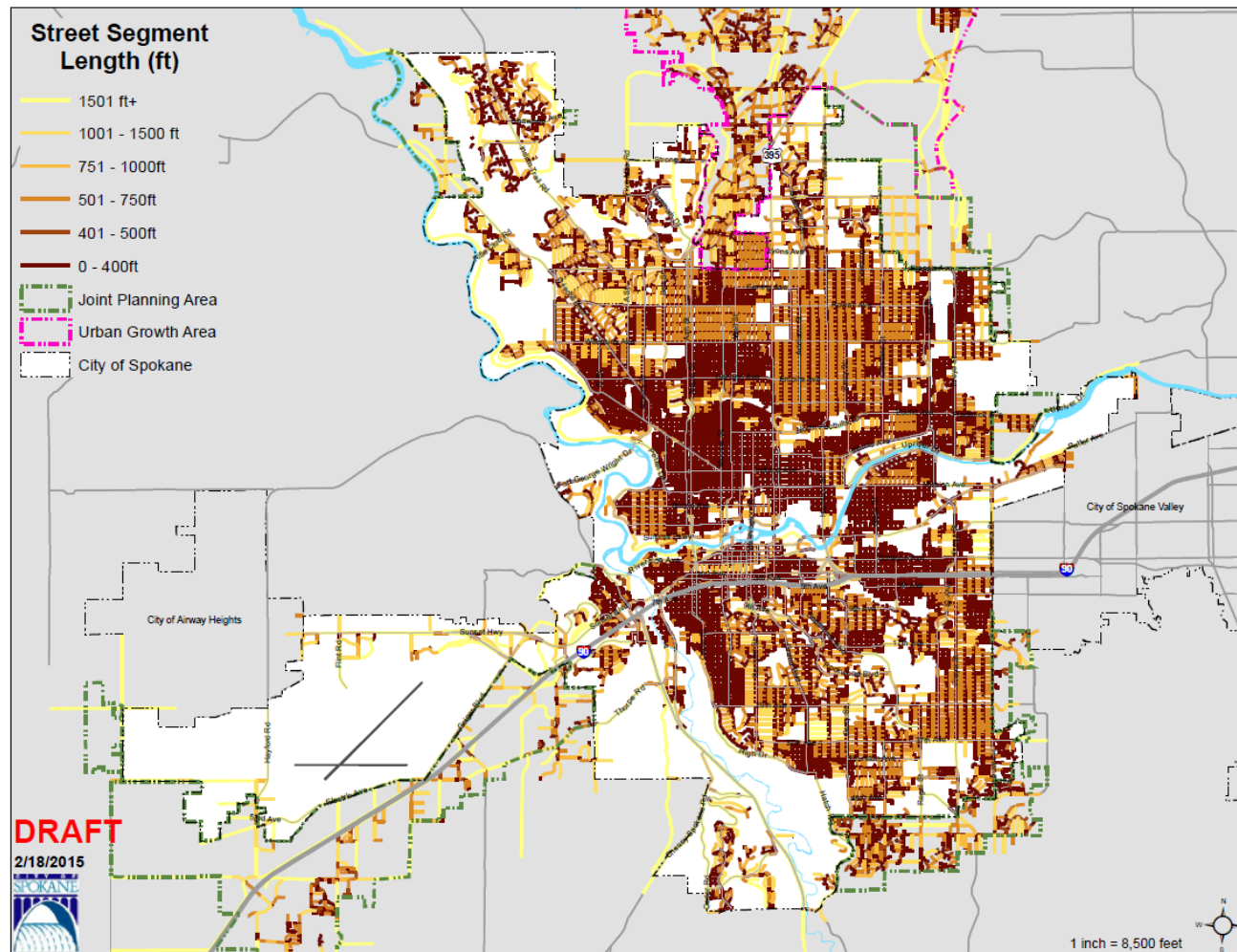


Figure 25 - Social Services

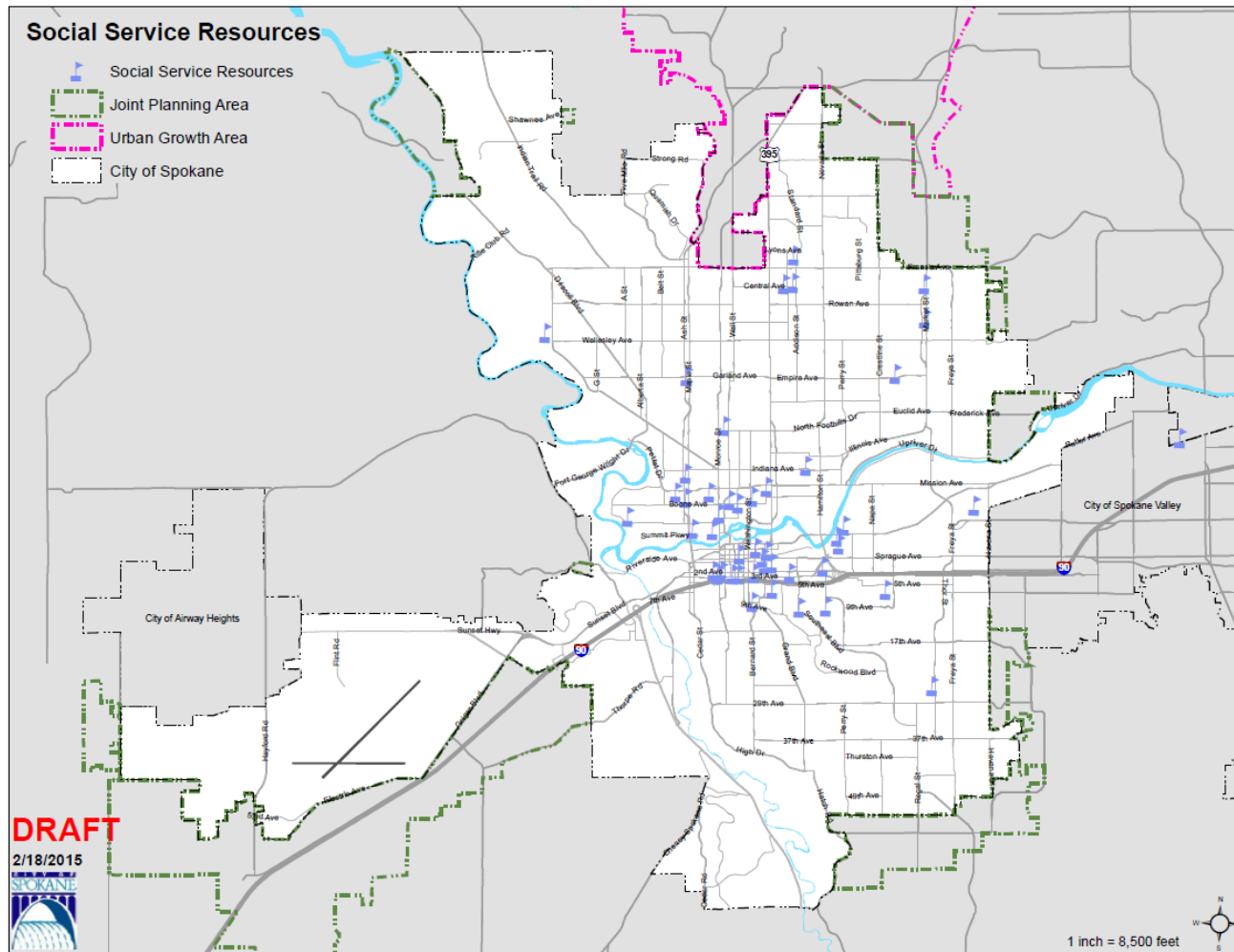


Figure 26 - Sidewalk Coverage

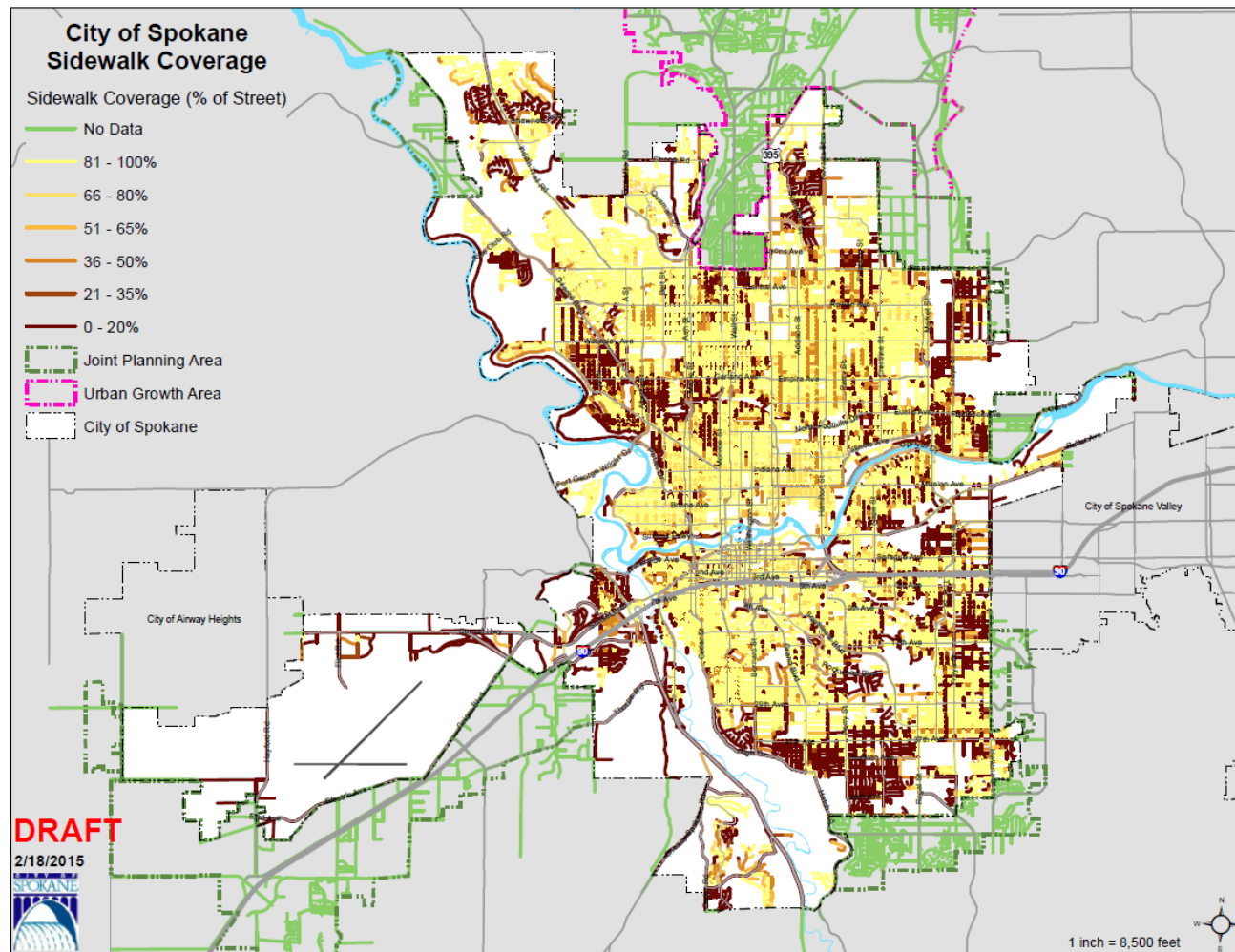


Figure 27 – Schools and Community Centers

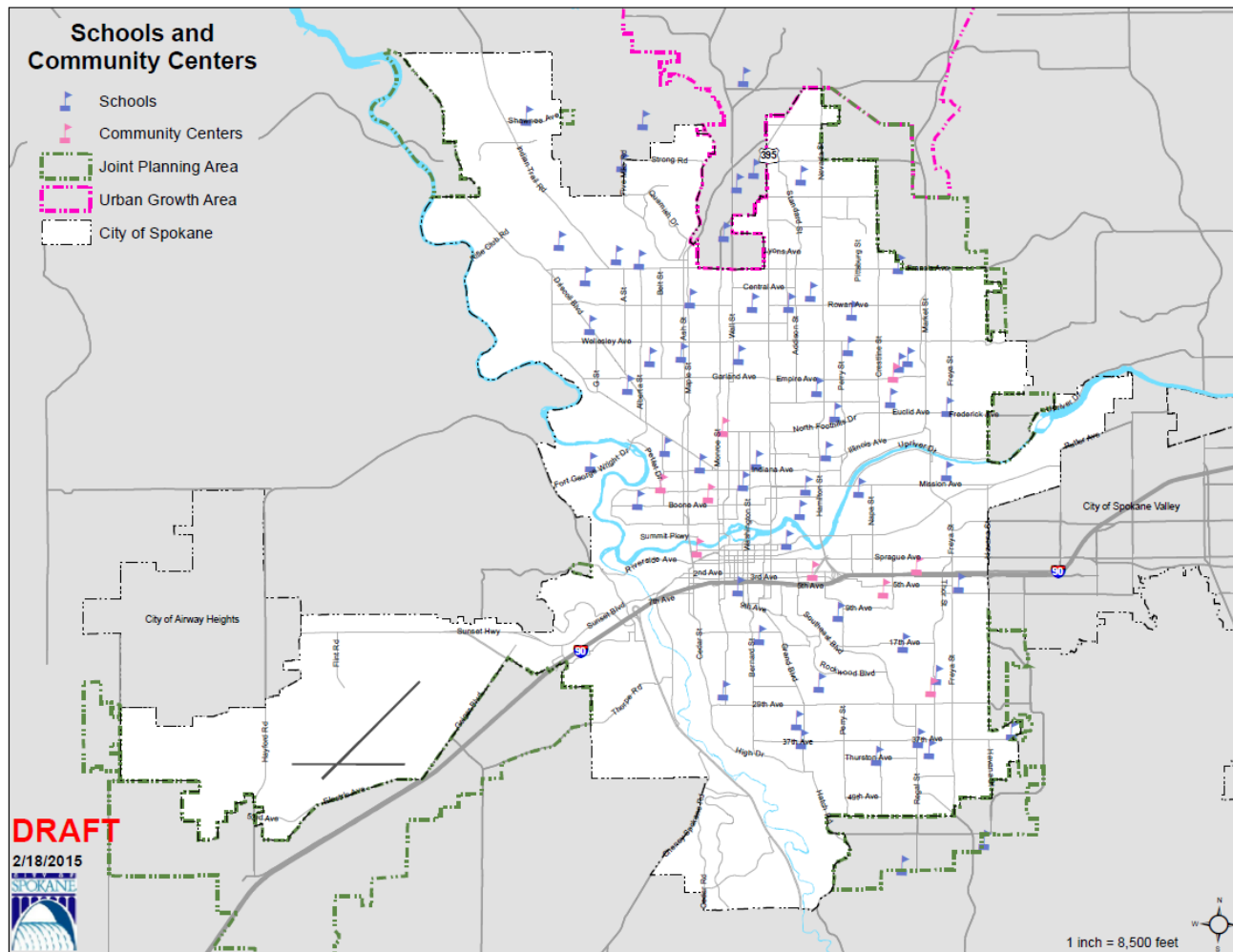


Figure 28 - Percentage of Population Below Poverty Level

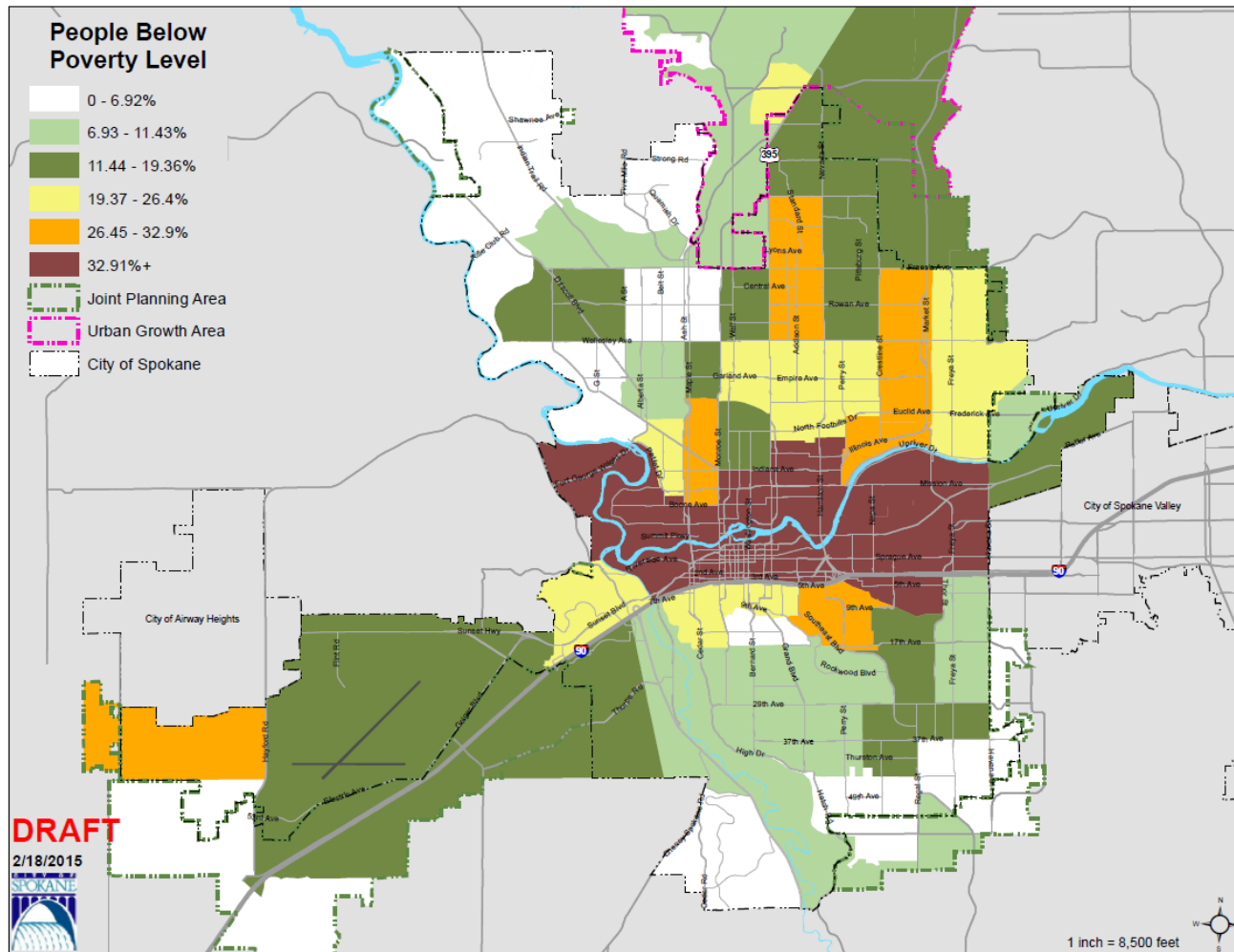


Figure 29 - Population Density

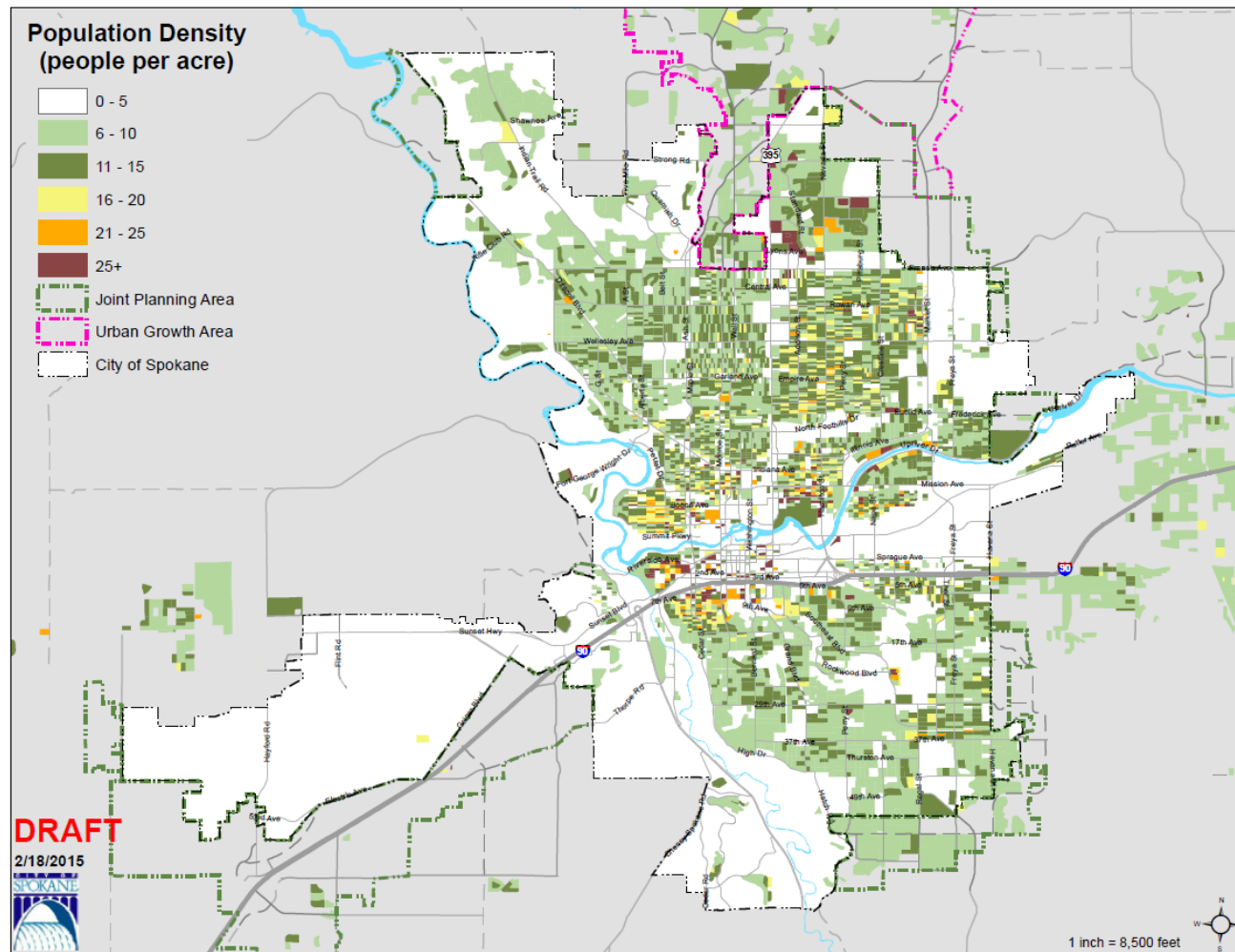


Figure 30 - Percentage of Population with No Vehicle Available

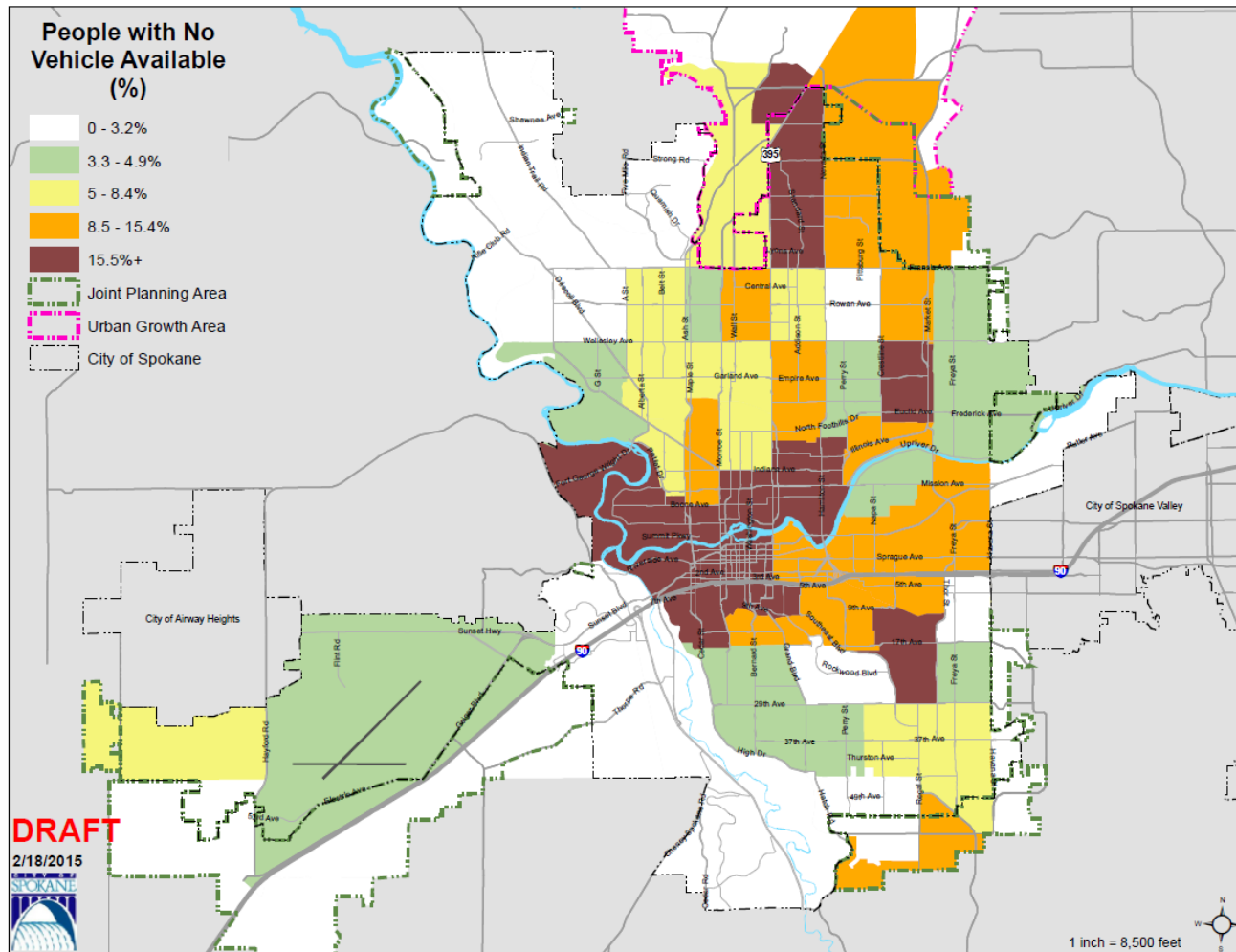


Figure 31 - Parks

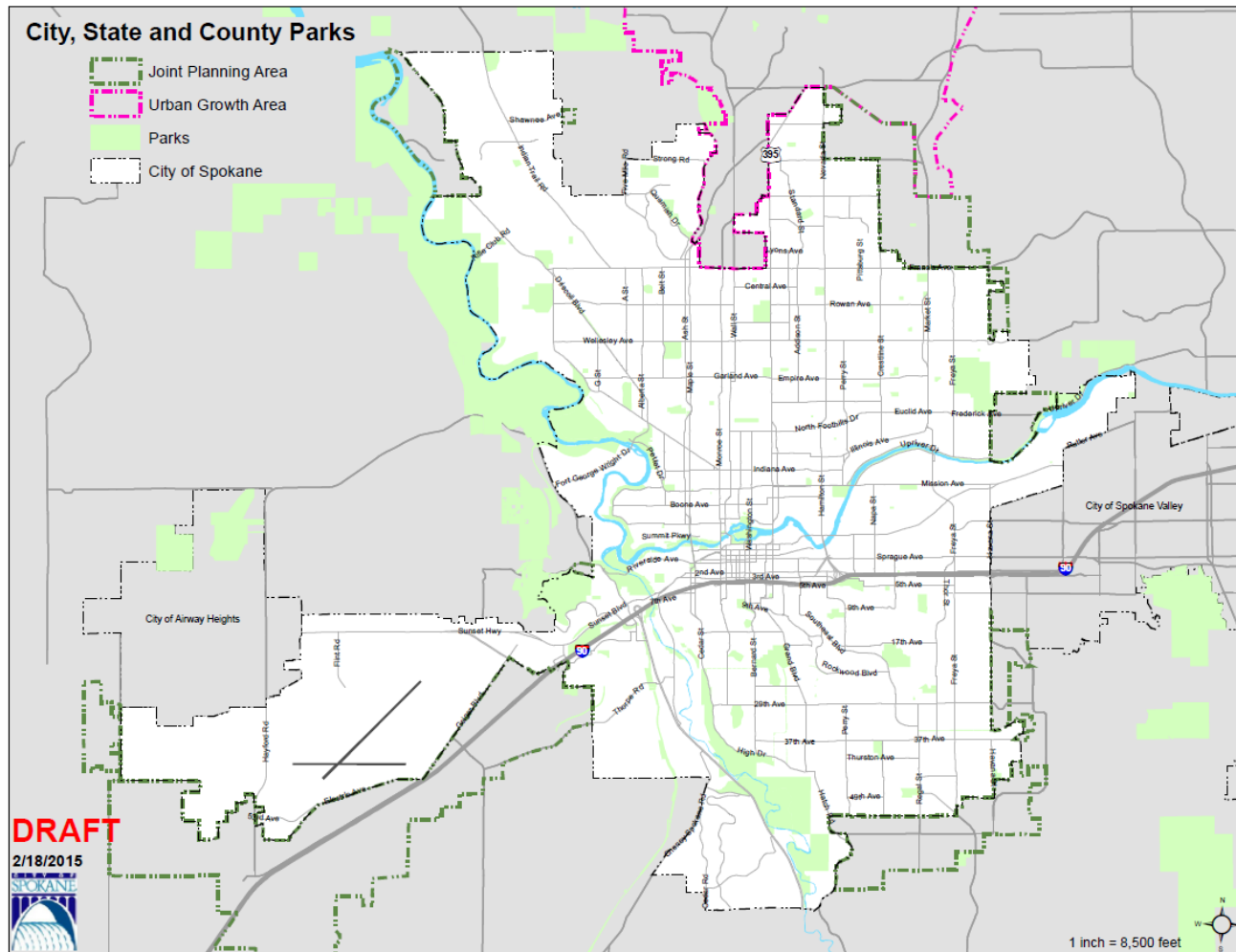


Figure 32 - Neighborhood Retail Zoned Areas

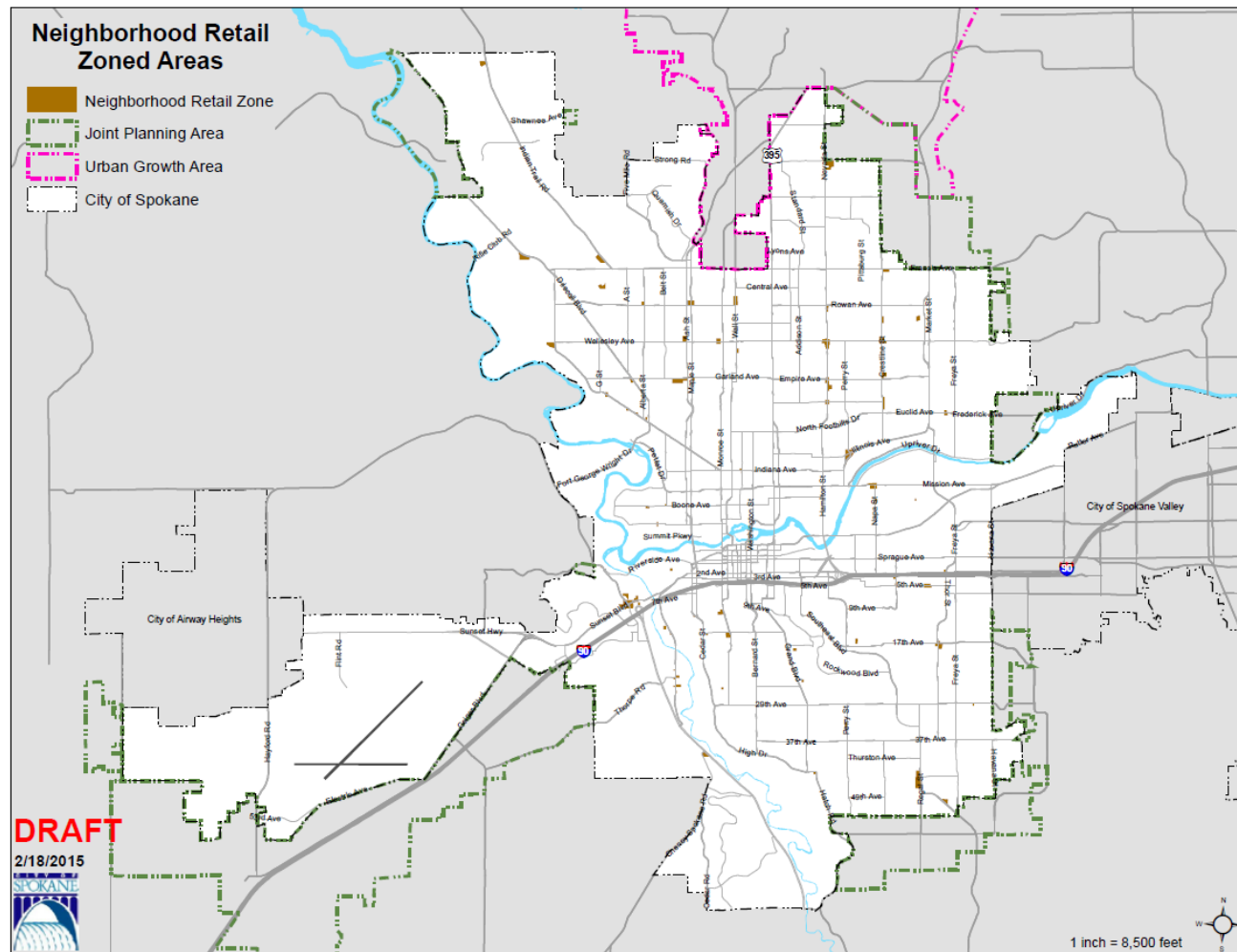


Figure 33 - Employment Density

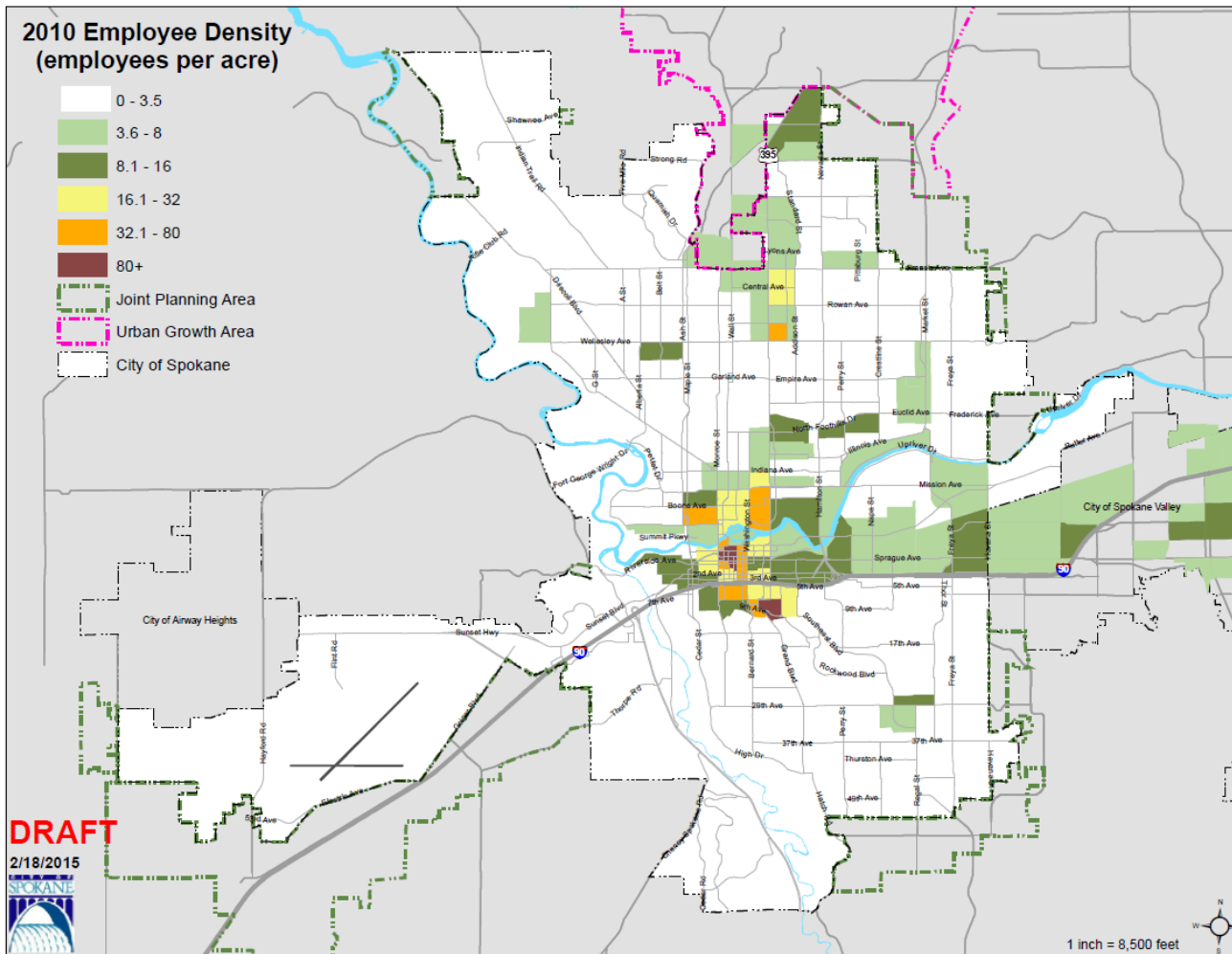


Figure 34 - Center and Corridor and Downtown Zoning

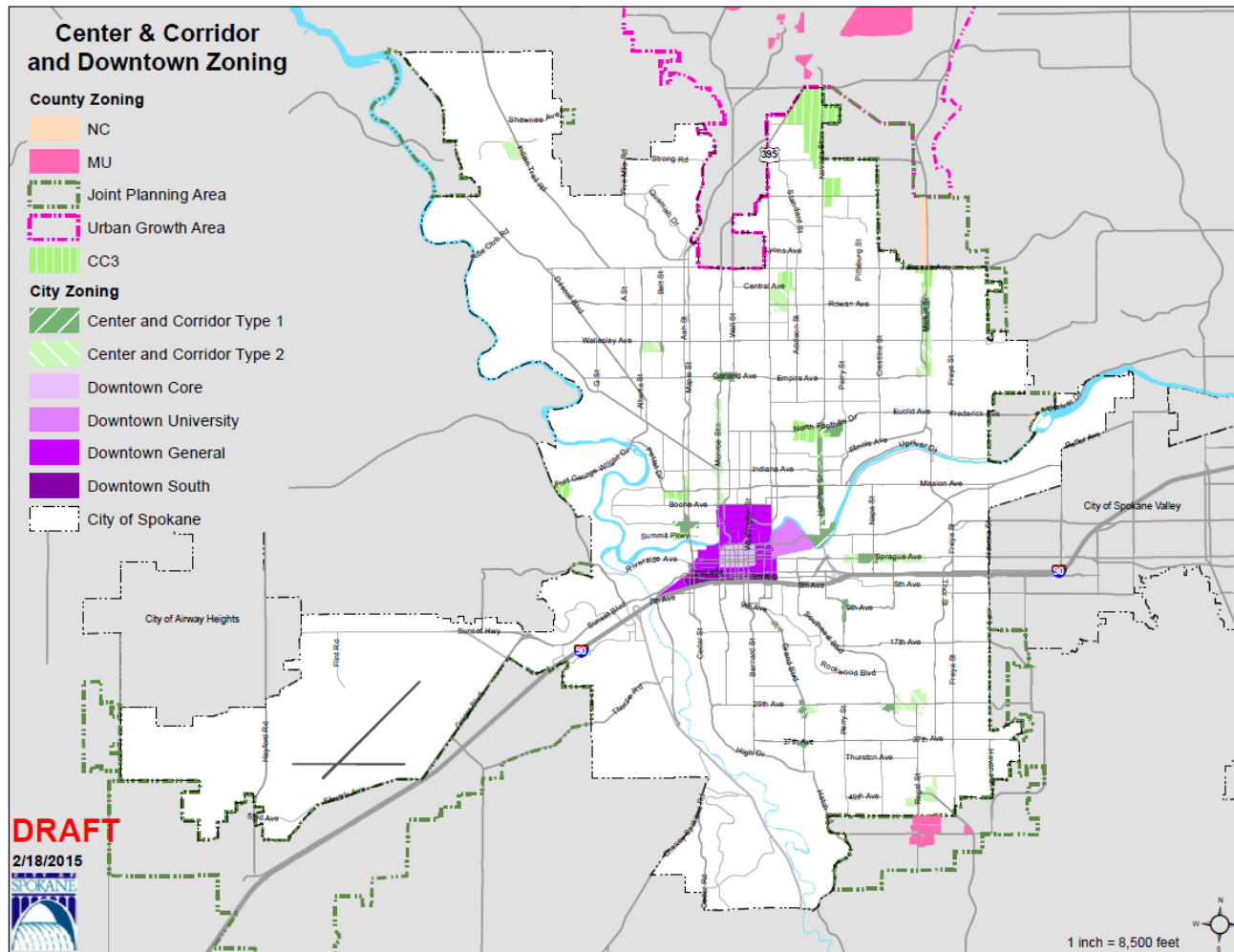
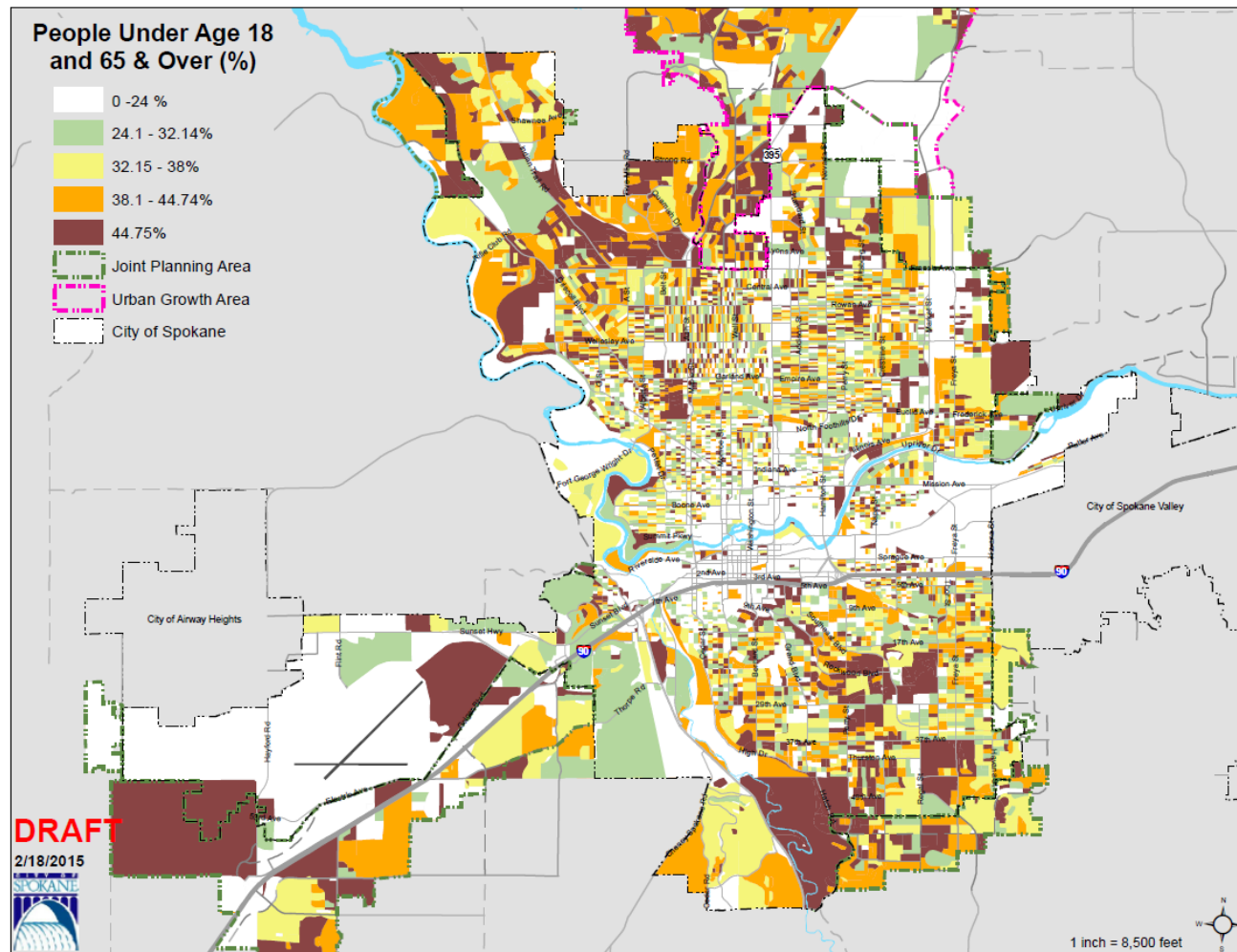


Figure 35 - Percentage of the Population Under 18 and 65 and Over



MANUFACTURED HOME UPDATE

(7-15-15: John Dietzman)

COMPREHENSIVE PLAN CHAPTER 3: LAND USE

3.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Land use is defined as the general location of various uses of land, population density, and building intensities.

Vision

"Growth will be managed to allow a mix of land uses that fit, support, and enhance Spokane's neighborhoods, protect the environment, and sustain the downtown area and broaden the economic base of the community."

Values

"The things that are important to Spokane's future include:

- ♦ Acquiring and preserving the natural areas inside and outside the city.
- ♦ Controlling urban sprawl in order to protect outlying rural areas.
- ♦ Developing and maintaining convenient access and opportunities for shopping, services, and employment.
- ♦ Protecting the character of single-family neighborhoods.
- ♦ Guaranteeing a variety of densities that support a mix of land uses.
- ♦ Utilizing current residential lots before developing raw land."

LU 1 CITYWIDE LAND USE

Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and nonresidential development and design, and proactively reinforcing downtown Spokane's role as the urban center.

Proposed Comp Plan Amendment Application/Permit Number: Z1400065COMP

LU 1.X MOBILE HOME PARKS

Designate appropriate areas for the preservation of mobile and manufactured home parks.

Discussion: Manufactured and/or Mobile Home Parks provide affordable housing to many City residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase other types of housing. When existing manufactured home parks are redeveloped, many homeowners are unable to move their homes to other sites. Additionally, redeveloped mobile and manufactured home parks are generally not replaced by new parks within the City, resulting in a net loss of this type of housing.

Alternative Action to Adopting the Proposed Policy:

Reject proposed policy of LU 1.X as unneeded and unnecessary; the application does not contain enough information to go forward and is not consistent with the City of Spokane Comprehensive Plan.

Alternative Action to Adopting the Proposed Policy:

Further develop policy for Manufactured Housing overall and potentially purchase a park that the City wants to protect.

CHAPTER 6: HOUSING

6.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values

Housing refers to housing availability, affordability, and mix.

document, adopted in 1996 by the

City Council, the Comprehensive Plan's goals and policies were generated.

Vision

"Affordable housing of all types will be available to all community residents in an environment that is safe, clean, and healthy. Renewed emphasis will be placed on preserving existing houses and rehabilitating older neighborhoods."

Values

"The things that are important to Spokane's future include:

- ♦ Keeping housing affordable.
- ♦ Encouraging home ownership.
- ♦ Maintaining pride in ownership.
- ♦ Developing a good mix of housing types.
- ♦ Encouraging housing for the low-income and homeless throughout the entire city.
- ♦ Preserving existing houses.
- ♦ Rehabilitating older neighborhoods."

6.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional supporting materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 20, Housing.



H 1 AFFORDABLE HOUSING

Goal: Provide sufficient housing for the current and future population that is appropriate, safe, and affordable for all income levels.

H 1.8 Affordable Housing Requirement

Include a percentage of affordable housing within all new developments that include housing.

Discussion: Requiring that lower-income housing be incorporated in every new housing development helps reverse the economic segregation trends within the city. This has the positive effect of integrating households of varying incomes. A greater variety of housing styles and density should be allowed to accommodate the housing units required. Housing types such as smaller homes on smaller lots or townhouse structures should be allowed to accommodate this requirement. This housing should be priced so that it is available to households that earn around eighty percent of the countywide median household income.

H 1.9 Low-Income Housing Development

Support and assist the public and private sectors in developing low-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.

Discussion: Few new housing units are developed that are affordable to low-income households. Incentives are needed to

lower or subsidize the cost of developing new housing for low income households. Local incentives may include density

bonuses, fee exemptions, priority permit processing, property tax deferral, increased options in housing types, and

inclusionary zoning requirements.

H 1.10 Low-Income Housing Funding Sources

Support the development of low-income housing development funding sources.

Discussion: Low-income housing development funding sources may include but are not limited to a community land trust, trust fund, mortgage revenue bonds, levies, or low-income tax credits.

H 1.11 Siting of Subsidized Low-Income Housing

Set clear site selection criteria for public housing to minimize geographic concentrations of public housing projects in neighborhoods with a high percent of minority or low-income households.

Discussion: Existing trends indicate that special need households and minority populations have been increasingly concentrated within low income areas. New public housing should not continue this pattern of economic segregation.

H 1.15 New Manufactured Housing

Permit manufactured homes on individual lots in all areas where residential uses are allowed.

Discussion: Courts have ruled against discriminatory ordinances, which have restricted the location of Uniform Building Code compliant manufactured housing. Manufactured housing cannot be regulated differently than on-site built housing.

H 1.16 Partnerships to Increase Housing Opportunities

Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable lower-income housing.

Discussion: The city should participate as a member or help facilitate partnerships that work toward the development of solutions to affordable housing problems. This may include working with institutions such as the Washington State Housing Financial Commission, financial institutions, and underwriters of development loans and mortgages to find ways to improve the financing process for the development of affordable lower-income housing.

Proposed Policy Alternative 1:

H 1.X Housing and Manufactured Home Parks Incentives

Examine potential incentives for the maintenance and development of mobile and manufactured home parks.

Discussion: Mobile and manufactured home parks provide an affordable housing option for some of the city's residents. The City should explore the feasibility of using incentives to encourage preservation of existing manufactured and/or mobile home parks and the development of new manufactured and/or mobile home parks.

Proposed Policy Alternative 2:

H 1.X Housing in Mobile and Manufactured Home Parks

Adopt appropriate criteria for the maintenance and/or development of mobile and manufactured home parks as one means of ensuring an adequate stock of affordable housing.

Discussion: Mobile and manufactured home parks can provide affordable housing to many city residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase other types of housing. The City should develop a set of criteria to determine opportunities for preservation and development of manufactured and/or mobile home parks. Criteria to consider may be the occupancy rate of the park, the age and condition of the park, the age and condition of the housing stock, the location of the park, whether the park serves seniors, and the demand for manufactured and/or mobile homes in the city of Spokane.

Proposed Policy Alternative 3:

H 1.X Housing in Mobile and Manufactured Home Parks

Encourage through incentives the development and maintenance of mobile home parks as a type of affordable housing.

Discussion: Mobile and manufactured home parks provide diverse housing for a variety of income classes. To encourage the development and retention of affordable housing in these communities, the City should explore and consider the use of economic and land use incentives to encourage the preservation of existing and development of new mobile and manufactured home parks.

H 2 HOUSING CHOICE AND DIVERSITY

Goal: Increase the number of housing alternatives within all areas of the city to help meet the changing needs and preferences of a diverse population.

H 2.1 Distribution of Housing Options

Policies

Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.

Discussion: A variety of housing types should be available in each neighborhood. The variety of housing types should not concentrate or isolate lower-income and special needs households. Diversity includes styles, types, and cost of housing. Many different housing forms can exist in an area and still exhibit an aesthetic continuity. In many cases, neighborhood-based design guidelines will be available to guide the design of the housing forms. Allowing a wide range of housing types throughout the city provides the opportunity for increased socioeconomic integration. Housing standards that will be allowed throughout the city include small single-family lot sizes, manufactured housing on single-family lots, townhouses, condominiums, clustering, and other options that increase the supply of affordable home ownership opportunities.

H 2.2 Senior Housing

Encourage developments that provide a variety of housing options so that seniors may stay within their neighborhoods.

Discussion: Accessory dwelling units, condominiums, and existing home conversions within centers are examples of other arrangements that reduce maintenance worries and increase access to services.

H 2.7 Taxes and Tax Structure

Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.

Discussion: Other methods of taxing land have shown different effects on the long-term use of land. Local options for property taxation methods furnish increased tools to guide the health and development of the region. Providing tax relief for low-income housing improvements is one way to encourage community revitalization. Tax increment financing is also a tool for housing improvement in target areas. Taxing land based upon the current use of residential property rather than taxing land on the basis of the highest and best use can help preserve lower-income housing. Developing a tax structure that does not hinder home and land improvements will encourage community revitalization.

H 3 HOUSING QUALITY

Goal: Improve the over all quality of the City of Spokane' s housing.

H 3.1 Housing Rehabilitation

Policies

Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.

Discussion: Codes and standards that allow for “as safe as” or “equal to” conditions when affordable housing development or rehabilitation is involved improves the level of safety while keeping the structure redevelopment cost down.

H 3.2 Property Responsibility and Maintenance

Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.

Discussion: Recognition of “good” property owners can help set the standard for others to follow. The city should lead by example and maintain its property at least at the community standard. Additionally, the city should continue to support and fund the repair and rehabilitation of single-family and multifamily housing using federal, state, and local funding sources. Emergency code compliance loans are another method of maintaining standards. When other methods of maintaining minimum community standards fail, a strong code enforcement program is needed to protect surrounding property owners.

Encourage preservation of viable housing. Enforcement of city codes should not depend solely on complaints filed by neighbors but should be driven by the city's awareness of a violation.

H 3.3 Housing Preservation

Discussion: Housing that is susceptible to redevelopment is often serving lower-income households and is an important part of the housing mix within the city. Future sub-area plans shall preserve existing viable housing outside of designated center or corridor environments where redevelopment and intensification are encouraged. Often the housing that is destroyed cannot be replaced by new housing elsewhere at the same cost level. Sub-area plans should permit the transfer of unused development rights from low-income housing to eligible sites elsewhere in the planning area or the city as a preservation strategy. Available housing programs and funds should be used to preserve viable housing that is susceptible to redevelopment or gentrification. Nonprofit housing organizations, land trusts and tenants should be encouraged to acquire and preserve viable low-income housing. Tax incentive options if made available by the state government, such as current use taxation would further encourage the preservation of viable housing. Finally, information about soon-to-be-demolished housing should be made available to the public, such as on the internet, so that concerned housing-related groups can determine if there are alternatives to demolition when the structure is worth preserving. Options might include purchase of the property or relocation of the housing.

H 3.5 Housing Goal Monitoring

Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.

Discussion: Using readily available datasets as a basis for a simple set of indicators can highlight what is happening within the larger system. This process should provide assistance in determining what actions are needed to implement the goals and policies and whether revisions to the policies are needed. The public can provide feedback about the indicators that are most important to them.

Alternative Action to Adopting the Proposed Policy:

Make an assessment, based on available metrics, of the condition of housing of all types in Spokane. Compare the results with the housing goals in the Comp Plan and make recommendations for remediating areas of deficiency. Areas for focus should include evaluations of the state of low income housing of all types, the state of in-fill housing toward the city center, the effectiveness of efforts to control of sprawl, an evaluation of the need for additional protections and preservation incentives for mobile and manufactured homes and other forms of housing that can meet affordable housing criteria, and an assessment of the need for changes to SMC 17C.345 regarding Manufactured Homes and Manufactured Home Parks (ie. 10 acre minimum park size, only new manufactured homes on individual lots).

SMC Title 17C Land Use Standards

Chapter 17C.345 Manufactured Homes and Mobile Home Parks

Section 17C.345.010 Purpose

This chapter establishes the standards for the location and development of manufactured homes, mobile home parks and manufactured home subdivisions. The manufactured home standards are intended to allow manufactured homes in all areas of the City in which single-family residences are a permitted use. The mobile home park is intended primarily to accommodate planned mobile home developments in a desirable residential environment thereby providing a greater range and choice of housing types. These developments are intended to accommodate individual manufactured homes or mobile homes on a condominium lot sale basis or lot rental or lease basis so that the park remains in one ownership to comply with the conditions of development.

Date Passed: Monday, May 8, 2006

Effective Date: Wednesday, June 14, 2006

ORD C33830 Section 9

Section 17C.345.100 Where Standards Apply

Manufactured homes are permitted in all zones where a single-family residence is a permitted use, except in designated historic districts, subject to the development standards of [SMC 17C.345.110](#). Mobile home parks are permitted in the RA and RSF zones subject to review and approval as a Type III application.

Date Passed: Monday, May 8, 2006

Effective Date: Wednesday, June 14, 2006

ORD C33830 Section 9

Section 17C.345.110 Development Standards for Manufactured Homes

The following standards apply to individual manufactured homes not located in a mobile home park.

- A. Only new manufactured home units required to be titled under Title 46 RCW, which has not been previously titled to a retail purchaser and is not used as defined under RCW 82.45.032(2) is allowed.**
- B. Only a unit comprised of two or more fully enclosed parallel sections each of not less than twelve feet wide by thirty-six feet long.
- C. The unit was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof with a nominal pitch of 3:12.
- D. The unit has exterior siding similar in appearance and quality to siding materials commonly used on conventional site built International Residential Code single-family residences.

- E. The unit be set upon a permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative; and
- F. The unit is thermally equivalent to the state energy code.

Date Passed: Monday, December 22, 2008

Effective Date: Sunday, January 25, 2009

ORD C34369 Section 4

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:

1. does not exceed an area of fifteen square feet;

2. does not exceed twenty feet in height;
3. sets back from the street at least twenty feet; and
4. 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.

Date Passed: Monday, May 8, 2006

Effective Date: Wednesday, June 14, 2006

ORD C33830 Section 9

[Section 17C.345.130](#) Manufactured Home Subdivisions

A manufactured home park may be platted in accordance with the requirements for subdivisions as provided in [chapter 17G.080 SMC](#), remaining subject to the terms of this chapter. Any manufactured home development involving a subdivision of land into separately owned parcels or lots must be platted as provided by [chapter 17G.050 SMC](#) as a Type III application permit process. A manufactured home subdivision is subject to the minimum lot size requirements of the base zone. Nothing in this [chapter 17C.345 SMC](#) shall prevent the approval of a residential subdivision or planned unit development in accordance with [chapter 17G.070 SMC](#) and [chapter 17G.080 SMC](#) consisting partially or entirely of manufactured homes.

Date Passed: Monday, May 8, 2006

Effective Date: Wednesday, June 14, 2006

ORD C33830 Section 9

Neighborhood Notice Ordinance

Proposed modifications to the Spokane Municipal Code (6/17/15)

Note: Underlined text is new proposed text, crossed out text is to be removed, and notes in boxes add context and information, but are not included with the proposed code modifications.

Section 17G.060.090 Determination of a Complete Application

Within twenty-eight days of receiving a project permit application, the department shall determine if the application is complete (RCW 36.70B.070). Upon receipt of a project permit application the department shall:

A. Counter Complete.

Conduct a preliminary, immediate review to determine if the application contains the documents and information required by [SMC 17G.060.070](#). If the administrative official determines the application does not contain the required documents and information, the application including fees shall be returned to the applicant.

B. Component Screening.

If the application appears to contain required documents, the department shall accept the application and within seven days, conduct a detailed review and determine if any additional information is necessary to process the application. If the ~~((administrative official))~~ department determines the application is missing required components, or is inadequate in other ways, the application including any fees shall be returned to the applicant.

C. Review by Interested Agencies.

If the application, after the detailed review, is found to contain the required components and supporting documents, the application shall be forwarded to ~~((all))~~ ((i)) interested City departments, ((and)) ((ii)) agencies of local, state, or federal governments that may have jurisdiction over some aspect of the application, and ((iii)) the individual(s) designated pursuant to SMC 4.27.010(D) to receive written notice on behalf of the neighborhood council in which the project is located, at the address for such departments, agencies, and neighborhood council designee(s) on file with the department, for review to ensure compliance with state laws, ordinances and concurrency requirements. Interested departments, agencies, and the neighborhood council shall be given fourteen days to provide comments on a permit application. All written comments will be forwarded to the applicant at the end of the fourteen day comment period.

1. If review agencies require additional information to continue processing the application, the applicant shall be notified in writing.

SMC 4.27.010 (D)

Each neighborhood council designates at least two individuals to receive written documentation and other information from the City's department of neighborhood services and code enforcement and to be responsible for disseminating this information to their respective neighborhood councils.

Note: the applicable department will process the application.

Note: Complete project permit applications to be forwarded by the applicable city department to the neighborhood council in which the project is located for review and comments.

2. Required information must be provided within sixty days from the notification by the department. The applicant may submit a written request for additional time to the director; any time extensions shall be in writing. If the information is not received within the sixty days (or as otherwise agreed to), the application and a portion of the fees shall be returned to the applicant, pursuant to [chapter 8.02 SMC](#).
3. Within fourteen days of the submission of the additional information identified by the review agency, the department shall notify the applicant whether the studies are adequate or what additional information is necessary.

Timeline requirements:

7 days (to determine if application complete to process)

14 days (comment period)

within 7 days after comment period ends (application to be certified complete if no additional information needed)

4. If the neighborhood council submits written comments on an application, the department shall provide a written response to the chairperson no later than the date on which the application is certified complete pursuant to paragraph D herein below.

D. Application Certified Complete.

Within seven days of the expiration of the interested agency comment period, if no additional information was required, or the information required under subsection (C) of this section is acceptable, the administrative official shall certify the application complete. Applications requiring review by the hearing examiner are forwarded to the hearing examiner upon being certified as complete.

E. Vesting.

Applications shall be considered vested at the time the application is certified complete, the vesting date shall be the date of application submission. If the application is not complete when filed or information is not timely provided as set forth in subsection (B) or (C) of this section, the application shall not be considered complete for purposes of vesting or other statutory compliance dates.

Note: The purpose of this preliminary step in the application process is primarily to determine whether the application includes adequate information for further processing. RCW 36.70B.070

Section 17G.060.120 Public Notice – Types of Notice

- A. Individual notice is given in writing by regular U.S. mail or by personal service.
 1. Notice is given to:
 - a. All owners and taxpayers of record, as shown by the most recent Spokane County assessor's record, and occupants of addresses of property located within a four-hundred-foot radius of any portion of the boundary of the subject property, including any property that is contiguous and under the same or common ownership and control (RCW 36.70B.040(2)). The department may expand the mailing to include areas adjacent to the access easements and areas on the opposite side of rights-of-way, rivers and other physical features;
 - b. Any person who has made a written request to receive such notice, including any registered neighborhood organization as defined in [chapter 17A.020 SMC](#) representing the surrounding area;

Note: Under State law, fundamental land use planning choices made in adopted comprehensive plans and development regulations must serve as the foundation for project review. RCW 36.70B.030(1).

(2) During project review, a local government or any subsequent reviewing body shall determine whether the items listed in this subsection are defined in the development regulations applicable to the proposed project or, in the absence of applicable regulations the adopted comprehensive plan. At a minimum, such applicable regulations or plans shall be determinative of the:

(a) Type of land use permitted at the site, including uses that may be allowed under certain circumstances, such as planned unit developments and conditional and special uses, if the criteria for their approval have been satisfied;

(b) Density of residential development in urban growth areas; and

(c) Availability and adequacy of public facilities identified in the comprehensive plan, if the plan or development regulations provide for funding of these facilities as required by chapter 36.70A RCW.

(3) During project review, the local government or any subsequent reviewing body shall not reexamine alternatives to or hear appeals on the items identified in subsection (2) of this section, except for issues of code interpretation. As part of its project review process, a local government shall provide a procedure for obtaining a code interpretation as provided in RCW 36.70B.110.

(4) Pursuant to RCW 43.21C.240, a local government may determine that the requirements for environmental analysis and mitigation measures in development regulations and other applicable laws provide adequate mitigation for some or all of the project's specific adverse environmental impacts to which the requirements apply.

RCW36.70B.030.

- c. Any agency with jurisdiction identified by the director.
- d. The individual(s) designated pursuant to SMC 4.27.010(D) to receive written notice on behalf of the neighborhood council in which the project is located, at the address for such neighborhood council designee(s) that is on file with the City's department of neighborhood services and code enforcement.

2. Individual and newspaper notices must contain the following information:

- a. Type I, II, and III project permit applications:
 - i. Location of the property sufficient to clearly locate the site.
 - ii. Description of the proposed action and required permits.
 - iii. Name, address, and office telephone number of the City official from whom additional information may be obtained.
 - iv. Applicant name and telephone number.
 - v. Statement that any person may submit written comments and appear at the public hearing, if applicable.
 - vi. A statement that comments will be received on environmental issues, any environmental documents related to the proposed action, the SEPA status, and the appeal deadline for SEPA.
 - vii. A statement that written comments and oral testimony at a hearing will be made a part of the record, if applicable.
 - viii. A statement, in bold type, that only the applicant, persons submitting written comments, and persons testifying at a hearing may appeal the decision.
 - ix. Date and time by which any written comments must be received on the notice of application; and

- x. Date of the application and date of the notice of complete application.
 - b. In addition, for Type III project permit application:
 - i. Notice of community meeting: Date, time, and place of the meeting.
 - ii. Notice of public hearing: Date, time, and place of a public hearing.

B. Sign.

Posted notice is given by installation of a sign on the site of the proposal adjacent to the most heavily traveled public street and located so as to be readable by the public. The director may require more than one sign if the site fronts on more than one arterial or contains more than three hundred feet of frontage on any street.

1. The posted notice sign must meet the following specifications:
 - a. It measures a minimum of four feet by four feet, but sign size may be increased in order to contain all of the required information.
 - b. It is constructed of material of sufficient weight and strength to withstand normal weather conditions.
 - c. It is white with red lettering.
2. Posted notices must contain the following information:
 - a. The first line of text on the sign in four-inch letters reads: "NOTICE OF COMMUNITY MEETING" or the applicable notice type.
 - b. The second line of text on the sign in three-inch letters reads: "PROPOSED CONDITIONAL USE PERMIT, File #Z----- -CUP" or some other appropriate description of the proposed action.
 - c. The third line of text on the sign in three-inch letters reads: "COMMUNITY MEETING ON/PUBLIC HEARING ON/COMMENTS DUE BY (date, time, and location)."
 - d. The subsequent line(s) of text, in three-inch letters, read as follows depending on the proposal:

TABLE 17G.060-2 CONTENT OF PUBLIC NOTICE (Click here to view PDF)			
Content of Public Notice	Type I Application	Type II Application	Type III Application
Proposed Use	X	X	X
Proposed Zone			X [2]
Proposed Standard			X [3]
Project Name		X	X
Acreage		X [1]	X [1]
# of Lots		X [1]	X [1]
Notes: [1] Preliminary Plat, BSP, PUD, Short Plat [2] Rezone [3] For applications which modify a development standard			

- e. The applicant (or agent) name and phone number, the SEPA status, and the deadline for appeal of the SEPA determination.
- f. The last line of text on the sign in three-inch letters reads: "FOR INFORMATION: (City contact telephone number)."
- g. The following figures illustrate posted notice signs:

Example "A"
<p style="text-align: center;"> NOTICE OF PUBLIC HEARING PROPOSED ZONE CHANGE, FILE #Z2003-01-ZC PUBLIC HEARING ON : 1/1/2004 AT 9:00 A.M. LOCATED: COUNCIL BRIEFING RM., CITY HALL Proposed Zone: C1 Proposed Use: Warehouse Applicant/Agent: John Doe, Phone (509) 999-0001 SEPA: DNS, appeal deadline 12/24/03 FOR INFORMATION: (509) 625-6300 https://my.spokanecity.org/projects/example/ </p>
Example "B"
<p style="text-align: center;"> NOTICE OF SEPA/APPLICATION BUILDING PERMIT, FILE #B0300001 PUBLIC COMMENT DUE : 1/1/2004 AT 9:00 A.M. LOCATED: COUNCIL BRIEFING RM., CITY HALL Proposed Use: Commercial Applicant/Agent: John Doe, Phone (509) 999-0001 SEPA: DNS, appeal deadline 12/24/03 FOR INFORMATION: (509) 625-6300 https://my.spokanecity.org/projects/example/ </p>

C. Posting.

Posting of the notice as a letter, identical in form and content to individual written notice, shall be posted at "official public notice posting locations," including:

1. The main City public library and the branch library within or nearest to the area subject to the pending action;
2. The space in City Hall officially designated for posting notices; and
3. Any other public building or space that the city council formally designates as an official public notice posting location, including electronic locations.

D. Newspaper notice is published in a legal newspaper of general circulation. The contents of the newspaper notice are as prescribed in subsection (A)(2) of this section. Newspaper notices are published on the same day of two consecutive weeks, the first no later than the number of days specified for the particular application type specified in this chapter.

E. Other Notification.

The hearing examiner, with respect to permit applications for non-site specific issues, such as essential public facilities, may require or provide for such alternative or additional notice as deemed necessary and appropriate to serve the public interest. A

notification plan may be required of the applicant by the hearing examiner indicating the form and time of notice appropriate to the scope and complexity of the proposed project.

TABLE 17G.060-3 TYPE OF PUBLIC NOTICE REQUIRED / PROJECT PERMIT REVIEW PROCESS (Click here to view PDF)						
Project Permit Type	Notice of Community Meeting	Notice of Application	Notice of Public Hearing	Review Official	City Council Review	Expiration of Permit [1]
Building and Code Enforcement – Type I Application						
Building Permit	No	Legal / Individual	No	Building Official	No	180 days
Grading Permit	No	Legal / Individual	No	Building Official	No	180 days
Demolition Permit	No	Legal / Individual [5]	No [2]	Building Official	No	180 days
<u>Building Permit with SEPA</u>	<u>Posted / Individual</u>	<u>Posted / Individual</u>	<u>No</u>	<u>Department Director</u>	<u>No</u>	<u>180 days</u>
<u>Grading Permit with SEPA</u>	<u>Posted / Individual</u>	<u>Posted / Individual</u>	<u>No</u>	<u>Department Director</u>	<u>No</u>	<u>180 days</u>
<u>Demolition Permit with SEPA</u>	<u>Posted / Individual</u>	<u>Posted / Individual</u>	<u>No</u>	<u>Department Director</u>	<u>No</u>	<u>180 days</u>
Planning Services – Type I Application						
Floodplain with SEPA	Posted / Individual	Posted / Individual	No	Planning Director	No	180 days

Planning Services – Type II Application						
Binding Site Plan	No	Posted / Individual	No	Planning Director	No	5 years
Certificate of Compliance	No	Posted / Individual	No	Planning Director	No	None
Conditional Use Permit	No [3]	Posted / Individual	No	Planning Director	No	3 years
Plans-in-lieu	No	Posted / Individual	No	Planning Director	No	3 years
Shoreline SDP	No	Posted / Individual	No	Planning Director	No	Must Comply with WAC 173-27-90
Short Plat	No	Posted / Individual	No	Planning Director	No	5 years
Planning Services – Type III Application (Hearing Required)						
Certificate of Compliance	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	None
Conditional Use Permit	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	3 years
Floodplain Variance	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	3 years
Long Plat	Posted / Individual	Posted / Individual	Newspaper / Posted / Individual	Hearing Examiner	No	5 years
Plans-in-lieu	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	3 years
PUD	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	Yes	5 years [4]
Rezone	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	Yes	3 years

Shoreline CUP	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	Must Comply with WAC 173-27-90
Shoreline Variance	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	Must Comply with WAC 173-27-90

Note: Applications for demolition permits to be forwarded to the neighborhood council in which the building or structure is located for review and comments. This will include only the demolition of an entire building or structure. Conversely, applications for the demolition to a portion of a building or structure will not be forwarded.

Skywalk	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	Yes	2 years
Variance	Posted / Individual	Posted / Individual	Posted / Individual	Hearing Examiner	No	3 years

Notes:

[1] Approval expires after the specified time if no permit to develop the project is issued by the City of Spokane or building permit expires without completion of the improvements.

[2] Public Hearing is required if the structure is on the National Historic Register.

[3] Conditional Use Permits required under [SMC 17C.110.110](#), Limited Use Standards for Religious Institutions and Schools, will complete posted/individual notification requirements for a Community Meeting.

[4] If a PUD is approved together with a preliminary plat, the expiration date for the PUD shall be the same as the expiration date of the preliminary plat.

[5] Applications for demolition permits for the demolition of an entire building or structure shall, in addition to any applicable requirements under chapter 43.21C RCW, be subject to a ten day review and comment period. This review and comment period shall run concurrently with any other applicable notice and comment period. Following receipt of such applications, copies shall be forwarded to the individual(s) designated pursuant to SMC 4.27.010(D) to receive written notice on behalf of the neighborhood council in which the building or structure is located, at the address for such neighborhood council designee(s) that is on file with the department. Any comments submitted to the department by the neighborhood council during this review and comment period shall be provided to the applicant prior to issuing the demolition permit.

Administration and Procedures

Chapter 17G.060 Land Use Application Procedures

Section 17G.060.120 Public Notice – Types of Notice

A. Individual notice is given in writing by regular U.S. mail or by personal service.

1. Notice is given to:

- a. All owners and taxpayers of record, as shown by the most recent Spokane County assessor's record, and occupants of addresses of property located within a four-hundred-foot radius of any portion of the boundary of the subject property, including any property that is contiguous and under the same or common ownership and control (RCW 36.70B.040(2)). The department may expand the mailing to include areas adjacent to the access easements and areas on the opposite side of rights-of-way, rivers and other physical features;
- b. Any person who has made a written request to receive such notice, including any registered neighborhood organization as defined in [chapter 17A.020 SMC](#) representing the surrounding area;
- c. Any agency with jurisdiction identified by the director.

2. Individual and newspaper notices must contain the following information:

- a. Type I, II, and III project permit applications:
 - i. Location of the property sufficient to clearly locate the site.
 - ii. Description of the proposed action and required permits.
 - iii. Name, address, and office telephone number of the City official from whom additional information may be obtained.
 - iv. Applicant name and telephone number.
 - v. Statement that any person may submit written comments and appear at the public hearing, if applicable.
 - vi. A statement that comments will be received on environmental issues, any environmental documents related to the proposed action, the SEPA status, and the appeal deadline for SEPA.
 - vii. A statement that written comments and oral testimony at a hearing will be made a part of the record, if applicable.
 - viii. A statement, in bold type, that only the applicant, persons submitting written comments, and persons testifying at a hearing may appeal the decision.
 - ix. Date and time by which any written comments must be received on the notice of application; and
 - x. Date of the application and date of the notice of complete application.
- b. In addition, for Type III project permit application:
 - i. Notice of community meeting: Date, time, and place of the meeting.
 - ii. Notice of public hearing: Date, time, and place of a public hearing.

B. Sign.

Posted notice is given by installation of a sign on the site of the proposal adjacent to the most heavily traveled public street and located so as to be readable by the public. The director may require more than one sign if the site fronts on more than one arterial or contains more than three hundred feet of frontage on any street.

1. The posted notice sign must meet the following specifications:

- a. It measures a minimum of four feet by four feet, but sign size may be increased in order to contain all of the required information.

- b. It is constructed of material of sufficient weight and strength to withstand normal weather conditions.
- c. It is white with red lettering.
- 2. Posted notices must contain the following information:
 - a. The first line of text on the sign in four-inch letters reads: "NOTICE OF COMMUNITY MEETING" or the applicable notice type.
 - b. The second line of text on the sign in three-inch letters reads: "PROPOSED CONDITIONAL USE PERMIT, File #Z----- -CUP" or some other appropriate description of the proposed action.
 - c. The third line of text on the sign in three-inch letters reads: "COMMUNITY MEETING ON/PUBLIC HEARING ON/COMMENTS DUE BY (date, time, and location)."
 - d. The subsequent line(s) of text, in three-inch letters, read as follows depending on the proposal:

TABLE 17G.060-2
CONTENT OF PUBLIC NOTICE
[\(Click here to view PDF\)](#)

Content of Public Notice	Type I Application	Type II Application	Type III Application
Proposed Use	X	X	X
Proposed Zone			X [2]
Proposed Standard			X [3]
Project Name		X	X
Acreage		X [1]	X [1]
# of Lots		X [1]	X [1]

Notes:

[1] Preliminary Plat, BSP, PUD, Short Plat

[2] Rezone

[3] For applications which modify a development standard

- e. The applicant (or agent) name and phone number, the SEPA status, and the deadline for appeal of the SEPA determination.
- f. The last line of text on the sign in three-inch letters reads: "FOR

INFORMATION: (City contact telephone number and web page address where additional project information may be found)."

- g. The following figures illustrate posted notice signs:

Example "A"

NOTICE OF PUBLIC HEARING
PROPOSED ZONE CHANGE, FILE #Z2003-01-ZC
PUBLIC HEARING ON : 1/1/2004 AT 9:00 A.M.
LOCATED: COUNCIL BRIEFING RM., CITY HALL
Proposed Zone: C1
Proposed Use: Warehouse
Applicant/Agent: John Doe, Phone (509) 999-0001
SEPA: DNS, appeal deadline 12/24/03
FOR INFORMATION: (509) 625-6300
<https://my.spokanecity.org/projects/example/>

Example "B"

NOTICE OF SEPA/APPLICATION
BUILDING PERMIT, FILE #B0300001
PUBLIC COMMENT DUE : 1/1/2004 AT 9:00 A.M.
LOCATED: COUNCIL BRIEFING RM., CITY HALL
Proposed Use: Commercial
Applicant/Agent: John Doe, Phone (509) 999-0001
SEPA: DNS, appeal deadline 12/24/03
FOR INFORMATION: (509) 625-6300
<https://my.spokanecity.org/projects/example/>

C. Posting.

Posting of the notice as a letter, identical in form and content to individual written notice, shall be posted at "official public notice posting locations," including:

1. The main City public library and the branch library within or nearest to the area subject to the pending action;
2. The space in City Hall officially designated for posting notices; and
3. Any other public building or space that the city council formally designates as an official public notice posting location, including electronic locations.

- D. Newspaper notice is published in a legal newspaper of general circulation. The contents of the newspaper notice are as prescribed in subsection (A)(2) of this section. Newspaper notices are published on the same day of two consecutive weeks, the first no later than the number of days specified for the particular application type specified in this chapter.

E. Other Notification.

The hearing examiner, with respect to permit applications for non-site specific issues, such as essential public facilities, may require or provide for such alternative or additional notice as deemed necessary and appropriate to serve the public interest. A notification plan may be required of the applicant by the hearing examiner indicating the form and time of notice appropriate to the scope and complexity of the proposed project. Bottom of Form

Section 17G.060.190 Notice of Decision

- A. Decisions on Type I, II, and III project permit applications are made by the hearing examiner or director within ten days of the date the record is closed. The time for decision may be extended if the applicant agrees in writing. Subject to chapter 36.70B RCW, the time for decision may also be extended to allow time for additional public comment if the hearing examiner or director determines that notice was not properly mailed or posted; provided, a person is deemed to have received notice if that person appears at the hearing or submits timely written comments, even if notice was not properly mailed or posted. In making the decision, the hearing examiner or director may approve, approve with conditions, or deny the permit application. The decision is made in writing.
- B. Within seven days of making the decision, the hearing examiner or director causes notice of decision to be provided as follows:
 1. Written notice of decision is provided by the decision-maker concurrent to the decision.
 2. Notice of a decision denying a permit application is given to the applicant. A full copy of the decision and any conditions of approval accompanies the notice of the decision to the applicant.
 3. Notice of all other decisions is given to the applicant, all parties of record, and all persons who have requested to be given notice.
 4. Notice of decision for Type I permit applications shall be the permit. For Type II and III permit applications the decision includes the following information:
 - a. Location of the property.
 - b. Description of the proposed action.
 - c. Name, address, and office telephone number of the City official from whom additional information may be obtained.
 - d. Applicant name and number.
 - e. The decision made, including the environmental threshold determination.
 - f. A list of persons who testified in person or in writing, or a summary of such a list.
 - g. A list of exhibits or a summary of such a list.
 - h. A statement of the decision criteria governing the application.
 - i. A statement of the comprehensive plan policies governing the application.
 - j. Findings of fact and conclusions relating the proposal to the decision criteria governing the application and which form the basis for the decision.
 - k. A statement that a full copy of the decision may be obtained from the designated official for the cost of reproduction.
 - l. The last date the decision may be appealed.
 - m. The place the appeal must be filed.
 - n. A statement of the fee to be charged for an appeal and the approximate cost to prepare any required transcripts.
 - o. A statement that the decision will be final unless appealed; and
 - p. The signature of the person making the decision.
- C. If the decision on a Type II or III project permit includes conditions of approval, a covenant must be recorded in the Spokane County auditor's office identifying the restrictions to use and development of the property exist. The covenant must be filed within the approval time

limits of the permit or the approval becomes void. For rezones, the hearing examiner does not forward the rezone to the city council until the covenant has been filed.

- D. The decision for a shoreline substantial development permit, shoreline conditional use permit, or shoreline variance must contain a statement that construction pursuant to the permit shall not begin and is not authorized until twenty-one days from the “date of filing” by department of ecology as defined in RCW 90.58.140(6) and WAC 173-27-130, or until all review proceedings initiated within twenty-one days from the date of such filing have been terminated; except as provided in RCW 90.58.149(5)(a) and (b).
- E. Notice of decision for a shoreline substantial development permit, shoreline conditional use permit, or shoreline variance shall be submitted to the department of ecology along with a permit data sheet (Appendix A, WAC Chapter 173-27). For a shoreline conditional use permit or a shoreline variance, there is a thirty-day review by department of ecology. After this period, the department of ecology shall render and transmit to the City of Spokane and the applicant a final decision approving, approving with conditions, or disapproving the permit. The planning director shall provide notification within seven days of the department of ecology’s final decision to those interested persons having requested notification.

Section 17G.050.310 Right of Appeal

- A. ~~((The applicant of a))~~ A person with standing ~~((as defined in chapter 17A.020 SMC))~~ may appeal to the hearing examiner a decision of the director of planning services, engineering services, the building official, the responsible official under SEPA as provided in SMC 17G.060.210 and the landmarks commission related to applications for certificate of appropriateness and determination of eligibility under SMC 17D.040.230 by filing with the permit application department a written appeal within fourteen days of the date of the written decision.
 - B. The applicant, a person with standing, or a City department may appeal to the city council any decision of the hearing examiner, except as provided in SMC 17G.060.210, by filing with the permit application department a written appeal within fourteen days of the date of the written decision of the hearing examiner.
-

Add new Section to Chapter 17G.050 as follows:¹

Section 17G.050.315 Standing

Standing to bring an appeal to the hearing examiner and/or city council under this chapter is limited to the following persons:

- A. The applicant and the owner of property to which the decision is directed;
- B. Another person aggrieved or adversely affected by the decision, or who would be aggrieved or adversely affected by a reversal or modification of the decision. A person is aggrieved or adversely affected within the meaning of this section only when all of the following conditions are present:
 - (1) The decision has prejudiced or is likely to prejudice that person;
 - (2) That person's asserted interests are among those that the department was required to consider when it made the decision; and
 - (3) A judgment in favor of that person would substantially eliminate or redress the prejudice to that person caused or likely to be caused by the decision; and
 - (4) The petitioner has exhausted his or her administrative remedies to the extent required by law (RCW 36.70C.060).

¹ As set forth below, SMC 17A.020.010(AB) already defines who has standing. For purposes of convenience, the proposal is to add identical language to the hearing examiner code.

A. Appeal – Standing For.

As provided under RCW 36.70C.060, persons who have standing are limited to the following:

1. The applicant and the owner of property to which the land use decision is directed; and
2. Another person aggrieved or adversely affected by the land use decision, or who would be aggrieved or adversely affected by a reversal or modification of the land use decision. A person is aggrieved or adversely affected within the meaning of this section only when all of the following conditions are present:
 - a. The land use decision has prejudiced or is likely to prejudice that person;
 - b. That person's asserted interests are among those that the local jurisdiction was required to consider when it made the land use decision;
 - c. A judgment in favor of that person would substantially eliminate or redress the prejudice to that person caused or likely to be caused by the land use decision; and
 - d. The petitioner has exhausted his or her administrative remedies to the extent required by law (RCW 36.70C.060).

Options for item C:

- C. The neighborhood council in which the property to which the decision being appealed is directed, subject to the neighborhood council demonstrating that it adhered to established bylaws in making the decision to bring the appeal.
-

1. Keep proposed language.
2. Change to:
"Neighborhood Council: refer to state law."

Note: "The time periods for local government actions for each type of complete project permit application or project type should not exceed one hundred twenty days, unless the local government makes written findings that a specified amount of additional time is needed to process specific complete project permit applications of project types." RCW 36.70B.080(1). In addition, preliminary plats of any proposed subdivision and dedication generally must be approved, disapproved, or returned to the applicant for modification or correction within ninety days from date of filing thereof unless the applicant consents to an extension of such time. RCW 58.17.140(1). Similar time limitations apply to other types of applications for development permits.

Administration and Procedures

Chapter 17G.050 Hearing Examiner

Article II. Procedures

Section 17G.050.140 Effect of Notice

- A. Failure of a person entitled to notice to receive notice does not affect the jurisdiction of the hearing examiner to hear the application at the time and place scheduled and to render a decision, if the notice was properly mailed and posted.
- B. A person is deemed to have received notice if that person appears at the hearing or submits a written statement regarding the hearing even if notice was not properly mailed or posted. Subject to chapter 36.70B RCW, the hearing examiner may continue the hearing date and extend the comment period to allow such persons additional time to respond.
- C. Subject to paragraph B of this section, ((If required notice is not given and actual notice not received)) if the hearing examiner determines that any notice required under chapter 17G.060 SMC has not been provided, the hearing examiner may reschedule the hearing or keep the record open on the matter to receive additional evidence.