

Spokane Plan Commission Agenda

September 23, 2015

Council Chambers:

Meeting will be held earlier than the regularly scheduled meetings.

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

12:00 P.M. Council Chambers	Public Comment Period: Citizens are invited to address the Plan Commission on any topic not on the agenda.....3/m each
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12:00- 12:15	Commission Briefing Session: 1) Approve August 26, 2015 and September 9, 2015 Meeting Minutes 2) City Council/Community Assembly Liaison Reports 3) President Report – Dennis Dellwo 4) Transportation Subcommittee Report – John Dietzman 5) Secretary Report – Louis Meuler
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12:15 - 12:30 12:30 - 12:45 12:45 - 1:45	Workshops: 1) Annual Development Code Cleanup - Dean Giles 2) Overview/Update on City-Wide 6 Year Program - Katherine Miller 3) Cell Tower Development Standards Update - James Richman <ul style="list-style-type: none">• Eligible Facilities Requests
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2:00 - 5:00	Hearings: 1) Pedestrian Plan - Ken Pelton & Jacqui Halvorson 2) Comprehensive Plan Land Use Annual Amendments - Tirrell Black & Nathan Gwinn
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Adjournment:
1) Next Plan Commission meeting will be on October 14, 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.

CODE MAINTENANCE SUBMITTAL FORM

This form must be filled out in its entirety if the recommendation is to be considered.

Employee Name: M. Dean Giles	Department: Planning and Development
Email: dgiles@spokanecity.org	Date: 9/15/15
CODE SECTION NEEDING REVISION (LIST SPECIFIC CODE SECTIONS)	
SMC 17F.070.190	
RECOMMENDED CHANGES TO CODE SECTION (BE DETAILED - PROPOSED LANGUAGE, DELETIONS, ETC.)	
<p>Repeal in entirety.</p> <p>Title 17F Construction Standards</p> <p>Chapter 17F.070 Existing Building and Conservation Code</p> <p>Section 17F.070.190 Number of Exits</p> <p>A. Every dwelling unit must have access to at least two exits located as provided in IBC Section 1026. A fire escape may be used as one required exit.</p> <p>B. Every sleeping room below the fourth floor must have a secondary exit.</p> <p>Date Passed: Monday, June 7, 2010</p> <p>Effective Date: Thursday, July 1, 2010</p> <p>ORD C34600 Section 10</p>	
EXPLANATION FOR WHY CHANGE IS RECOMMENDED	
<p>This subsection is under the general classification of Section 17F.070 Existing Building and Conservation Code. The purpose of this section is to address concerns with existing buildings. Subsection 190 appropriately supplemented the model and State codes when originally written (1979), but is no longer appropriate given the changes and refinements to the model and State codes. Justification for repeal may be classified under three general headings:</p> <ol style="list-style-type: none">1. Subsection 190 is in conflict with the general purpose and goals of Section 17F.070.2. Any remodeling work is already governed by the current codes.3. The SMC section is an artifact from earlier codes and may be deleted without compromising safety. <p>Please see the attached document for more detailed explanations.</p>	
FOR MORE INFORMATION CONTACT	
<p>Tami Palmquist, Associate Planner Planning and Development tpalmquist@spokanecity.org 625-6157</p>	

Context:

SMC Chapter 17F.070 Existing Building and Conservation Code: code requirements for the rehabilitation of existing buildings.

Statement:

SMC Section 17F.070.190 should be repealed. This section requires access to two exits from each dwelling unit (apartment), and also requires secondary exits (emergency egress windows, or a second door) from each sleeping room.

Rationale:

Justification for repeal comes from three different routes:

- 1. Subsection 190 is in conflict with the general purpose and goals of Section 17F.070.**
 - a. Section 17F.070.010 defines the scope of this section. To paraphrase, the goals are broken down into 4 themes:
 - i. Item A states that existing construction may remain if it was originally constructed per code, has been maintained, is not being changed to a different use, and is not dangerous.
 - ii. Item B states that building owners and occupants are obligated to maintain the property.
 - iii. Item C states that the purpose of the chapter is to set minimum maintenance standards, and to *retroactively adopt safety requirements for apartments and hotels over two stories in eight*.
 - iv. Item D states that it is the policy of the City to put existing building to use by *encouraging* the rehabilitation of usable structures (or demolish to allow for new construction).
 - b. The requirements of subsection 190 conflict with Item D:
 - i. Requiring access to two exits and providing secondary exits from each sleeping room is *much more restrictive* than for new construction, and creates very difficult design challenges. This *discourages* rehabilitation.
- 2. Any remodeling work is already governed by the current codes.** Remodels must comply with the International Existing Building Code (IEBC), the International Building Code (IBC) and the International Fire Code (IFC). These codes have been developed and refined to address demonstrated safety concerns, and are the recognized standards for construction safety.
 - a. The safety standards from item C are met by the Building Codes. The requirements of subsection 190 are more restrictive (unnecessarily) than the requirements for new construction.

3. **The SMC section is an artifact from earlier codes.** The wording has been updated periodically as codes change (2003 changed to 2006, for instance) but the context in which the section was originally adopted has changed. Current code addresses safety concerns adequately.
- a. The relevant change is from the 1997 UBC to the 2003 IBC in 2004. This relaxed some requirements if a sprinkler system were installed (including the requirement for a secondary exit).
 - b. The wording of subsection 190 has not materially changed since 1979. Housekeeping updates were done (replacing “UBC” with “IBC”, for instance), but the section does not appear to have been reviewed as to whether it is still necessary.

Example:

A three story apartment building is remodeling. The new layout meets all current building codes, including a sprinkler system throughout. The building is mid-block, and adjoins other buildings on the long sides. Light wells provide natural lighting for the apartments.

- Subsection 190 requires access to two exits from each apartment. There are three stairs and an elevator, so each unit has access to multiple exits (as required by current codes).
- Subsection 190 requires secondary exits from each sleeping room;
 - Egress windows cannot be used, since there is no path out of the light wells to the street. Meeting this SMC requirement would require placing the bedrooms on the street side only, reducing the number of units drastically and creating large spaces on the interior of the building.
 - Providing a second door to a corridor from each bedroom is not required for new construction, and would be very problematic from a design standpoint.



Agenda Sheet for City Council Meeting of:

04/13/2015

Date Rec'd 4/1/2015
Clerk's File # ORD C35246
Renews #
Cross Ref #
Project #
Bid #
Requisition #

Submitting Dept PLANNING & DEVELOPMENT
Contact TPALMQUIST@SPOKANECITY.ORG 625- 6157
Contact E-Mail TPALMQUIST@SPOKANECITY.ORG
Agenda Item Emergency Ordinance
Agenda Item 0650 PLANNING DEPT. INTERIM ZONING ORDINANCE RE: WIRELESS
Agenda Wording

An interim zoning ordinance relating to Title 17C and wireless transmissions.

Summary (Background)

An Interim Zoning Ordinance Of The City Of Spokane, Washington, Relating To Collocation, Modification, Removal And Replacement Of Wireless Facilities; Adding A New Chapter To Title 17c Of The Spokane Municipal Code; Establishing Interim Development Regulations For Collocation, Modification, Removal And Replacement Of Wireless Transmission Facilities To Conform To Federal Law And Regulations; Establishing An Application Submittal And Approval Process; And Declaring An Emergency.

Fiscal Impact

Neutral \$ 0
Select \$
Select \$
Select \$

Budget Account

Not applicable

#

Approvals

Dept Head MEULER, LOUIS
Division Director SIMMONS, SCOTT M.
Finance SALSTROM, JOHN
Legal WHALEY, HUNT
For the Mayor SANDERS, THERESA

Council Notifications

Study Session
Other

Distribution List

tpalmquist@spokanecity.org
jrichman@spokanecity.org
rriedinger@spokanecity.org

Additional Approvals

Purchasing

PASSED BY SPOKANE CITY COUNCIL ON
4/13/2015

[Signature]
CITY CLERK

ORDINANCE NO. C35246

An Interim Zoning Ordinance Of The City Of Spokane, Washington, Relating To Collocation, Modification, Removal And Replacement Of Wireless Facilities; Adding A New Chapter To Title 17c Of The Spokane Municipal Code; Establishing Interim Development Regulations For Collocation, Modification, Removal And Replacement Of Wireless Transmission Facilities To Conform To Federal Law And Regulations; Establishing An Application Submittal And Approval Process; And Declaring An Emergency.

WHEREAS, in 1934, Congress enacted the Communications Act of 1934, creating the FCC and granting it authority over common carriers engaged in the provision of interstate or foreign communications services; and

WHEREAS, in 1996 Congress enacted Pub. L. No. 104-104, 110 Stat. 70 (the "1996 Act"), amending the Communications Act of 1934 and implementing regulations applicable to both wireless and wireline communications facilities for the purpose of removal of barriers to entry into the telecommunications market while preserving local government zoning authority except where specifically limited under the 1996 Act; and

WHEREAS, in the 1996 Act, Congress imposed substantive and procedural limitations on the traditional authority of state and local governments to regulate the location, construction, and modification of wireless facilities and incorporated those limitations into the Communications Act of 1934; and

WHEREAS, the City has adopted regulations that have been codified as part of the Municipal Code of the City establishing local requirements for the location, construction, and modification of wireless facilities; and

WHEREAS, in 2012 Congress passed the "Middle Class Tax Relief and Job Creation Act of 2012" (the "Spectrum Act") (PL-112-96; codified at 47 U.S.C. § 1455(a)); and

WHEREAS, Section 6409 (hereafter "**Section 6409**") of the Spectrum Act implements additional substantive and procedural limitations upon state and local government authority to regulate modification of existing wireless antenna support structures and base stations; and

WHEREAS, Congress through its enactment of Section 6409 of the Spectrum Act, has mandated that local governments approve, and cannot deny, an application requesting modification of an existing tower or base station if such modification does not substantially change the physical dimensions of such tower or base station; and

WHEREAS, the Federal Communications Commission (the "FCC"), pursuant to its rule making authority, adopted and released a Notice of Proposed Rulemaking in September of 2013 (*In re Acceleration of Broadband Deployment by Improving Wireless Facilities Siting Policies*, WT Docket Nos. 13-238, 13-32; WC Docket No. 11-59; FCC 13-122) which focused in part upon whether or not the FCC should adopt rules regarding implementation of Section 6409; and

WHEREAS, on October 21, 2014, the FCC issued its report and order, WT Docket Nos. 13-238, 13-32; WC Docket No. 11-59; FCC 14-153, in the above described proceeding (the **"Report and Order"** or **"Order"**) clarifying and implementing statutory requirements related to state and local government review of infrastructure siting, including Section 6409, with the intent of facilitating and expediting the deployment of equipment and infrastructure to meet the demand for wireless capacity; and

WHEREAS, the rules adopted by the FCC in its Report and Order implementing Section 6409 are intended by the FCC to spur wireless broadband deployment, in part, by facilitating the sharing of infrastructure that supports wireless communications through incentives to collocate on structures that already support wireless facilities; and

WHEREAS, the Report and Order also adopts measures that update the FCC's review processes under the National Environmental Policy Act of 1969 (**"NEPA"**) and section 106 of the National Historic Preservation Act of 1966 (**"NHPA"**), with a particular emphasis on accommodating new wireless technologies that use smaller antennas and compact radio equipment to provide mobile voice and broadband service; and

WHEREAS, on January 5, 2015, the FCC released an Erratum to the Report and Order making certain amendments to the provisions of the Report and Order related to NEPA and Section 106 of the NHPA; and

WHEREAS, that part of the Report and Order related to implementation of Section 6409, amends 47 C.F.R. Part 1 (PART 1 – PRACTICE AND PROCEDURE) by adding new Subpart CC § 1.40001 and establishing both substantive and procedural limitations upon local government application and development requirements applicable to proposals for modification to an existing antenna support structure or an existing base station (**"Eligible Facility Request Rules"**); and

WHEREAS, the Order, among other things, defines key terms utilized in Section 6409, establishes application requirements limiting the information that can be required from an applicant, implements a 60-day shot clock and tolling provisions, establishes a deemed approved remedy for applications not timely responded to, requires cities to approve a project permit application requesting modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station, and establishes development standards that govern such proposed modifications; and

WHEREAS, the Report and Order provides that the Eligible Facility Request Rules will be effective 90 days following publication in the Federal Register; and

WHEREAS, the Order was published in the Federal Register on Thursday, January 8, 2015, Federal Register; Vol. 80; No. 5, resulting in the Eligible Facility Request Rules becoming effective on April 8, 2015; and

WHEREAS, the City Council finds that it is required under Section 6409 of the Spectrum Act and the Eligible Facility Request Rules established in the Order, to apply local development and zoning regulations consistent with Section 6409 and the Order; and

WHEREAS, the City Council finds that the proposed development and zoning regulations are reasonable and necessary in order to ensure that the City's development regulations are applied

in a manner that is consistent with the mandate imposed upon the City by Congress pursuant to Section 6409 and the regulations imposed upon the City by the FCC pursuant to its Report and Order, and are therefore in the public interest;

WHEREAS, because the Eligible Facility Request Rules become effective on April 8, 2015, there is not adequate time for the City to adopt these proposed development and zoning regulations according to its normal procedures for amending its land use regulations; and

WHEREAS, RCW 36.70A.390 authorizes the City to adopt an interim zoning ordinance without holding a public hearing on interim zoning ordinance as long as the City holds a public hearing on the interim zoning ordinance within sixty days after adoption of the interim zoning ordinance, whether or not the City Council has received a recommendation on the matter from the planning commission or department. An interim zoning ordinance adopted under this authority may be effective for not longer than six months, but may be effective for up to one year if a work plan is developed for related studies providing for such a longer period, and may be renewed for one or more six-month periods if a subsequent public hearing is held and findings of fact are made prior to each renewal; and

WHEREAS, pursuant to WAC 197-11-880, the adoption of this ordinance is exempt from the requirements of a threshold determination under the State Environmental Policy Act; and

WHEREAS, the City Council adopts the foregoing as its findings of fact justifying its adoption of this Ordinance; and

WHEREAS, the City Council finds that the interim zoning regulations by this Ordinance are necessary for the immediate preservation of the public peace, health, or safety and for the immediate support of city government and its existing public institutions;

NOW, THEREFORE, the City Council of the City of Spokane, Washington, does ordain as follows:

Section 1. Interim Zoning Ordinance Adopted Regarding Eligible Facilities Requests.
Title 17C of the Spokane Municipal Code is hereby amended, on an interim basis, by the addition of a new chapter to be known and referred to as Chapter 17C.356, Eligible Facilities Modifications, and reading as follows:

Chapter 17C.356 Eligible Facilities Modifications

- 010. Purpose
- 020. Definitions
- 030. Application Review

Section 17C.356.010 Purpose

This Chapter implements Section 6409(a) of the Middle Class Tax Relief and Job Creation Act of 2012 ("Spectrum Act"), as interpreted by the Federal Communications Commission's ("FCC" or "Commission") Acceleration of Broadband Deployment Report & Order, which requires a state or local government to approve any Eligible Facilities Request for a modification of an existing tower

or base station that does not result in a substantial change to the physical dimensions of such tower or base station.

Section 17C.356.020 Definitions

For the purposes of this Chapter, the terms used have the following meanings:

a. Base Station. A structure or equipment at a fixed location that enables FCC-licensed or authorized wireless communications between user equipment and a communications network. The term does not encompass a tower as defined herein or any equipment associated with a tower. Base Station includes, without limitation:

i. Equipment associated with wireless communications services such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

ii. Radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems ("DAS") and small-cell networks).

iii. Any structure other than a tower that, at the time the relevant application is filed with the department under this section, supports or houses equipment described in paragraphs (a)(i)-(a)(ii) that has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the structure was not built for the sole or primary purpose of providing that support.

The term does not include any structure that, at the time the relevant application is filed with the department under this section, does not support or house equipment described in (a)(i)-(ii) of this section.

b. Collocation. The mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes.

c. Eligible Facilities Request. Any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station, involving:

- i. Collocation of new transmission equipment;
- ii. Removal of transmission equipment; or
- iii. Replacement of transmission equipment.

d. Eligible support structure. Any tower or base station as defined in this section, provided that it is existing at the time the relevant application is filed with the City under this section.

e. Existing. A constructed tower or base station is existing for purposes of this section if it has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, provided that a tower that has not been reviewed and reviewed because it was not in a zoned area when it was built, but was lawfully constructed, is existing for purposes of this section.

f. Site. For towers other than towers in the public rights-of-way, the current boundaries of the leased or owned property surrounding the tower and any access or utility easements currently related to the site, and, for other eligible support structures, further restricted to that area in proximity to the structure and to other transmission equipment already deployed on the ground.

g. Substantial Change. A modification substantially changes the physical dimensions of an eligible support structure if it meets any of the following criteria:

- i. For towers other than towers in the public rights-of-way, it increases the height of the tower by more than 10% or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than 10% or more than ten feet, whichever is greater;
- ii. For towers other than towers in the public rights-of-way, it involves adding an appurtenance to the body of the tower that would protrude from the edge of the tower more than twenty feet, or more than the width of the Tower structure at the level of the appurtenance, whichever is greater; for other eligible support structures, it involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six feet;
- iii. For any eligible support structure, it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets; or, for towers in the public rights-of-way and base stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than 10% larger in height or overall volume than any other ground cabinets associated with the structure;
- iv. It entails any excavation or deployment outside the current site;
- v. It would defeat the concealment elements of the eligible support structure; or
- vi. It does not comply with conditions associated with the siting approval of the construction or modification of the eligible support

structure or base station equipment, provided however that this limitation does not apply to any modification that is non-compliant only in a manner that would not exceed the thresholds identified in paragraphs (g)(i)-(g)(iv) of this section.

- vii. For purposes of this section, changes in height should be measured from the original support structure in cases where deployments are or will be separated horizontally, such as on buildings' rooftops; in other circumstances, changes in height should be measured from the dimensions of the tower or base station, inclusive of originally approved appurtenances and any modifications that were approved prior to the passage of the Spectrum Act. 47 CFR § 1.40001(b)(7)(i)(A).

h. Transmission Equipment. Equipment that facilitates transmission for any FCC-licensed or authorized wireless communication service, including, but not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associated with wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

i. Tower. Any structure built for the sole or primary purpose of supporting any FCC-licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site.

Section 17C.356.030 Application Review

a. Application. The department shall prepare and make publicly available an application form which shall be limited to the information necessary for the department to consider whether an application is an Eligible Facilities Request. The application may not require the applicant to demonstrate a need or business case for the proposed modification.

b. Type of Review. Upon receipt of an application for an Eligible Facilities Request pursuant to this Chapter, the department shall review such application to determine whether the application so qualifies.

c. Timeframe for Review. Within 60 days of the date on which an applicant submits an application seeking approval under this Chapter, the department shall approve the application unless it determines that the application is not covered by this Chapter.

d. Tolling of the Timeframe for Review. The 60-day review period begins to run when the application is filed, and may be tolled only by mutual agreement by the department and the applicant, or in cases where the department determines that the application is incomplete. The timeframe for review is not tolled by a moratorium on the review of applications.

- i. To toll the timeframe for incompleteness, the department must provide written notice to the applicant within 30 days of receipt of the application,

specifically delineating all missing documents or information required in the application.

- ii. The timeframe for review begins running again when the applicant makes a supplemental submission in response to the department's notice of incompleteness.
- iii. Following a supplemental submission, the department will notify the applicant within 10 days that the supplemental submission did not provide the information identified in the original notice delineating missing information. The timeframe is tolled in the case of second or subsequent notices pursuant to the procedures identified in paragraph (d) of this section. Second or subsequent notices of incompleteness may not specify missing documents or information that were not delineated in the original notice of incompleteness.

e. Interaction with Section 332(c)(7). If the department determines that the applicant's request is not covered by Section 6409(a) as delineated under this Chapter, the presumptively reasonable timeframe under Section 332(c)(7), as prescribed by the FCC's Shot Clock order, will begin to run from the issuance of the department's decision that the application is not a covered request. To the extent such information is necessary, the department may request additional information from the applicant to evaluate the application under Section 332(c)(7), pursuant to the limitations applicable to other Section 332(c)(7) reviews.

f. Failure to Act. In the event the department fails to approve or deny a request seeking approval under this Chapter within the timeframe for review (accounting for any tolling), the request shall be deemed granted. The deemed grant does not become effective until the applicant notifies the applicable reviewing authority in writing after the review period has expired (accounting for any tolling) that the application has been deemed granted.

Section 2. Public Hearing on Interim Zoning Ordinance. Pursuant to RCW 36.70A.390, the City Council shall hold a public hearing on this interim zoning ordinance within 60 days. Immediately after the public hearing, the City Council shall adopt findings of fact on the subject of this interim zoning ordinance, and either justify its continued imposition or cancel the interim zoning ordinance.

Section 3. Termination of Interim Zoning Ordinance. The interim zoning measures adopted herein shall terminate on _____ (180 days after adoption) and be of no further effect thereafter, unless extended in accordance with RCW 36.70A.390.

Section 4. Amendments to Land Use Code. While this interim zoning ordinance is in effect, the Plan Commission is directed to review and make recommendations to the City Council regarding the adoption of the matters set forth in this interim zoning ordinance on a permanent basis. Public notice and participation in accordance with the City's standard practices should be followed and the city shall include both the community and the industry in the review of the matters set forth herein. The Plan Commission shall return its final recommendations to the City Council within 150 days of the effective date of this Ordinance.

Section 5. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or

federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 6. Declaration of Emergency and Effective Date. This Ordinance, passed by a majority plus one of the whole membership of the City Council as a public emergency ordinance necessary for the protection of the public health, public safety, public property, or public peace, shall be effective immediately upon its passage.

ADOPTED BY THE CITY COUNCIL ON April 13, 2015

Ben Stach
Council President

Attest:

Yeni Hester
City Clerk

Approved as to form:

James
Assistant City Attorney

David A. Curran
Mayor

(Returned after Mayoral Signature Deadline)

(Returned by Mayor 04.28.2015)

April 28, 2015
Date

April 13, 2015
Effective Date



CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATION ON THE PEDESTRIAN MASTER PLAN

A Recommendation of the City Plan Commission to the City Council approving a proposed Comprehensive Plan Amendment to adopt a Pedestrian Master Plan.

FINDINGS OF FACT:

A. The Washington State Legislature passed the Growth Management Act (GMA) in 1990, requiring among other things, the development of a Comprehensive Plan (RCW 36.70A).

B. In compliance with the Washington State Growth Management Act, Chapter 36.70A RCW, the City of Spokane adopted a Comprehensive Plan on May 21, 2001.

C. Chapter 36.70A.130(2) of the Revised Code of Washington notes that amendments to the Comprehensive Plan may be considered more frequently than once per year under certain circumstances. RCW 36.70A.130(2)(a)(i) states, "...The initial adoption of a subarea plan. Subarea plans adopted under this subsection (2)(a)(i) must clarify, supplement, or implement jurisdiction-wide comprehensive plan policies, and may only be adopted if the cumulative impacts of the proposed plan are addressed by appropriate environmental review under chapter 43.21C.

D. Spokane Municipal Code Chapter 17G.020 "Comprehensive Plan Amendment Procedure" identifies terms and conditions for Comprehensive Plan amendments. Under most circumstances, recommendations for amendments to the Comprehensive Plan may only take place on an annual basis

E. Spokane Municipal Code Section 17G.020.040 "Amendment Exceptions," outlines conditions under which the Comprehensive Plan may be amended more often. Provided that all of the amendment criteria have been met, the following type of amendment may be considered more frequently than once a year: Section 17G.020.040.A: "Initial adoption of a specific/subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea (RCW 36.70A.130(2)(a)(i))..."

F. The Pedestrian Master Plan is both a "specific" plan and a "subarea" plan. The Pedestrian Master Plan is a specific plan that amends the Comprehensive Plan under the specific topic of planning for pedestrians as a part of the overall Comprehensive Plan Transportation Chapter. The Pedestrian Master Plan is a subarea plan of the Comprehensive Plan Transportation Chapter that addresses planning for pedestrians as a subarea of the overall topic of transportation planning. Planning for pedestrians is a basic element of the Transportation Chapter of the Comprehensive Plan.

G. The Pedestrian Master Plan does not modify existing Comprehensive Plan policies and designations applicable to the subarea (Comprehensive Plan Chapter 4, Transportation).

H. As required under RCW 36.70A.130(2)(a)(i)), the Pedestrian Master Plan clarifies, supplements, and implements jurisdiction-wide comprehensive plan policies related to Transportation. In doing so, the Pedestrian Master Plan includes the following sections:

- Goals for the pedestrian environment.
- Description of the basic elements of providing a quality pedestrian experience.
- Assessment of existing walking conditions.
- A pedestrian needs-analysis and a pedestrian crash analysis.
- Policies and Actions.

I. The Pedestrian Master Plan will guide decision-making on pedestrian facility improvements. The plan will be implemented through the adoption of the Six-Year Comprehensive Street Program and associated construction activities. Amendments to the City policies such as the Unified Development Code may also take place to implement the Pedestrian Master Plan.

J. The Pedestrian Master Plan is the initial phase of the Link Spokane - City of Spokane Integrated Transportation Plan Update. The Transportation Chapter is being updated with an eye towards modern multimodal transportation best practices, smart growth, and the City's Land Use Plan, and is intended to reconnect our transportation network to our community. The Pedestrian Master Plan will undergo a review as a part of the overall Transportation Plan Update to assure it is consistent with any amendments that are made as a part of the update.

K. As a result of the City's efforts, the public has had extensive opportunities to participate throughout the Comprehensive Plan amendment process and all persons desiring to comment on the proposal were given a full and complete opportunity to be heard.

- Plan Commission Transportation Subcommittee: May 5, 2015; August 4, 2015
- Pedestrian Plan Subcommittee: September 11, 2014; December 11, 2014; April 23, 2015; July 16, 2015
- PeTT (Pedestrian, Transportation and Traffic) Committee Meeting: July 28, 2015
- Plan Commission Workshop: February 11, 2015; July 22, 2015; August 26, 2015
- City Staff Technical review: July 14, 2015
- City Council study session: July 16, 2015
- Garland Avenue Street Fair, August 8, 2015

- Unity in the Community, August 15, 2015
- Link Spokane Technical Advisory Group (regional coordination), September 2, 2015
- Public Open House, September 16 and 23, 2015
- Plan Commission Public Hearing, September 23, 2015

L. Pursuant to RCW 36.70A.106, on August 20, 2015, the Washington State Department of Commerce was provided the 60 day notice of intent to adopt a comprehensive plan amendment for the Pedestrian Master Plan as required under the Growth Management Act.

M. A State Environmental Policy Act (SEPA) Checklist was prepared and a Determination of Nonsignificance (DNS) was issued on September 4, 2015 for the proposed Pedestrian Master Plan. The appeal period for the SEPA determination ended on September 18, 2015; and

N. The Plan Commission held a public hearing on September 23, 2015 to obtain public comments on the proposed Pedestrian Master Plan and voted ___ to ___ to approve the Findings of Fact, Conclusions and Recommendations to the City Council to approve the proposed Pedestrian Master Plan, which is attached to this ordinance.

O. The Plan Commission finds that the Pedestrian Master Plan is consistent with the Growth Management Act and the Spokane Municipal Code, and will protect and promote the health, safety and welfare of the general public.

CONCLUSIONS:

A. The Plan Commission adopted the above findings of fact.

B. The Pedestrian Master Plan has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Spokane Municipal Code Chapter 17G.020. See the attached Appendix: SMC 17G.020.030 Review Criteria.

RECOMMENDATIONS:

By a vote of ___ to ___, the Plan Commission recommends to the City Council the approval of a proposed Comprehensive Plan Amendment to adopt the Pedestrian Master Plan.

**Dennis Dellwo, President
Spokane Plan Commission
September 23, 2015**

Appendix: SMC 17G.020.030 Review Criteria

A. Regulatory Changes.

Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.

Relevant facts: The proposal is consistent with the Growth Management Act, and the Washington State Environmental Policy Act (SEPA).

B. GMA.

The change must be consistent with the goals and purposes of the state Growth Management Act.

Relevant facts: The “Legislative findings” included in the Revised Code of Washington pertaining to GMA is essentially a call for coordinated and planned growth that is done cooperatively between citizens, government, and the private sector. The complete text of the “Legislative findings” follows:

RCW 36.70A.010, Legislative findings.

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.

The Growth Management Act contains 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, “Planning Goals”). The proposed change as recommended by staff would be consistent with these goals.

Staff concludes that this criterion is met.

C. Financing.

In keeping with the GMA's requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.

Relevant facts: No financial commitments are proposed. The plan will serve as a guide to funding decisions as a part of the six-year capital improvement plan for streets. Staff concludes that this criterion is met.

D. Funding Shortfall.

If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.

Relevant facts: Staff has concluded that this criterion is not applicable to this proposal. There are no funding shortfall implications.

E. Internal Consistency.

The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Relevant facts: The proposal is consistent with all supporting documents of the Comprehensive Plan and is coordinated with the general update of the Comprehensive Plan as part of the LINK Spokane Transportation Update. The proposal does not result in the need for other amendments to the comprehensive plan or development regulations. Staff concludes the proposal is consistent with comprehensive plan goals and policies.

Staff concludes that this criterion is met.

F. Regional Consistency.

All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.

Relevant facts: The proposal supports the existing Transportation Chapter of the Comprehensive Plan and has been coordinated with SRTC and adjoining jurisdictions and agencies.

G. Cumulative Effect.

All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.

1. Land Use Impacts.

In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.

2. Grouping.

Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

Relevant facts: The Pedestrian Master Plan does not impact the land use plan map or development regulations. Implementation of the Pedestrian Master Plan will occur through eventual changes to the capital facilities program and may be subject to SEPA review at that time. The changes are coordinated with a related project, the LINK Spokane Comprehensive Plan Transportation Chapter Update.

Staff concludes that this criterion is met.

H. SEPA.

SEPA review must be completed on all amendment proposals.

1. Grouping.

When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.

2. DS.

If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

Relevant facts: The Pedestrian Master Plan is being reviewed in accordance with the State Environmental Policy Act (SEPA) that requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of information contained with the environmental checklist, the written comments from local and State departments and agencies concerned with land development within the city, and a review of other information available to the Director of Planning and Development, a threshold determination is expected to be issued following the end of the public comment period on September 18, 2015.

I. Adequate Public Facilities.

The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

Relevant facts: The proposal does not propose new public facilities and services. It does identify priority areas for pedestrian improvements that will be implemented through the 6 Year Capital Improvement programs. Staff concludes that this criterion is met.

J. UGA.

Amendments to the urban growth area boundary may only be proposed by the city council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.

Relevant fact: This criterion is not applicable.

K. Consistent Amendments.

1. Policy Adjustments.

Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can

better be achieved. The need for this type of adjustment might be supported by findings from feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan. Examples of such findings could include:

- a. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- b. the capacity to provide adequate services is diminished or increased;
- c. land availability to meet demand is reduced;
- d. population or employment growth is significantly different than the plan's assumptions;
- e. plan objectives are not being met as specified;
- f. the effect of the plan on land values and affordable housing is contrary to plan goals;
- g. transportation and/or other capital improvements are not being made as expected;
- h. a question of consistency exists between the comprehensive plan and its elements and chapter 36.70A RCW, the countywide planning policies, or development regulations.

Relevant facts: Staff concludes that the Pedestrian Master Plan will better achieve the community's original vision and values by better aligning funding of transportation improvements with identified pedestrian demand and deficiency measures. The plan also provides additional guidance so the community's original visions and values can better be achieved.

2. Map Changes.

Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.);
- b. The map amendment or site is suitable for the proposed designation;
- c. The map amendment implements applicable comprehensive plan policies better than the current map designation.

Relevant fact: This criterion is not applicable.

3. Rezones, Land Use Plan Map Amendment.

Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that the comprehensive plan remains internally consistent and to preserve

consistency between the comprehensive plan and supporting development regulations.

Relevant fact: This criterion is not applicable.

L. Inconsistent Amendments.

1. Review Cycle.

Because of the length of time required for staff review, public comment, and plan commission's in-depth analysis of the applicant's extensive supporting data and long-term trend analysis, proposals that are not consistent with the comprehensive plan are addressed only within the context of the required comprehensive plan update cycle every seven years pursuant to RCW 36.70A.130(4)(C) and every other year starting in 2005.

2. Adequate Documentation of Need for Change.

a. The burden of proof rests entirely with the applicant to provide convincing evidence that community values, priorities, needs and trends have changed sufficiently to justify a fundamental shift in the comprehensive plan. Results from various measurement systems should be used to demonstrate or document the need to depart from the current version of the comprehensive plan. Relevant information may include:

b. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;

c. the capacity to provide adequate services is diminished or increased;

d. land availability to meet demand is reduced;

e. population or employment growth is significantly different than the plan's assumptions;

f. transportation and/or other capital improvements are not being made as expected;

g. conditions have changed substantially in the area within which the subject property lies and/or Citywide;

h. assumptions upon which the plan is based are found to be invalid; or

i. sufficient change or lack of change in circumstances dictates the need for such consideration.

Relevant facts: This criterion is not applicable.

3. Overall Consistency.

If significantly inconsistent with the current version of the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.

Relevant facts: The proposed Pedestrian Master Plan has been determined to be consistent with the Comprehensive Plan. The criteria listed above are intended to be used to evaluate applications that are inconsistent with the Comprehensive Plan.

M. SMC 17G.020.040 Amendment Exceptions Criteria

The following types of amendments may be considered more than once a year, provided that all of the amendment criteria have been met, and appropriate steps have been taken to ensure public participation.

- A. Initial adoption of a specific/subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea (RCW 36.70A.130(2)(a)(i)). However, as anticipated by the comprehensive plan, redesignations are exempt that comply with and implement the comprehensive plan policies regarding designations created as a part of initial neighborhood and centers planning efforts through the neighborhood planning program. Also, future annexations will require an amendment to the land use plan map.

Relevant facts: The Pedestrian Master Plan is both a “specific” plan and a “subarea” plan. The Pedestrian Master Plan is a specific plan that amends the Comprehensive Plan under the specific topic of planning for pedestrians as a part of the overall Comprehensive Plan Transportation Chapter. The Pedestrian Master Plan is a subarea plan of the Comprehensive Plan Transportation Chapter that addresses planning for pedestrians as a subarea of the overall topic of transportation planning. Planning for pedestrians is a basic element of the Transportation Chapter of the Comprehensive Plan. Staff concludes that these criteria have been met.

MEMORANDUM

DATE: 9/16/2015
TO: City Plan Commission
FROM: Ken Pelton, Project Planner
RE: Recommended change to the Draft Pedestrian Plan

As a result of additional review of the Draft Pedestrian Plan, a clarification of the Crash Analysis section of the document is necessary. This section starts on page 1-38.

A potential data inaccuracy was identified for the number of crashes at the intersection of Division Street and North River Drive. The suggested edits mention that there are data anomalies for this location and that further evaluation for this specific intersection is necessary.

I have attached a draft proposal for rewording of the Crash Analysis section of the draft with the suggested edits shown in strike-through and underline formatting.

These suggested edits will be reviewed during your hearing on the Draft Pedestrian Plan on September 23.

Thank you.

Crash Analysis

This section provides a snapshot of pedestrian-involved crashes in Spokane between 2005 and 2012. Figure 1 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 1 – Summary of Pedestrian-Vehicle Collisions by Year

Year	Non-Fatal	Fatalities
2005	104	1
2006	198	2
2007	128	4
2008	111	0
2009	107	8
2010	118	1
2011	117	4
2012	131	5

Approximately 90% of reported pedestrian collisions took place at an intersection. Figure 2 relates the number of intersection collisions during this period with the traffic control present. During this period, about 88% of all pedestrian-involved collisions at intersections took place at locations with some form of traffic control, either stop signs or traffic signals. Eleven-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 2 - Location of Pedestrian-Vehicle Collisions (2005-2012)

Location of Pedestrian-Vehicle Collision	Collision Count
Collision at intersection with no traffic control	94
Collision at traffic signal	379
Collision at stop control	343
Collision at traffic circle	0
Total number of collisions at intersections	816

Figure 3 provides a map of all pedestrian crashes, with fatal crashes identified in red. Figure 4 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 collisions), Pacific Avenue & Browne Street (9 collisions), Second Avenue & Monroe Street (8 collisions), Second Avenue & Maple Street (7 collisions), Sprague Avenue & Wall Street (7 collisions) Sprague Avenue & Stevens Street (7 collisions) and Sprague Avenue & Browne Street (7 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.

Figure 3 – Map of Pedestrian Collisions, 2005-2012

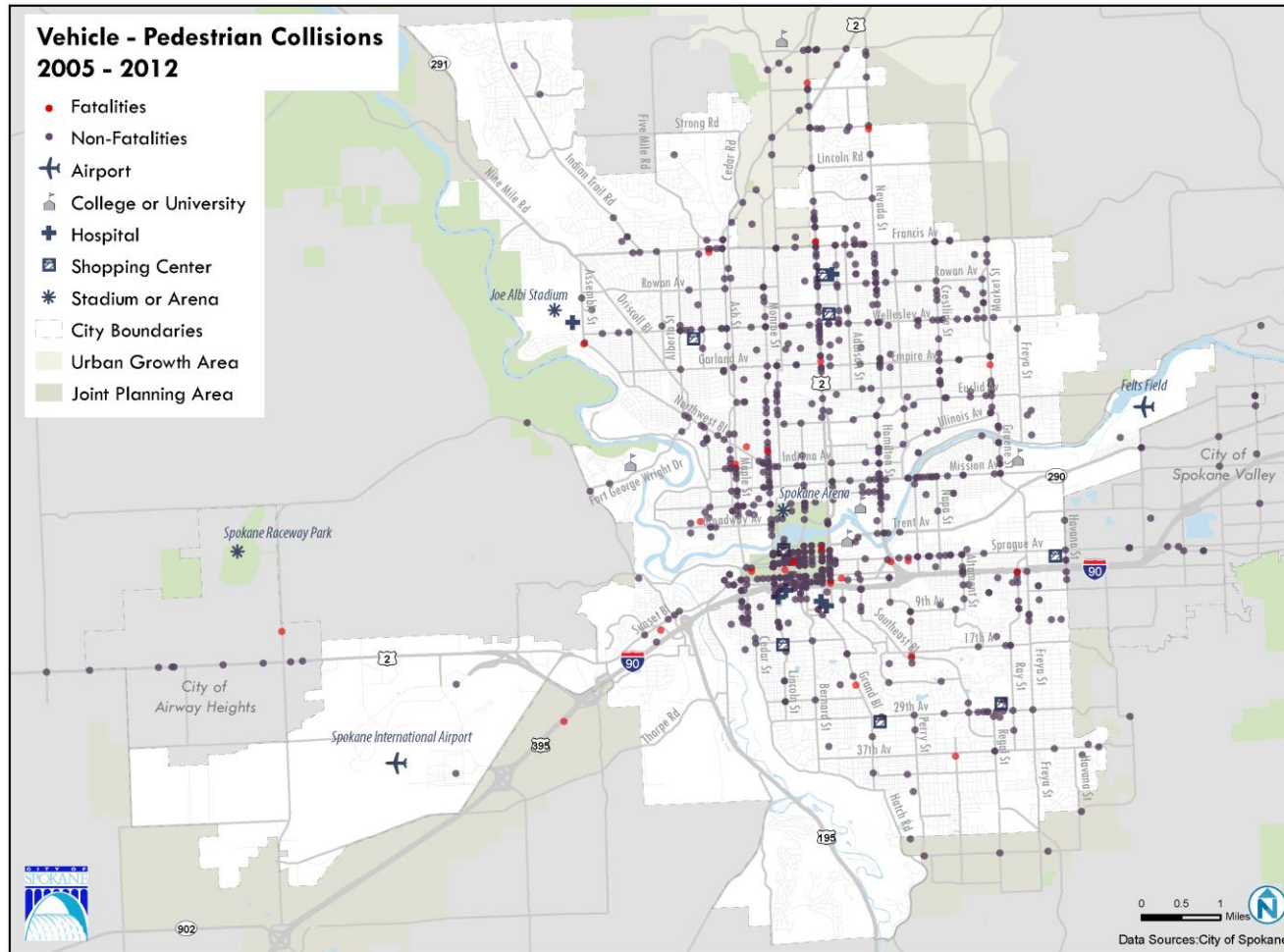


Figure 4 – Map of High Concentrations of Pedestrian Collisions, 2005-2012

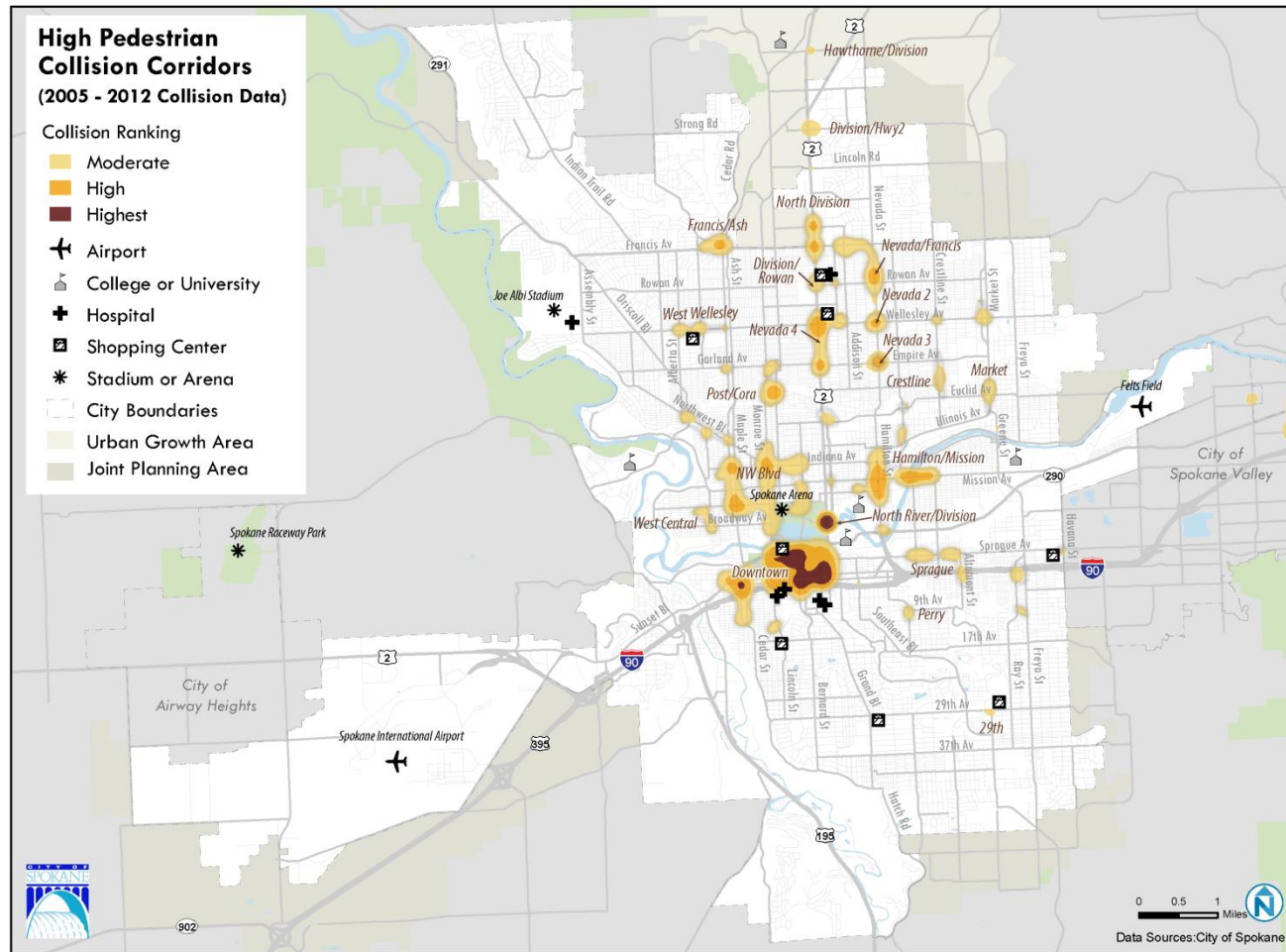


Figure 5 – High Crash Corridors, 2005-2012

Street	Crashes	Fatalities	Length (Miles)	Crashes/Mile	High Crash Intersections
Hamilton from Illinois to Cataldo	36	0	0.8	45	Hamilton & Mission(11), Hamilton & Indiana(4), Hamilton & Sharp(6)
Washington from Maxwell to North River	10	0	0.4	33.3	Sinto & Washington(2), Maxwell & Washington(1), Boone & Washington(3)
Division/Ruby from Desmet to Division St. Bridge <u>(This location requires further analysis due to possible collision data mapping anomalies.)</u>	46	0	0.5	32	Division & North River (46 2)
Mission from Perry to Lee	19	0	0.6	31.6	Mission & South Riverton(4), Mission & Upriver(3), Magnolia & Mission(5)
Market from Courtland to Cleveland	7	0	0.3	23.3	Euclid & Market(1), Liberty & Market(2), Bridgeport & Market(2)
Division from Wedgewood to Gordon	49	2	2.1	23.3	Division & Lyons(5), Division & Wellesley(9), Division & Empire(2)
Crestline from Empire to Bridgeport	7	0	0.3	23.3	Crestline & Gordon (3), Crestline & Empire (1)
Sprague from Ivory to Cook	19	1	0.9	21.1	Lee & Sprague(4), Pittsburg & Sprague(4), Helena & Sprague(3), Altamont & Sprague(3)
Nevada from Lyons to Garland	35	0	1.8	19.4	Joseph & Nevada(6), Nevada & Wellesley(6), Empire & Nevada(7), Nevada & Rowan(3)
Monroe from Garland to Monroe St Bridge	36	1	2.2	16.4	Boone & Monroe(2), Monroe & Spofford(3), Maxwell & Monroe(2), Indiana & Monroe(2), Garland & Monroe(1)
Wellesley from Milton to Maple	12	0	0.8	15	Wellesley & Belt(3), Wellesley & Alberta(3), Wellesley & Ash(2)
Wellesley from Martin to Greene	10	0	0.8	12.5	Lee & Wellesley(2), Lacey & Wellesley (2), Crestline & Wellesley(1)
Francis from Alberta to Cedar	9	1	0.8	11.25	No intersections along Five Mile Shopping
Maple/Ash from Knox to Maple St Bridge	22	1	2.2	10	Indiana & Maple(4), Ash & Gardner(2), Maple & Maxwell(2), Boone & Maple(2), Ash & Maxwell(1)
Northwest from Fairview to Maple	6	0	0.8	7.5	Cochran & Northwest(1),

Figure 6 - Top Crash Intersections within high crash corridors, 2005-2012

Intersection	Traffic Control	Crashes	Corridor
Division St & North River Dr	Signal	46	North River
Second Av & Washington St	Signal	11	Downtown
Hamilton St & Mission Av	Signal	10	Hamilton
Browne St & Pacific Av	None	9	Downtown
Monroe St & Second Av	Signal	8	Downtown
Maple St & Second Av	Signal	7	Downtown
Sprague Av & Wall St	Signal	7	Downtown
Sprague Av & Stevens St	Signal	7	Downtown
Browne St & Sprague Av	Signal	7	Downtown
Empire Av & Nevada St	Signal	7	Nevada
Joseph Av & Nevada St	Stop	6	Nevada
Hamilton St & Sharp Av	Signal	6	Hamilton
Fourth Av & Maple St	Signal	6	Downtown
Nevada St & Wellesley Av	Signal	6	Nevada
Browne St & Second Av	Signal	5	Downtown
Browne St & Third Av	Signal	5	Downtown
Division St & Lyons Av	Signal	5	North Division
Division St & Second Av	Signal	5	Downtown
Monroe St & Sprague Av	Signal	5	Downtown
Magnolia St & Mission Av	Stop	5	Mission
Hamilton St & Indiana Av	Signal	4	Hamilton
First Av & Washington St	Signal	4	Downtown
Riverside Av & Stevens St	Signal	4	Downtown
Mission Av & South Riverton Av	Stop	4	Mission*
Mission Av & Upriver Dr	Stop	3	Mission
Boone Av & Monroe St	Signal	2	Monroe

*This intersection has been modified to right-in, right-out from South Riverton Avenue to Mission Avenue

Figure 7 – Top Crash Intersections independent of high crash corridors, 2005-2012

Intersection	Traffic Control	Crashes
9th Av & Perry St	Stop	5
Boone Av & Walnut St	Stop	4
Garland Av & Post St	Signal	4
Ash St & Five Mile Rd	Signal	3

COMPREHENSIVE PLAN AMENDMENTS 2014-2015



9/9/2015

Summary Report

Prepared for Plan Commission Public Hearing
September 23, 2015

This is an informational summary. Staff Reports with elaborated discussion on each proposal will be prepared prior to the Plan Commission Public Hearing on these items and posted on the webpage.

For additional information contact Tirrell Black, Planning & Development Services, 509-625-6185, tblack@spokanecity.org
<https://my.spokanecity.org/projects/>

Comprehensive Plan Amendments 2014-2015

SUMMARY REPORT

COMPREHENSIVE PLAN AMENDMENT PROCESS

Once yearly, the City of Spokane accepts applications for the annual Comprehensive Plan Amendment process; the deadline for applications is October 31, per Spokane Municipal Code (SMC) [SMC 17G.020.010](#).

For the 2014/2015 review cycle, three land use applications and one text amendment application have been submitted and certified technically complete. The documents for each of these applications may be accessed by following the project links at the end of this page.

The applications will have a 60-day public comment period which will begin March 9, 2015 through May 7, 2015. Public Comment or requests for notification of actions associated with these applications should be sent to Tirrell Black, Assistant Planner, 509.625.6185, tblack@spokanecity.org.

Plan Commission consideration of each amendment proposal will be conducted at public workshops held during the public comment period. Applicants will make presentations to the affected Neighborhood Council during this period. Following the public comment period, the Plan Commission will hold a Public Hearing and consider the amendments. They will forward an advisory recommendation to the City Council.

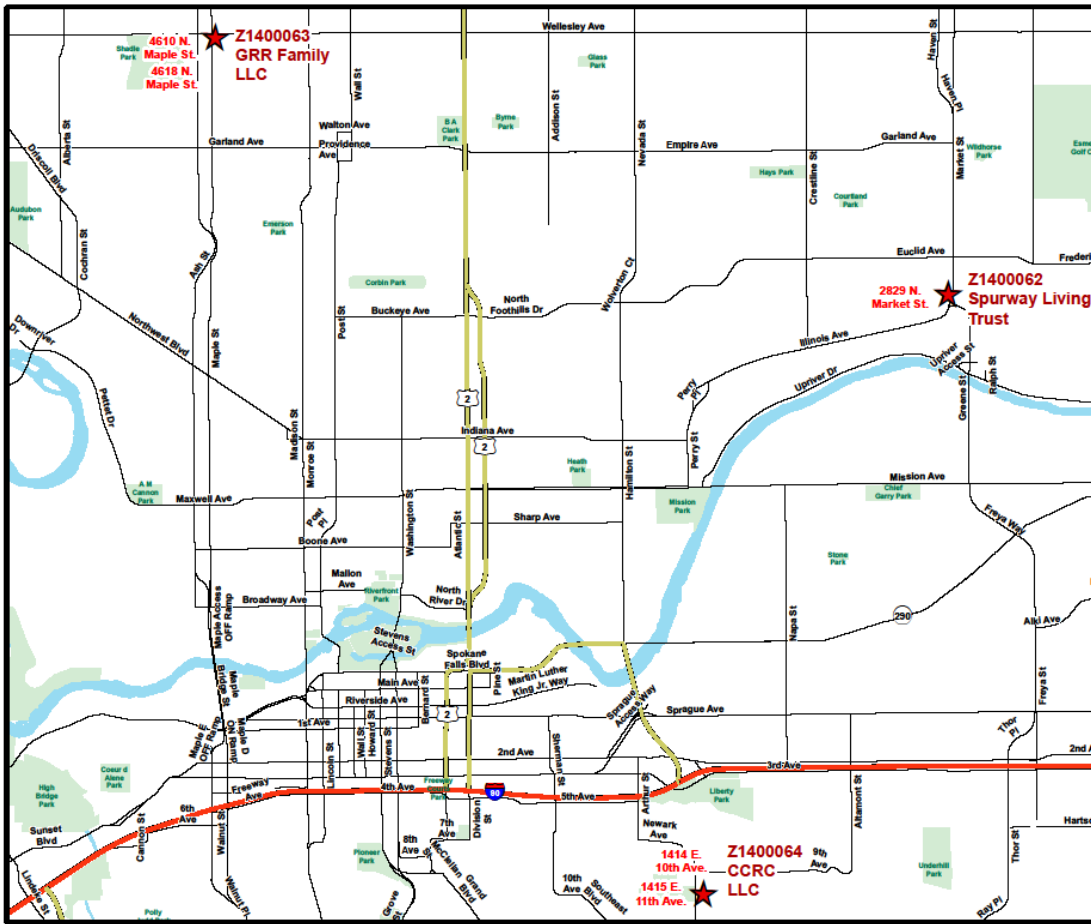
The City Council considers the amendment proposals, staff report, and Plan Commission's amendment recommendations. The City Council will also hold a Public Hearing and act on these applications.

The Spokane Municipal Code (SMC Section 17G.020.030) outlines Decision Criteria as guidance for decision making on these requests. SMC 17G.020 outlines the Comprehensive Plan Amendment process overall. The link to the Spokane Municipal Code is: <https://my.spokanecity.org/smc/>

KEY DATES FOR 2015 COMPREHENSIVE PLAN AMENDMENTS

- Notice of Application and SEPA Review posted on site and mailed by applicant on March 9, 2015
- Public Comment period to run from March 9 to May 7, 2015
- Staff to Discuss with Community Assembly on March 6, 2015
- Applicants to presented to Neighborhood Councils during Public Comment Period
- Plan Commission Substantive Workshops held during public comment period – March 11, 2015, March 25, 2015, April 8, 2015 and April 22, 2015
- Stakeholder Group meetings regarding Manufactured Home Text Amendment held June 17 and July 9, 2015
- Additional Plan Commission workshops related to Manufactured Home Text Amendment Proposal (Z1400065COMP) were held on July 22, 2015 and August 26, 2015
- SEPA Determination by Planning Director on September 4, 2015
- Plan Commission Public Hearing scheduled for September 23, 2015
- City Council Public Hearing and Decision (date not yet determined)

MAP OF AMENDMENTS



FILE Z1400062COMP, SPURWAY LIVING TRUST

Market and Cleveland vicinity

Map Amendment

Location: 2829 N. Market; parcel 35102.2003; Parcel is currently split zoned (RSF/GC-70); Underlying lots described as Lots 1 thru Lot 3 Riverside Peter Sapro Addition; Underlying Lot 3 is zoned RSF and this is the subject site. (NW ¼ of Section 10, T25N, R43 EWM)

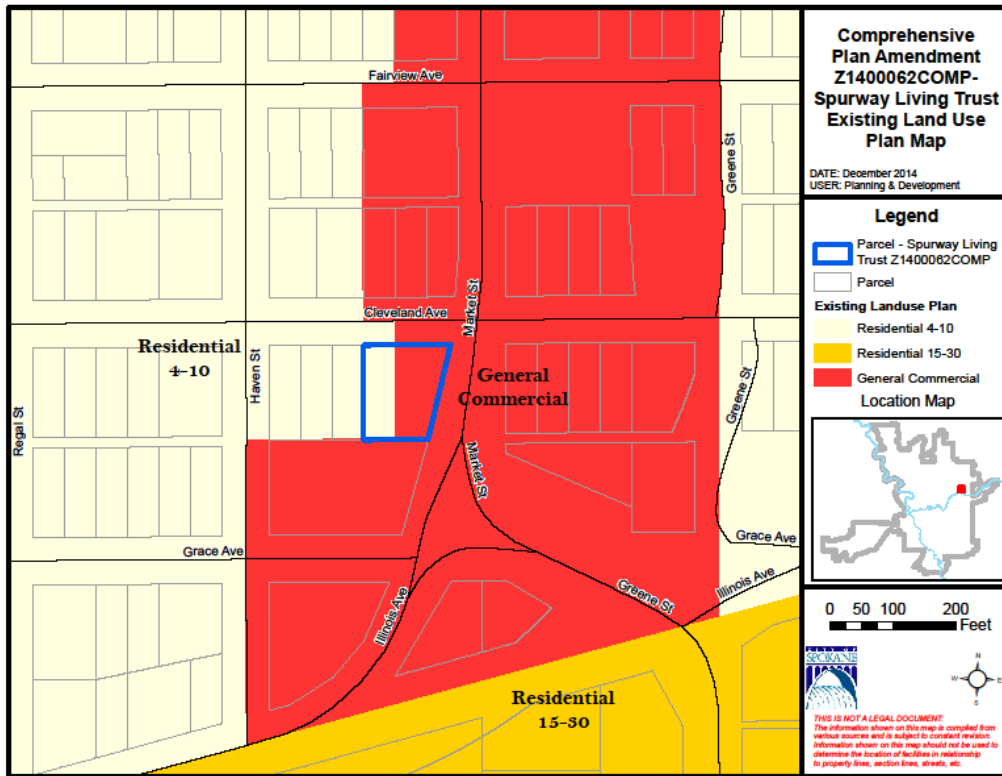
Proposal: This proposal is to change the land use of a portion of the parcel from “Residential, 4 to 10 units per acre” to “General Commercial”. The approximate size of the proposal is 7500 square feet (0.17 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to GC-70 (General Commercial, with 70-foot height limitation).

Agent: Dwight Hume

Neighborhood: Bemiss with Minnehaha adjacent to the east; applicant’s agent scheduled to present at both of their meetings.

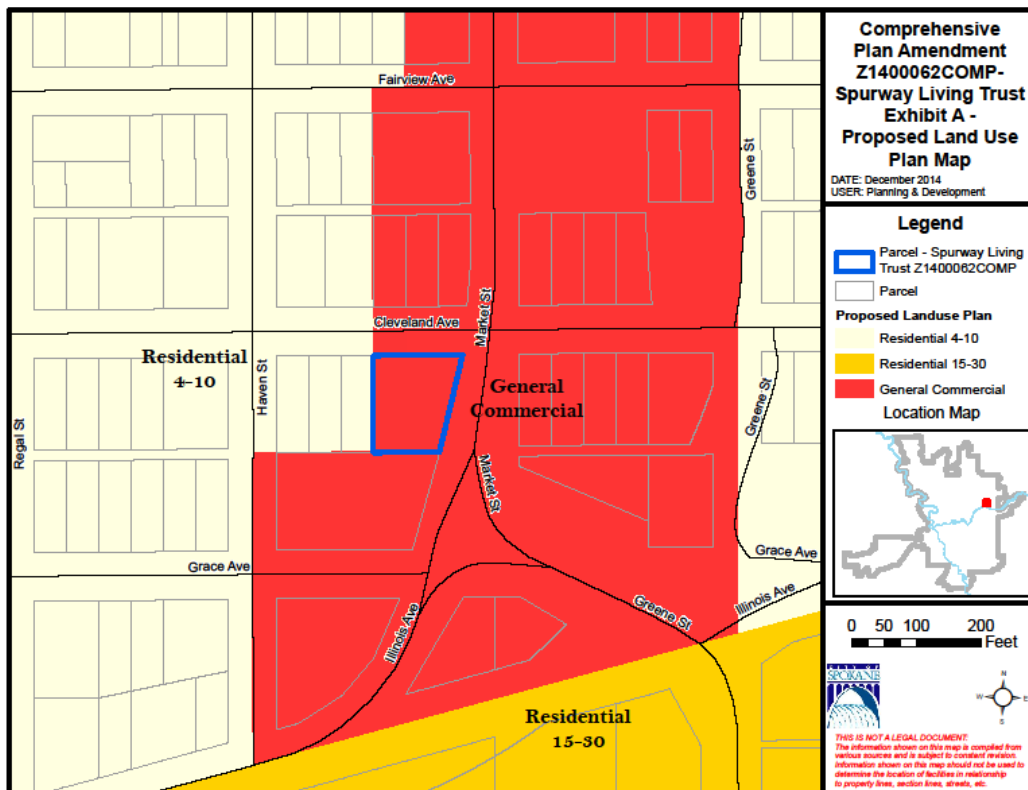
Current Land Use Plan Map

Existing Zoning is Residential, 4 to 10 units per acre



Proposed Land Use Plan Map

Proposed Zoning is GC-70 (General Commercial, with 70-foot height limitation)



FILE Z1400063COMP– GRR FAMILY LLC

Wellesley and Maple vicinity

Map Amendment

Location: The addresses are 4610 N. Maple (parcel 25011.0214) and 4618 N. Maple (parcel 25011.0215) and 4617 N. Maple (parcel 25011.0320). (NE ¼ 01-25-42; SE ¼ 36-26-42)

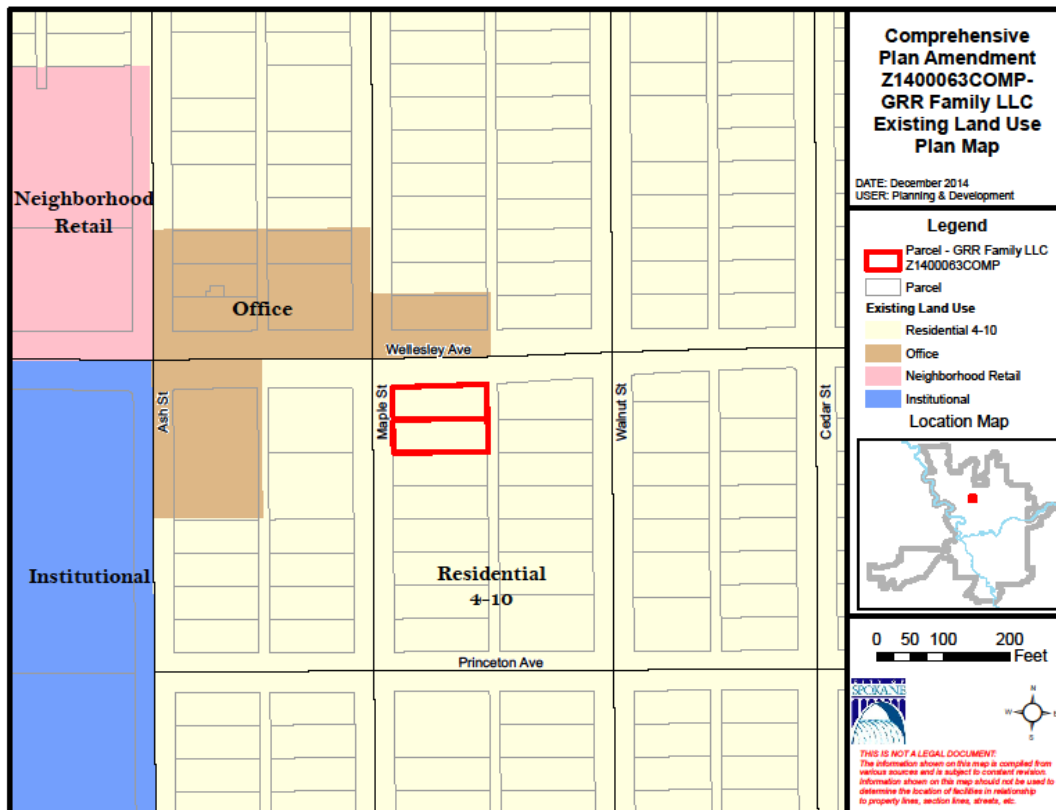
Original Proposal: To change the land use of two parcels from “Residential, 4 to 10 units per acre” to “Office”. The size of the proposal is 17,821 square feet (0.41 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to O-35 (Office 35 ft. height limit).

Proposal Revised by Plan Commission March 25, 2015: To add the parcel 25011.0214 to the proposal; in summary: to change the land use of three parcels from “Residential, 4 to 10 units per acre” to “Office”. The size of the proposal is 30,056 square feet (0.69 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to O-35 (Office 35 ft. height limit).

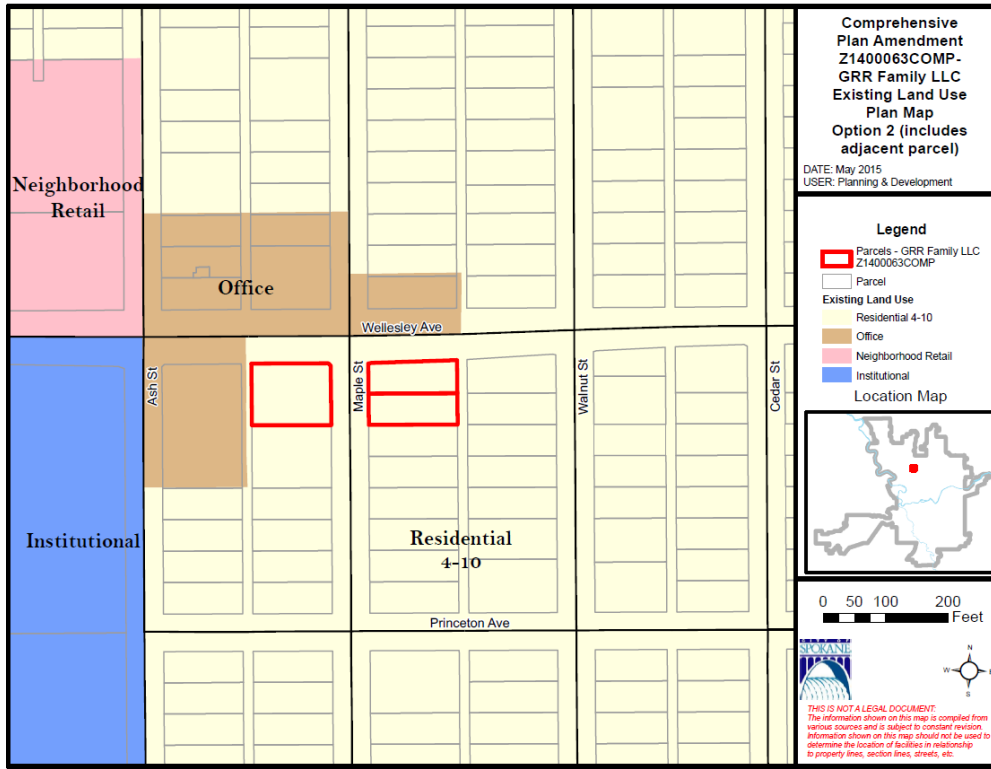
Agent: Mr. Dwight Hume

Neighborhood: North Hill with Northwest adjacent to the west; applicant’s agent has made presentations at both neighborhood meetings.

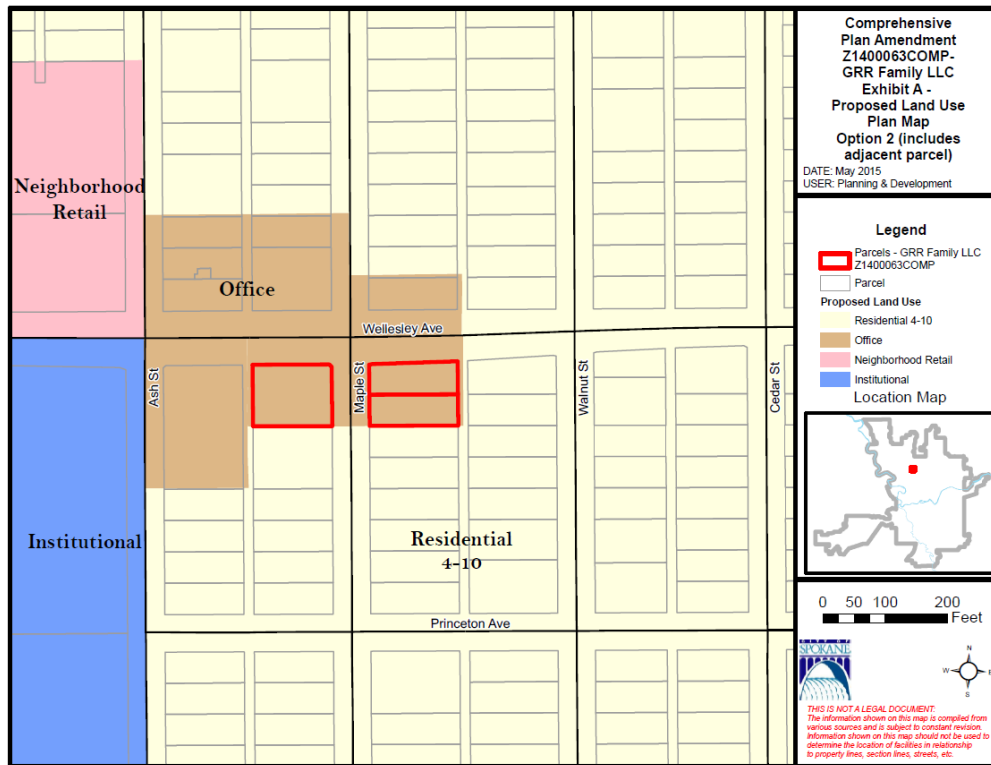
Applicant’s Original Proposal - Current Land Use Plan Map
Current Zoning is RSF (Residential, 4 to 10 units per acre)



Revised Proposal – Existing Land Use Plan Map
Current Zoning is RSF (Residential, 4 to 10 units per acre)



Proposed Land Use Plan Map
Proposed Zoning is O-35 (Office 35 ft. height limit)



FILE Z1400064COMP– CCRC LLC

1414 E. 10th & 1415 E. 11th Avenue; Perry District Vicinity

Map Amendment

Location: The addresses are 1414 E 10th Avenue (parcel 35213.2710) and 1415 E 11th Avenue (parcel 35213.2716). (SE ¼ 20-25-43; SW ¼ 21-25-43)

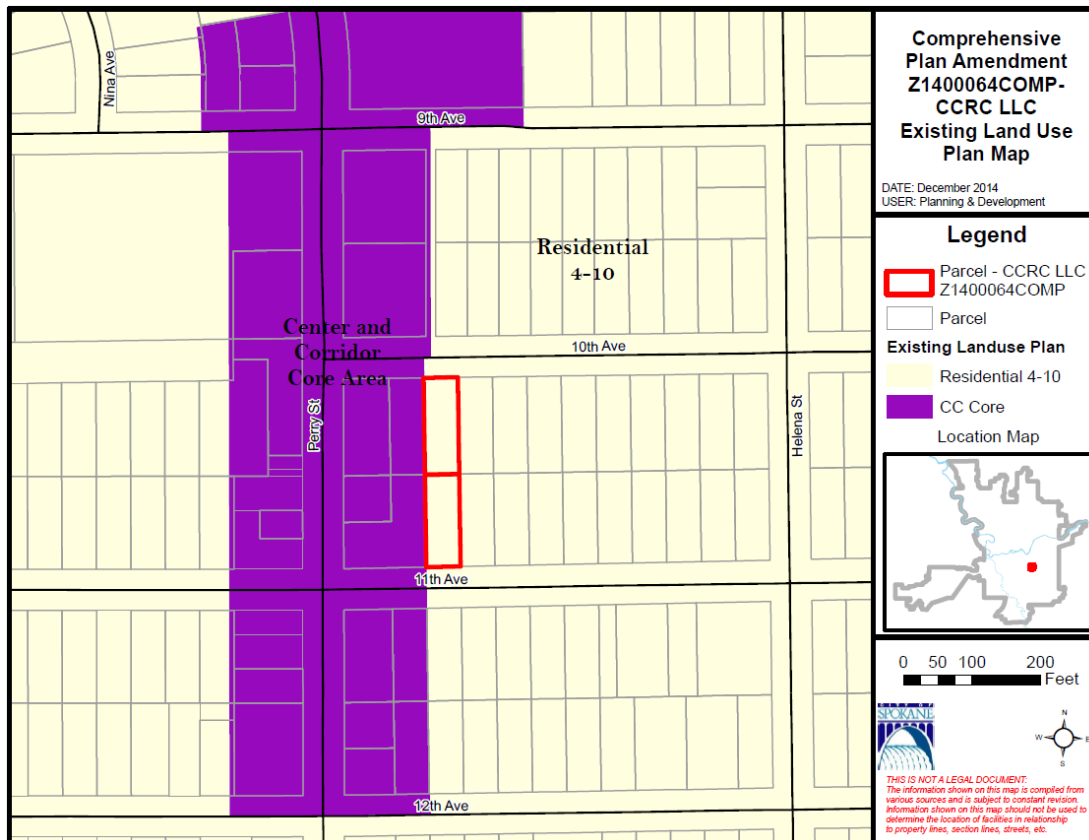
Proposal: To change the land use of two parcels from “Residential, 4 to 10 units per acre” to “CC Core”. The size of the proposal is 13,800 square feet (0.31 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to CC1-NC (Centers & Corridors Type 1, Neighborhood Center).

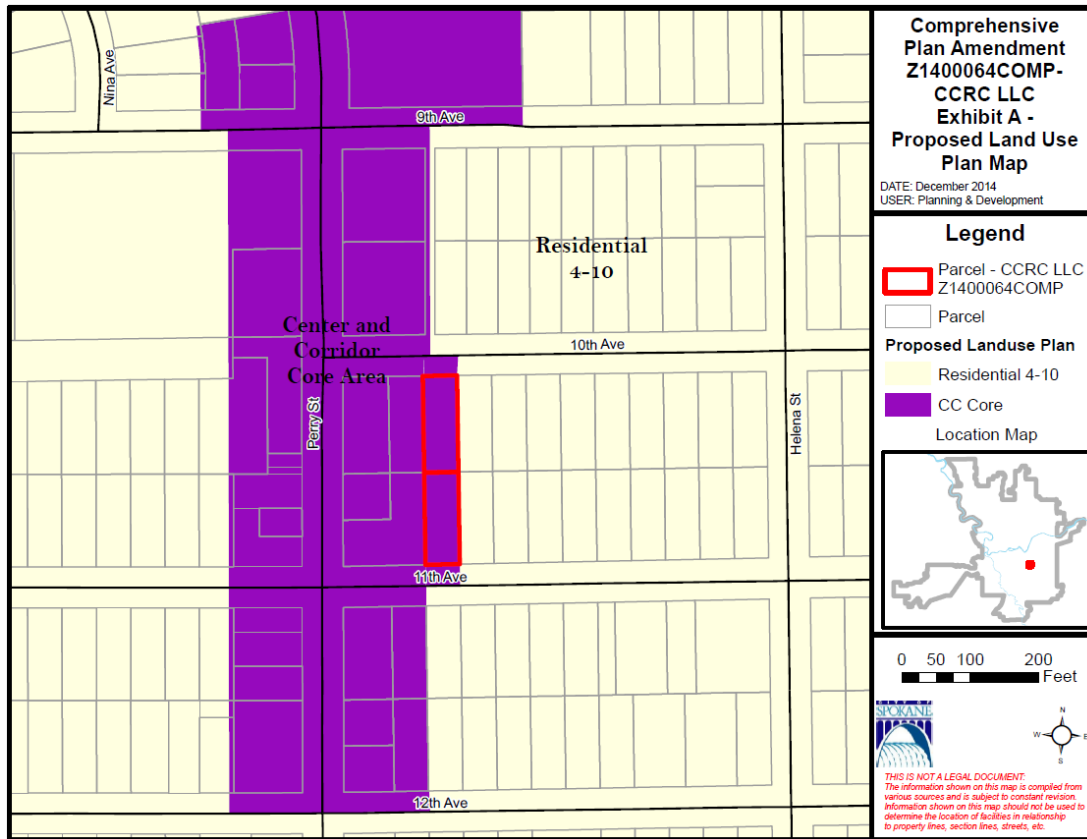
Agent: Mr. Dwight Hume

Neighborhood: East Central Neighborhood Council; applicant’s agent scheduled to present at neighborhood meeting. Applicant has also met with the South Perry

Current Land Use Plan Map

Current Zoning is RSF (Residential, 4 to 10 units per acre)



Proposed Land Use Plan Map**Proposed Zoning is CC1-NC (Centers & Corridors Type 1, Neighborhood Center)**

FILE Z1 400065COMP– MOBILE & MANUFACTURED HOME PARK POLICY Proposed Addition to Chapter 3, Land Use Chapter, Goal LU1

Text Amendment

Proposed text is:

LU 1.X Mobile & Manufactured 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 to 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.

Background:

City Council RES 2014-0103 directed this Comprehensive Plan Text Amendment to move forward.

Please see the staff report and supporting documents in the Plan Commission or City Council agenda for more information on this item.

COMPREHENSIVE PLAN POLICY – FOR DISCUSSION PURPOSES

From Chapter 3, Land Use:

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.

Policy LU 1.8 General Commercial Uses

Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated centers and corridors.

Discussion: General commercial areas provide locations for a wide range of commercial uses.

Typical development in these areas includes freestanding business sites and larger grouped businesses (shopping

The following Goals and Policies may be applicable to discussion by the Plan Commission.

These are excerpts; the full City of Spokane Comprehensive Plan is online:

- www.spokanecity.org or
- <http://static.spokanecity.org/documents/planning/2012/01/comprehensive-plan-revised-edition.pdf>

centers). Commercial uses that are auto-oriented and include outdoor sales

Comprehensive Plan/EIS 13 and warehousing are also allowed in this designation. Land designated for general commercial use is usually located at the intersection of or in strips along principal arterial streets. In many areas such as along Northwest Boulevard, this designation is located near residential neighborhoods. To address conflicts that may occur in these areas, zoning categories should be implemented that limit the range of uses, and site development standards should be adopted to minimize detrimental impacts on the residential area. Existing commercial strips should be contained within their current boundaries with no further extension along arterial streets allowed.

Recognizing existing investments by both the City of Spokane and private parties, and given deference to existing land use patterns, an exception to the containment policy may be allowed by means of a comprehensive plan amendment to expand an existing commercial designation, (Neighborhood Retail, Neighborhood Mini-Center, or

General Commercial) at the intersection of two principal arterial streets or onto properties which are not designated for residential use at a signalized intersection of at least one principal arterial street which as of September 2, 2003, has traffic at volumes greater than 20,000 vehicular trips a day. Expansion of the commercial designation under this exception shall be limited to property immediately adjacent to the arterial street and the subject intersection and may not extend more than 250' from the center of the intersection unless a single lot, immediately adjacent to the subject intersection and in existence at the time this comprehensive plan was initially adopted, extends beyond 250' from the center of the intersection. In this case the commercial designation may extend the length of that lot but in no event should it extend further than 500' or have an area greater than 3 acres.

[per comprehensive plan text amendment, Ord. C-33287, effective 11-8-03]

If a commercial designation (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) exists at the intersection of two principal arterials, a zone change to allow the commercial use to be extended to the next street that runs parallel to the principal arterial street may be allowed. If there is not a street that runs parallel to the principal arterial, the maximum depth of commercial development extending from the arterial street shall not exceed 250 feet.

Areas designated general commercial within centers and corridors are encouraged to be developed in accordance with the policies for centers and corridors. Through a neighborhood planning process for the center, these general commercial areas will be designated in a land use category that is appropriate in the context of a center and to meet the needs of the neighborhood.

Policy LU 1.5 Office Uses

Direct new office uses to centers and corridors designated on the land use plan map.

Discussion: Office use of various types is an important component of a center. Offices provide necessary services and employment opportunities for residents of a center and the surrounding neighborhood. Office use in centers may be in multi-story structures in the core area of the center and transition to low-rise structures at the edge.

To ensure that the market for office use is directed to centers, future office use is generally limited in other areas. The Office designations located outside centers are confined to the boundaries of existing office designations. Office use within these boundaries is allowed outside of a center.

The Office designation is also located where it continues an existing office development trend and serves as a transitional land use between higher intensity commercial uses on one side of a principal arterial street and a lower density residential area on the opposite side of the street. Arterial frontages that are predominantly developed with single-family residences should not be disrupted with office use. For example, office use is encouraged in areas designated Office along the south side of Francis Avenue between Cannon Street and Market Street to a depth of not more than approximately 140 feet from Francis Avenue.

Drive-through facilities associated with offices such as drive-through banks should be allowed only along a principal arterial street subject to size limitations and design guidelines. Ingress and egress for office use should be from the arterial street. Uses such as freestanding sit-down restaurants or retail are appropriate only in the office designation located in higher intensity office areas around downtown Spokane in the North Bank and Medical Districts shown in the Downtown Plan.

Residential uses are permitted in the form of single-family homes on individual lots, upper-floor apartments above offices, or other higher density residential uses.

LU 1.12 Public Facilities and Services

Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

Discussion: Chapter 5, Capital Facilities and Utilities, ensures that necessary public facilities and services are available at the time a development is ready for occupancy without decreasing current service levels below locally established minimum standards.

The following facilities must meet adopted level of service standards and be consistent with the concurrency management system: fire protection, police protection, parks and recreation, libraries, public sewer, public water, solid waste disposal and recycling, transportation, and schools.

When development or redevelopment occurs, it is also important that adequate provision is made for stormwater drainage facilities, paved streets, sidewalks, street lighting, traffic and access control, circulation, off-street parking and loading facilities, transit, bicycle and pedestrian facilities, and other public improvements made necessary by individual developments.

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

Policy: LU 3.1 Coordinated and Efficient Land Use

Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and focused growth in areas where adequate services and facilities exist or can be economically extended.

Discussion: Future growth should be directed to locations where adequate services and facilities are available. Otherwise, services and facilities should be extended or upgraded only when it is economically feasible to do so.

The centers and corridors designated on the land use plan map are the areas of the city where incentives and other tools should be used to encourage infill development, redevelopment and new development. Examples of incentives the city could use include assuring public participation, using public facilities and lower development fees to attract investment, assisting with project financing, zoning for mixed-use and higher density development, encouraging rehabilitation, providing in-kind assistance, streamlining the permit process, providing public services, and addressing toxic contamination, among other things.

Policy: LU 3.2 Centers and Corridors

Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.

Discussion: Suggested centers are designated where the potential for center development exists. Final determination is subject to the neighborhood planning process.

Neighborhood Center

Neighborhood centers designated on the Land Use Plan map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along

principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the neighborhood center.

Businesses in the neighborhood center are provided support by including housing over ground floor retail and office uses. The most dense housing should be focused in and around the neighborhood center. Density is high enough to enable frequent transit service to a neighborhood center and to sustain neighborhood businesses. Housing density should decrease as the distance from the neighborhood center increases. Urban design guidelines of the Comprehensive Plan or a neighborhood plan are used to guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.

Buildings in the neighborhood center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the neighborhood center to be taller. Buildings up to three stories are encouraged in this area. Attention is given to the design of the circulation system so pedestrian access between residential areas and the neighborhood center is provided. To be successful, centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of neighborhood centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the neighborhood center, including the higher density housing surrounding the center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the neighborhood center and may be up to 22 units per acre at the perimeter.

District Center

District centers are designated on the land use plan map. They are similar to neighborhood centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the district center, including the higher density housing surrounding the center, should be approximately 30 to 50 square blocks. As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the district center as a major activity area, it is important to encourage buildings in the core area of the district center to be taller. Buildings up to five stories are encouraged in this area. The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.

Employment Center

Employment centers have the same mix of uses and general character features as neighborhood and district centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the center or on land immediately adjacent to the center. Employment centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the employment center may be up to 44 dwelling units per acre. Surrounding the center are medium density transition areas at up to 22 dwelling units per acre.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a corridor, there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the corridor. A variety of housing styles, apartments, condominiums, rowhouses, and houses on smaller lots are allowed. A full range of retail services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

Regional Center

Downtown Spokane is the regional center, containing the highest density and intensity of land use. It is the primary economic and cultural center of the region. Emphasis is on providing more housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city and region.

LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

Discussion: Neighborhood, District, and Employment Centers are designated on the land use plan maps in areas that are substantially developed. New uses in centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses.

All centers are mixed-use areas. Some existing uses in designated centers may fit with the center concept; others may not. Planning for centers should first identify the uses that do not fit and identify sites for new uses that are missing from the existing land use pattern. Ultimately, the mix of uses in a center should seek to achieve the following minimum requirements:

TABLE LU 1 MIX OF USES IN CENTERS		
Use	Neighborhood Center	District and Employment Center
Public	10 percent	10 percent
Commercial/Office	20 percent	30 percent
Higher Density Housing	40 percent	20 percent
Note: All percentage ranges are based on site area, rather than square footage of building area.		

This recommended proportion of uses is based on site area and does not preclude additional upper floors with different uses.

The ultimate mix of land uses and appropriate densities should be clarified in a site-specific planning process in order to address site-related issues such as community context, topography, infrastructure capacities, transit service frequency, and arterial street accessibility. Special care should be taken to respect the context of the site and the

character of surrounding existing neighborhoods. The 10 percent public use component is considered a goal and should include land devoted to parks, plazas, open space, and public facilities.

LU 3.6 Neighborhood Centers

Designate the following seven locations as neighborhood centers on the land use plan map.

- Indian Trail and Barnes;
- South Perry;
- Grand Boulevard/12th to 14th;
- Garland;
- West Broadway;
- Lincoln and Nevada;
- Fort George Wright Drive and Government Way.

From Chapter 3, Land Use:

LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

LU 4.2 Land Uses That Support Travel Options

Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.

Discussion: This provides opportunities for people to walk to work and shopping, enables less reliance on automobiles, reduces commuting times and distances, makes mass transit more viable, and provides greater convenience for area residents.

From Chapter 3, Land Use:

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

LU 5.3 Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

Discussion: Off-street parking, access, and loading facilities are usually associated with the development of higher density residential, office, and commercial uses. These features often have major impacts on single-family residential areas. The impacts are most significant when these facilities are next to or intrude between homes. When these facilities are accessory to a higher density residential or nonresidential use, they should be developed according to the same policies and zoning regulations as govern the primary use. New parking lots should also have the same zoning classification as the primary use. In addition, these facilities should be developed to minimize adverse impacts to adjacent properties. All parking lots should be paved. Parking lots and loading areas should have appropriate buffers to fully screen them from adjacent, less intensive uses. Access to business and higher density residential sites should be controlled to avoid impacts on adjacent uses, pedestrian movement, and street functions.

From Chapter 6, 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 1.1 Regional Coordination

Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.

Discussion: A sample of the reoccurring issues includes the lack of three bedroom and larger rental units for low-income households, the regional distribution of housing units available for lower-income households, and regional housing affordability.

H 1.2 Regional Fair Share Housing

Participate in a process that monitors and adjusts the distribution of low-income housing throughout the region.

Discussion: A reoccurring issue that needs to be addressed within the greater Spokane region is the distribution of affordable housing for all income groups. Areas that continue to accommodate large shares of the low-income housing market have higher demands to satisfy social health and service needs. A regional process that periodically monitors progress toward achieving the region's housing goals and makes adjustments to policy, programs, and land use plans helps bring about the desired distribution of housing cost diversity.

H 1.5 Housing Information *Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and appropriate housing.*

Discussion: A lack of knowledge about how to obtain housing and home financing is often an impediment to finding appropriate housing. A place such as a resource center where financing assistance is available and home purchasing techniques are taught, can help households find suitable housing.

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 1.15 New Manufactured Housing

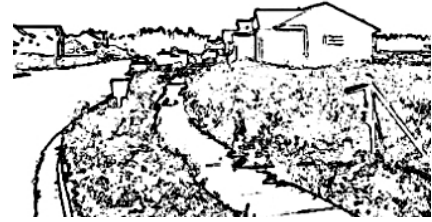
Permit manufactured homes on individual lots in all areas where residential uses are allowed.

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.



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

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 2.7 Taxes and Tax Structure

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

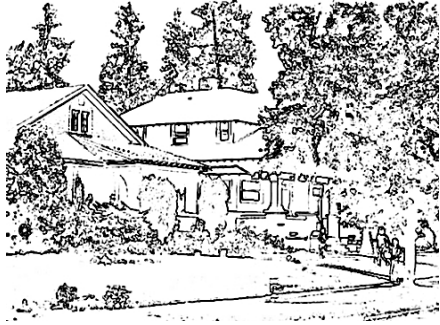
Discussion: Other methods of taxing land have shown different effects on the long-term use of land. Local options for property taxation methods furnish increased tools to guide the health and development of the region. Providing tax relief for low-income housing improvements is one way to encourage community 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 overall quality of the City of Spokane's housing.

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. 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

Encourage preservation of viable housing.

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.

ADDITIONAL COMPREHENSIVE PLAN POLICY MENTIONED IN THE APPLICATION MATERIALS FOR THE MANUFACTURED HOMES POLICY

From Chapter 3, Land Use:

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

LU 3.11 Compact Residential Patterns

Allow more compact and affordable housing in all neighborhoods, in accordance with neighborhood-based design guidelines.

Discussion: Compact and affordable housing includes such choices as townhouses, accessory dwelling units (granny flats), live-work housing, triplexes, zero-lot line, starter, small-lot, and rowhouses.

From Chapter 8, Urban Design and Historic Preservation:

DP 6 NEIGHBORHOOD QUALITIES

Goal: Preserve, improve, and support the qualities of individual neighborhood areas.

DP 6.2 Access to Housing Choices

Encourage building and site design that allows a variety of housing forms while being compatible with the character of the immediate surrounding area, thereby generating community support for development at planned densities.

Discussion: Increasing housing densities and innovative development protects special sites, and enables the efficient use of remaining buildable land, the efficient and cost effective provision of city facilities and services, the provision of affordable housing, and the promotion of increased ridership on mass transit. A variety of housing types, such as townhouses, courtyard buildings, and housing clusters, contributes to housing diversity and interest, and provides more opportunities for prospective residents. Design that is compatible with the surroundings helps make increased densities acceptable to the current residents. Higher residential density in commercial areas can provide additional economic stability for businesses while lessening automobile dependence.

From Chapter 10, Social Health:

SH 4 DIVERSITY

Goal: Develop and implement programs that attract and retain city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of their race, religion, color, sex, national origin, marital status, familial status, age, sexual orientation, economic status, or disability.

SH 4.1 Socioeconomic Mix

Ensure that all neighborhoods contain a mixture of housing types in order to provide an environment that allows for socioeconomic diversity.

Discussion: Large geographic areas within the City of Spokane have become increasingly characterized by low-incomes. This segment has increased dramatically over the last couple decades (see the Draft Comprehensive Plan/EIS, Volume 2, for Maps SH 17, “1980 Census Poverty Tracts” and SH 18, “1990 Census Poverty Tracts”).

<https://my.spokanecity.org/projects/> for maps and application materials

Draft September 9, 2015

This not only creates a heavy drain on limited public resources but also diminishes the opportunities and quality of life available to the residents of those areas.

Housing and employment options that produce a socioeconomic mix within neighborhoods provide a range of benefits for all concerned. For example, improved employment opportunities in low-income neighborhoods can counteract the jobs-housing imbalance where workers have to commute long distances from affordable housing to their employment in more affluent communities. In a socio-economically mixed neighborhood, neighbors can serve as role models for those less fortunate, thereby diluting costly negative social trends, such as crime, school failure, and teenage pregnancy, which are typically found in areas with a high concentration of poverty. As a result, the neighborhood is more stable, creating safer conditions for investment.

Also, the mutual understanding and appreciation that grows out of interaction between diverse people lends otherwise unknown richness to each person's life. Finally, when neighbors can share with each other their skills and financial ability to support programs, there is less need for programmatic and financial support from local government, thus stretching everyone's tax dollars further.

(end)

SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-970)

Determination of Nonsignificance (DNS)

File # Z1400064-COMP

NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(S): Z1400064-COMP

PROPONENT: CRCC LLC

DESCRIPTION OF PROPOSAL: This proposal is to change the land use of two parcels from "Residential, 4 to 10 units per acre" to "CC Core". The size of the proposal is 13,800 square feet (0.31 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to CC1-NC (Centers & Corridors Type 1, Neighborhood Center). No specific development proposal is being approved at this time.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: The addresses are 1414 E. 10th Avenue (parcel 35213.2710) and 1415 E. 11th Avenue (parcel 35213.2716). See attached map. These parcels are located near the Perry Street District.

LEAD AGENCY: CITY OF SPOKANE, Planning & Development Department

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- [] There is no comment period for this DNS.
- [] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- [X] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for At least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than noon September 23, 2015, if they are intended to alter the DNS.

Responsible Official: Louis Meuler

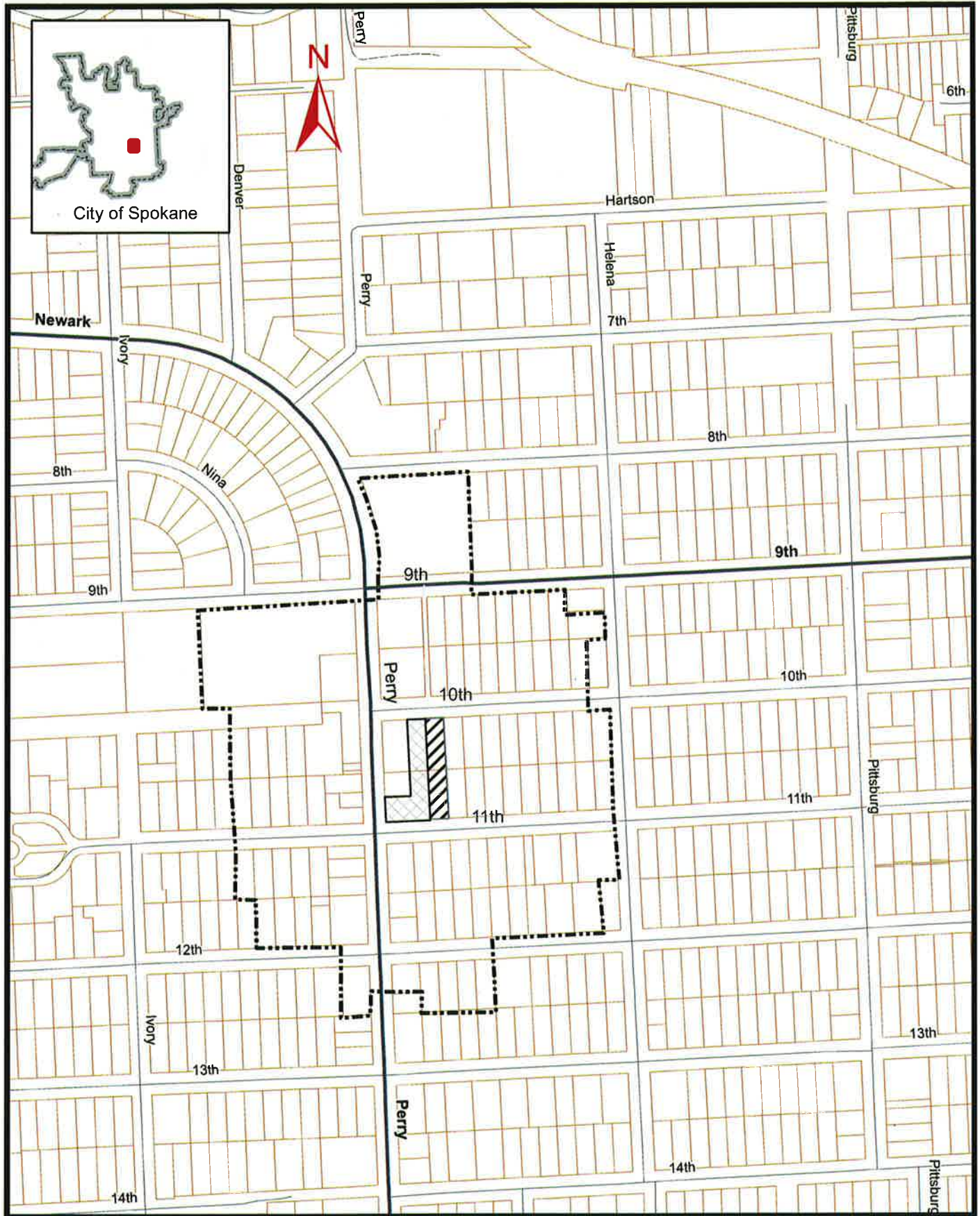
Position/Title: Acting Director, Planning Services **Phone:** (509) 625-6300

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Date Issued: September 4, 2015

Signature: 

APPEAL OF THIS DETERMINATION, after it becomes final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane, WA 99201. The appeal deadline is fourteen (14) calendar days after the signing of the DNS. This appeal must be on forms provided by the Responsible Official, make specific factual objections and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.



- Legend**
- Parcels
 - Notification district
 - Application property
 - Adjacent ownership

APPLICANT: Dwight Hume for CCRC LLC
PROPOSAL: Comp Land Use Plan Map
 Amendment from R 4-10 to CC Core
 Zoning request RSF to CC1-NC

Prepared by: WTC
 Date prepared: 12/02/2014
 QC'd by:
 Date QC'd:

SE 1/4 20-25-43; SW 1/4 21-25-43

File Z1400064COMP

Environmental Checklist

File No. Z 1400064 COMP

Purpose of Checklist:

The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "*does not apply*."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

RECEIVED

NOV 12 2014

A. BACKGROUND

1. Name of proposed project, if applicable: Comp Plan Amendment Map
2. Name of applicant: Land Use Solutions and Entitlement, Dwight Hume Agent
3. Address and phone number of applicant or contact person: 9101 N Mt. View Lane Spokane WA 99218 509-435-3108
4. Date checklist prepared: Revised on 11-12-14
5. Agency requesting checklist: City of Spokane Planning
6. Proposed timing or schedule (including phasing, if applicable): Upon approval
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. No
b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. The owner/applicant owns the brewery on the NE corner of 11th and Perry and the house at 1410 10th Avenue, both within the CC Core designation.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to his proposal. None
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. No
10. List any government approvals or permits that will be needed for your proposal, if known. Comp Plan Amendment, Zone change, building permits and on site drainage, landscaping and parking plans.

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11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. A 13,800 sf area consisting of two platted residential lots fronting back to back on 10th and 11th.

12. Location of the proposal. Give sufficient information to a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist. Within the Perry District, behind existing commercial uses along Perry. The subject sites are located at 1414 E 10th and 1415 E 11th.

13. Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atlas for boundaries.)
Yes

14. The following questions supplement Part A.

a. Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

(1) Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).
Non-project Application, to be determined upon approval.

(2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?
Non-project Application, to be determined upon approval.

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- (3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.

Non-project Application, to be determined upon approval. _____

- (4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?

Non-project Application, to be determined upon approval. _____

b. Stormwater

- (1) What are the depths on the site to groundwater and to bedrock (if known)?

Unknown _____

- (2) Will stormwater be discharged into the ground? If so, describe any potential impacts?

Non-project Application, to be determined upon approval. _____

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

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1. Earth

- a. General description of the site (circle one): *flat, rolling, hilly, steep slopes, mountains, other.* Elevated above 10th avenue by approximately 10 ft. At grade along 11th. _____

- b. What is the steepest slope on the site (approximate percent slope)? N/A _____

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the

classification of agricultural soils, specify them and note any
prime farmland. Unknown

d. Are there surface indications or history of unstable soils in
the immediate vicinity? If so, describe. No

e. Describe the purpose, type, and approximate quantities of
any filling or grading proposed. Indicate source of fill:
Non-project Application, to be determined upon approval.

f. Could erosion occur as a result of clearing, construction, or
use? If so, generally describe.
No, erosion control is required as part of site development.

g. About what percent of the site will be covered with
impervious surfaces after project construction (for example,
asphalt or buildings)? Non-project Application, to be
determined upon approval.

h. Proposed measures to reduce or control erosion or other
impacts to the earth, if any: Non-project Application, to be
determined upon approval.

2. Air

a. What type of emissions to the air would result from the
proposal (i.e., dust, automobile, odors, industrial, wood smoke)
during construction and when the project is completed? If any,
generally describe and give approximate quantities if known. ____
Non-project Application, to be determined upon approval.

b. Are there any off-site sources of emissions or odor that may
affect your proposal? If so, generally describe. ____
None will affect this.

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- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

To be determined at time of construction

3. Water

a. SURFACE:

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. No

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

- (5) Does the proposal lie within a 100-year floodplain? ____ If so, note location on the site plan.

No

- (6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

b. GROUND:

- (1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sanitary waste treatment facility. Describe the general size of the system, the number of houses to be served (if applicable) or the number of persons the system(s) are expected to serve.

Non-project Application, to be determined upon approval.

c. WATER RUNOFF (INCLUDING STORMWATER):

- (1) Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Non-project Application, to be determined upon approval.

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

No

- d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water impacts, if any.**

Non-project Application, to be determined upon approval.

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4. Plants

- a. Check or circle type of vegetation found on the site:

 X Deciduous tree: *alder, maple, aspen, other.*

 X Evergreen tree: *fir, cedar, pine, other.*

 X Shrubs

 X Grass (natural grasses)

 Pasture

 Crop or grain

 Wet soil plants, *cattail, buttercup, bullrush, skunk cabbage,*
other.

 Water plants: *water lilly, eelgrass, milfoil, other.*

 Other types of vegetation.

- b. What kind and amount of vegetation will be removed or altered? Non-project Application, to be determined upon approval. Effort will be made to retain mature trees where feasible

- c. List threatened or endangered species known to be on or near the site. None

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: Non-project Application, to be determined upon approval.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site are known to be on or near the site:

birds: *hawk, heron, eagle, songbirds, other.*

mammals: *deer, bear, elk, beaver, other.*

fish: *bass, salmon, trout, herring, shellfish, other.*

other:

- b. List any threatened or endangered species known to be on or near the site.

None

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c. Is the site part of a migration route? If so, explain. _____
No _____

d. Proposed measures to preserve or enhance wildlife, if any:
None _____

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. _____
Non-project Application, to be determined upon approval. _____

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. _____
Non-project Application, to be determined upon approval. _____

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
Non-project Application, to be determined upon approval. _____

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. Non-project Application, to be determined upon approval. _____

(1) Describe special emergency services that might be required.
None _____

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- (2) Proposed measures to reduce or control environmental health hazards, if any:

None

b. NOISE:

- (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic along both frontages and retail uses along Perry adjoining this proposal.

- (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Non-project Application, to be determined upon approval.

- (3) Proposed measure to reduce or control noise impacts, if any:

Non-project Application, to be determined upon approval.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

Site: Vacant and S/F: North, Church and SF: West, Retail: South Residential S/F

- b. Has the site been used for agriculture? If so, describe. No

- c. Describe any structures on the site. Vacant along 10th and S/F along 11th

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- d. Will any structures be demolished? If so, which? Yes, the S/F unit on 11th will be replaced with multiple residential units, to be determined later.
- e. What is the current zoning classification of the site? RSF
- f. What is the current comprehensive plan designation of the site? R 4-10
- g. If applicable, what is the current shoreline master program designation of the site?
N/A
- h. Has any part of the site been classified as a critical area? If so, specify. No
- i. Approximately how many people would reside or work in the completed project?
Non-project Application, to be determined upon approval.
- j. Approximately how many people would the completed project displace? 3
- k. Proposed measures to avoid or reduce displacement impacts, if any: Replace S/F dwelling with multiple units
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: Development in compliance with adopted and applicable Development regulations.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing. To be determined later
- b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or low-income housing. One
- c. Proposed measures to reduce or control housing impacts, if any: Replace the one unit with more.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? 35 ft. is allowed. Actual is unknown
- b. What views in the immediate vicinity would be altered or obstructed? None
- c. Proposed measures to reduce or control aesthetic impacts, if any: Develop to development code standards

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Non-project Application, to be determined upon approval.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? No _____

- c. What existing off-site sources of light or glare may affect your proposal? None _____

- d. Proposed measures to reduce or control light and glare impacts, if any: Non-project Application, to be determined upon approval. _____

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? Public park one block to the west across Perry _____

- b. Would the proposed project displace any existing recreational uses? If so, describe. No _____

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: None _____

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. None known _____

- b. Generally describe any landmarks or evidence of historic archaeological, scientific or cultural importance known to be on or next to the site.

None

- c. Proposed measures to reduce or control impacts, if any:

None

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14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. Perry Street to 10th and 11th.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? Yes

- c. How many parking spaces would the completed project have? How many would the project eliminate? Non-project Application, to be determined upon approval.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private). New curb and sidewalks to accommodate new use.

- e. Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. No impacts

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak would occur. Non-project Application, to be determined upon approval.

(Note: to assist in review and if known indicate vehicle trips during PM peak,

AM Peak and Weekday (24 hours).)

- g. Proposed measures to reduce or control transportation impacts, if any: Non-project Application, to be determined upon approval.

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15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe. No

- b. Proposed measures to reduce or control direct impacts on public services, if any: None

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed. No new utility connections are needed

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 11-11-14 Signature: 

Please Print or Type:

Proponent: Dwight J Hume Address: N 9101 Mt. View Lane

Phone: 435-3108 Spokane WA 99218

Person completing
form (if different
from proponent): _____ Address: _____

Phone: _____

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Staff member(s) reviewing checklist: _____

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- ☐ A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- ☐ B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- ☐ C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.

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D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS
(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage or release of toxic or hazardous substances; or production of noise?

No impacts _____

Proposed measures to avoid or reduce such increases are:

None _____

2. How would the proposal be likely to affect plants, animals, fish or marine life?

No impacts _____

Proposed measures to protect or conserve plants, animals, fish or marine life are:

Existing mature trees located in the southerly portion of the vacant lot may be retained if possible. _____

3. How would the proposal be likely to deplete energy or natural resources?

No new utility services are needed _____

Proposed measures to protect or conserve energy and natural resources are:

None _____

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4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands?

No impacts are anticipated

Proposed measures to protect such resources or to avoid or reduce impacts are:

None

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Parking and residential uses are proposed next to existing residential.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Compliance with current applicable development standards.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

No impacts are foreseen

Proposed measures to reduce or respond to such demand(s) are:

None

7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.

No conflicts are foreseen

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C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date:

11-11-14

Signature:

Dwight J. Hume

Please Print or Type:

Proponent: Dwight Hume

Address: 9101 N Mt. View Lane

Phone: 509 435 3108

Spokane WA 99218

Person completing form (if different from proponent):

Address:

Phone:

FOR STAFF USE ONLY

Staff member(s) reviewing checklist:

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- A. ☐ there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- B. ☐ probable significant adverse impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- C. ☐ there are probable significant adverse environmental impacts and recommends a Determination of Significance.

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PLANNING & DEVELOPMENT

**STAFF REPORT ON COMPREHENSIVE PLAN
LAND USE AMENDMENT APPLICATION
1414 E. 10th Ave & 1415 E. 11th Ave.; CCRC LLC; File Z140064COMP**

I. SUMMARY OF REQUEST AND RECOMMENDATIONS:

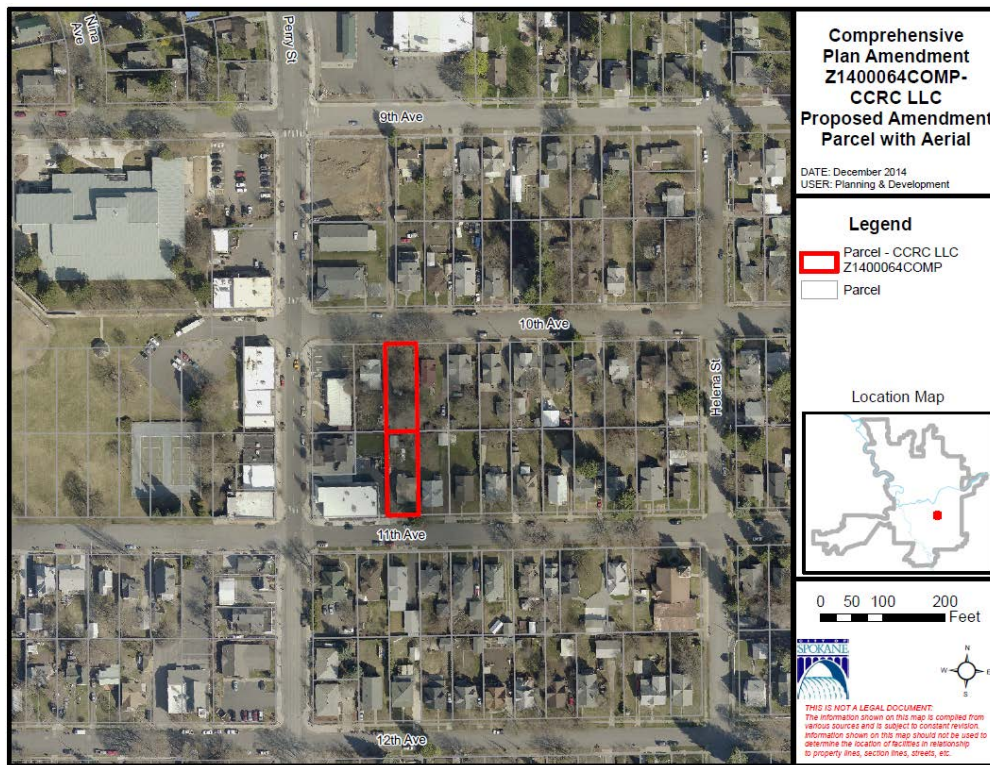
DESCRIPTION OF PROPOSAL:

This proposal is to change the land use of two parcels from “Residential, 4 to 10 units per acre” to “CC Core”. The size of the proposal is 13,800 square feet (0.31 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to CC1-NC (Centers & Corridors Type 1, Neighborhood Center). No specific development proposal is being approved at this time.

II. GENERAL INFORMATION:

Agent:	Mr. Dwight Hume, Land Use Solutions and Entitlement
Applicant/Property Owner(s):	CCRC LLC
Location of Proposal:	The addresses are 1414 E. 10 th Avenue (parcel 35213.2710) and 1415 E. 11 th Avenue (parcel 35213.2716).
Legal Description	Richland Park, Block 2, Lot 10; and Richland Park, Block 2, Lot 17
Existing Land Use Plan Designation:	“Residential, 4 to 10 units per acre”
Proposed Land Use Plan Designation:	“CC Core”
Existing Zoning:	RSF (Residential Single Family)
Proposed Zoning:	CC1-NC (Centers & Corridors Type 1, Neighborhood Center)
SEPA Status:	A SEPA threshold Determination of Non-Significance (DNS) was made on September 4, 2015. The appeal period closed on September 23, 2015 at noon.
Enabling Code Section:	SMC 17G. 020, Comprehensive Plan Amendment Procedure
Plan Commission Hearing Date:	September 23, 2015
Staff Contact:	Tirrell Black, Planner; tblack@spokanecity.org

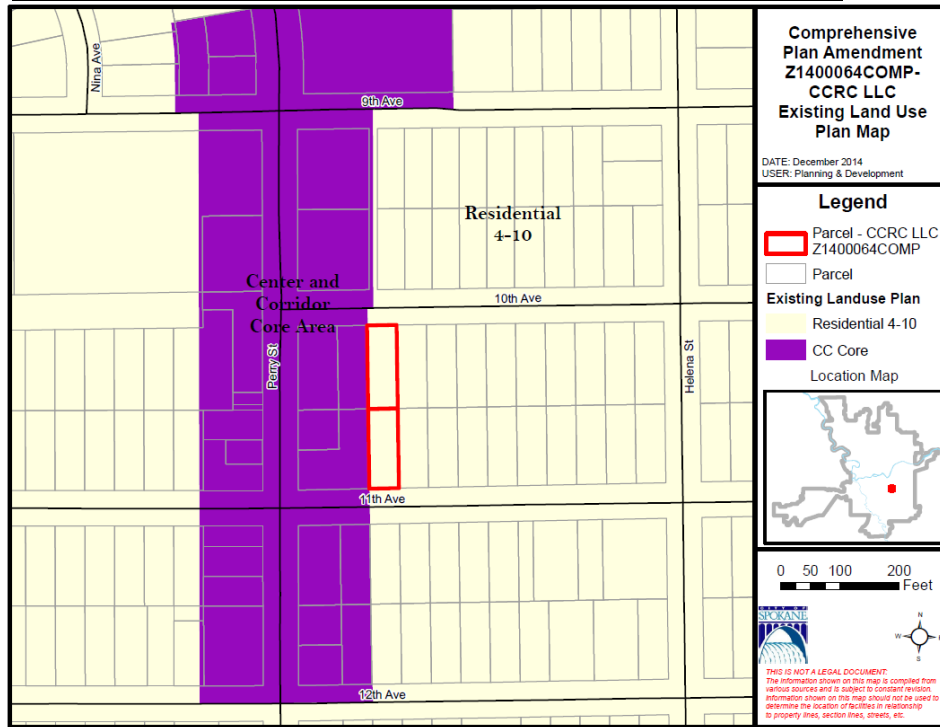
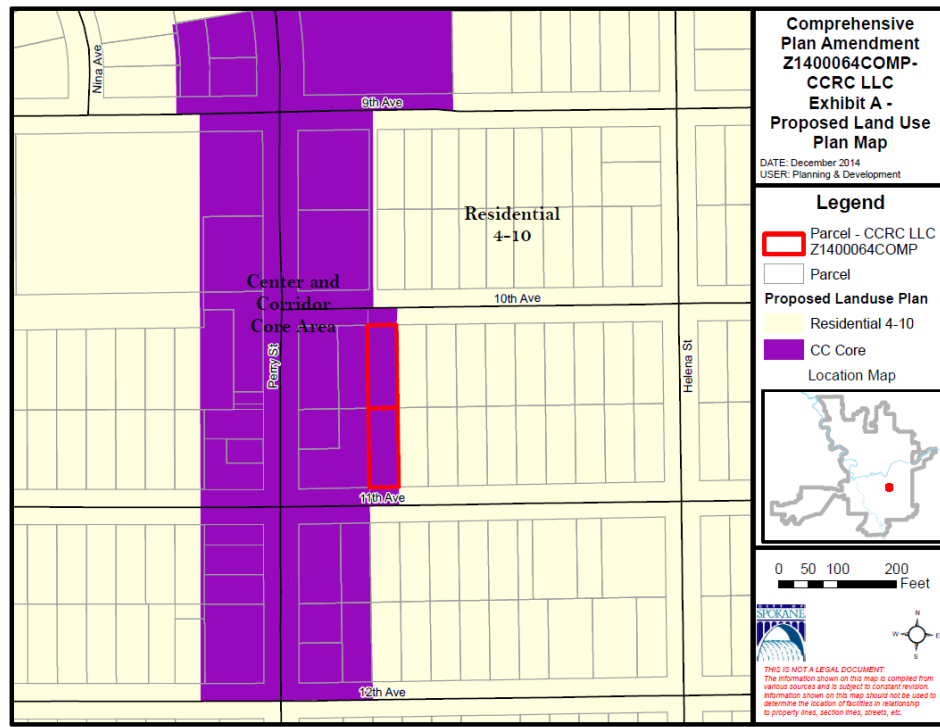
III. FINDINGS OF FACT:



A. Site Description:

The subject property is two platted lots with a combined size of approximately 13,800 square feet (0.31 acres). The addresses are 1414 E. 10th Avenue (parcel 35213.2710) and 1415 E. 11th Avenue (parcel 35213.2716). See illustration above. These parcels are located near the Perry Street District. 10th Avenue and 11th Avenue are classified as local access streets.

B. Project Description: As authorized by Spokane Municipal Code Section 17G.020, "Comprehensive Plan Amendment Procedure," the applicant is requesting a comprehensive plan land use plan map designation change from "Residential 4-10 units per acre" to "CC Core" for parcels totaling 0.31 acres in size. If approved, the zoning would be changed from RSF (Residential Single Family) to CC1-NC (Centers and Corridors Type 1, Neighborhood Center). Development and improvement of the site would be subject to all relevant provisions of the City's unified development code at time of building or other permit application.

C. Existing Land Use Plan Map Designations with subject area in red**D. Applicant Proposed Land Use Plan Map; if adopted proposed zoning is CC1-NC (Centers & Corridors Tye 1, Neighborhood Center)**

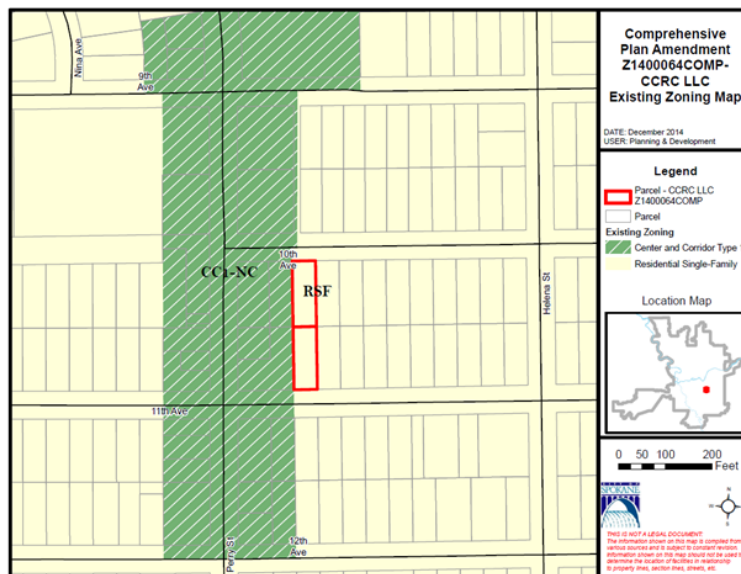
E. Zoning and Land Use Designation History:

The oldest zoning map that could be located regarding these properties was the 1975 zoning map which showed these parcels as zoned “R2”. The 1986 zoning map designates them as “R1” which is equivalent to today’s RSF zoning. The 2001 zoning map identifies them as “R1”. As part of pilot planning for Centers & Corridors, some adjacent lots were rezoned in 2003 from “B1-L and R1” to CC1-NC; this action was undertaken in June 2003 by ordinance number C33249. The lots under discussion in this staff report were left in single family residential designation or “R1” and later “RSF” designation at that time.

Zoning in 2003 prior to zoning change



Current zoning (as adopted by ORD C33249 in June 2003):



F. Adjacent Zoning Overlay on Perry Street (Pedestrian Street Designation)

Perry Street from 7th Avenue to 12th Avenue is designated as a “Pedestrian Street” on the city’s zoning map. This overlay zone requires conformance with the Pedestrian Street Standards within the Centers & Corridors Design Guidelines which are adopted in the Spokane Municipal Code 17C.122.060.

G. Adjacent Land Use:

To the north (across 10th Avenue): residential use

To the west: immediately to the west of the 11th Avenue parcel is commercial use (brewery); immediately to the west of the 10th Avenue parcel is a residential use (owned by applicant) to the west of this is commercial use (pizza)

To the south (across 11th Avenue): residential use

To the east: residential use

10th and 11th Avenue are classified as local streets. E. 9th Avenue & Perry Street are both classified as minor arterials. Perry Street is served by STA Bus 45.

H. Applicable Municipal Code Regulations: SMC 17G.020, Comprehensive Plan Amendment Procedures.**I. Procedural Requirements:**

- Application was submitted on October 31, 2015 and Certified Complete on December 1, 2014;
- Applicant was provided Notice of Application on February 23, 2015;
- Notice of Application was posted, published, and mailed on March 9, 2015, which began a 60 day public comment period. The comment period ended May 7, 2015;
- The applicant made a presentation regarding the proposal to the East Central Neighborhood Council on March 17, 2015;
- A SEPA Determination of Non Significance was issued on September 4, 2015;
- Notice of Public Hearing was posted and mailed by September 9, 2015;
- Notice of Public Hearing was published on September 9, 2015 and September 16, 2015;
- Hearing Date is scheduled with the Plan Commission for September 23, 2015.

IV. DEPARTMENT REPORTS and PUBLIC COMMENT

Notice of this proposal was sent to City departments and outside agencies for their review. Department comments are included in the file.

As of the date of the staff report, written public comment has been received regarding this proposal. Sixteen public comment letters and emails have been received and none have been in favor of this proposal.

V. CONCLUSIONS

SMC 17G.020.030 provides a list of considerations that are to be used, as appropriate, in evaluating proposal to amend the comprehensive plan. The following is a list of those considerations followed by staff analysis relative each.

A. Regulatory Changes.

Amendments to the Comprehensive Plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.

Relevant facts: The proposal is being considered and processed in accordance with the most current regulations of the Growth Management Act, the Washington State Environmental Policy Act (SEPA) and the Spokane Municipal Code. There are no known recent state or federal or local legislative actions with which the proposal would be in conflict. Staff concludes this criterion is met.

B. GMA.

The change must be consistent with the goals and purposes of the state Growth Management Act.

Relevant facts: The “Legislative findings” included in the Revised Code of Washington pertaining to GMA is essentially a call for coordinated and planned growth that is done cooperatively between citizens, government, and the private sector. The complete text of the “Legislative findings” follows:

RCW 36.70A.010, Legislative findings.

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.

The Growth Management Act contains 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, “Planning Goals”). The two goals that are most directly related to the land use element state:

- ◆ Urban growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ Reduce sprawl. “Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.”

Based on the evaluation provided elsewhere in this report, staff concludes that the application is consistent with these and the rest of the GMA Planning goals and the overall purpose of the Growth Management Act.

C. Financing.

In keeping with the GMA's requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.

Relevant facts: This proposal has been reviewed by city departments responsible for providing public services and facilities. No comments have been made to indicate that this proposal creates issues with any public services and facilities.

Staff concludes that this criterion is met.

D. Funding Shortfall.

If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.

Relevant facts: Staff has concluded that this criterion is not applicable to this proposal. There are no funding shortfall implications.

E. Internal Consistency.

The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Relevant facts: The proposal does not result in the need for other amendments to the Comprehensive Plan text or development regulations.

The applicant provided a discussion of the applicable Goals and Policies from the Comprehensive Plan which supports their request for the Land Use Plan Map Amendment. Relevant Comprehensive Plan Goals and Policies are excerpted from the Comprehensive Plan and contained in Attachment A of this report.

Staff Discussion: The Perry District Center is categorized as a Neighborhood Center on the Comprehensive Plan Land Use Plan Map. Policy LU 3.2 Centers and Corridors, within the discussion section oriented to Neighborhood Centers, states this as a guideline for the size of Neighborhood Centers:

The size and composition of neighborhood centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is

truly neighborhood serving. The size of the neighborhood center, including the higher density housing surrounding the center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the neighborhood center and may be up to 22 units per acre at the perimeter.

The borders of the Perry Street District are now limited to roughly 9th Avenue to 12th Avenue and generally extend east and west only one parcel off of Perry Street. This is much smaller than the policy language description of “15 to 25 square blocks”.

Another way to look at the current size of the district is to use acreage. The total parcel area of the South Perry CC1-NC zoned properties is 8.505 acres. The increase proposed is 0.317 acres. That will increase the total CC1-NC zoning to 8.822 acres. This is an increase of 3.73% in parcel acreage size of the Neighborhood Center.

F. Regional Consistency.

All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.

Relevant facts: *This amendment will not impact regional consistency.*

G. Cumulative Effect.

All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.

i. Land Use Impacts.

In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.

ii. Grouping.

Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

Relevant facts: *This application is being reviewed as part of the annual cycle of comprehensive plan amendments.*

Staff concludes that this criterion is met.

H. SEPA.

SEPA review must be completed on all amendment proposals.

1. Grouping.

When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.

2. DS.

If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

Relevant facts: The application has been reviewed in accordance with the State Environmental Policy Act (SEPA) that requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of information contained with the environmental checklist, the written comments from local and State departments and agencies concerned with land development within the city, a review of other information available to the Director of Planning Services, and in recognition of the mitigation measures that will be required by State and local development regulations at the time of development, a Determination of Non-Significance (DNS) was issued on September 4, 2015.

Staff concludes that this criterion is met.

I. Adequate Public Facilities.

The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

Relevant facts: All affected departments and outside agencies providing services to the subject properties have had an opportunity to comment on the proposal and no agency or department offered comments suggesting the proposal would affect the City's ability to provide adequate public facilities to the property or surrounding area or consume public resources otherwise needed to support comprehensive plan implementation strategies.

Any specific site development impacts will be addressed at time of application for a building permit, when actual site development is proposed. Staff concludes that this criterion is met.

J. UGA.

Amendments to the urban growth area boundary may only be proposed by the city council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.

Relevant facts: The proposal does not involve amendment of the urban growth area boundary. This criterion is not applicable to this proposal.

K. Consistent Amendments.

1. Policy Adjustments.

Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. The need for this type of adjustment might be supported by findings from

feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan. Examples of such findings could include:

- a. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- b. the capacity to provide adequate services is diminished or increased;
- c. land availability to meet demand is reduced;
- d. population or employment growth is significantly different than the plan's assumptions;
- e. plan objectives are not being met as specified;
- f. the effect of the plan on land values and affordable housing is contrary to plan goals;
- g. transportation and/or other capital improvements are not being made as expected;
- h. a question of consistency exists between the comprehensive plan and its elements and chapter 36.70A RCW, the countywide planning policies, or development regulations.

Relevant facts: This proposal is a request for a Comprehensive Plan Land Use Plan Map amendment, not a policy adjustment. This criterion is not applicable to this proposal.

2. Map Changes.

Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.);

Relevant facts: Relevant Comprehensive Plan policies are addressed in Criterion E above.

Staff concludes that the proposed amendment is adjacent to parcels currently zoned CC1-NC and is not inconsistent with the Comprehensive Plan guidance on the appropriate size of neighborhood center designation within Centers & Corridors classification as described in Policy LU 3.2.

- b. The map amendment or site is suitable for the proposed designation;

Relevant facts: The site is served by public utilities and local streets (10th Avenue & 11th Avenue). There have been no indications that the site cannot be developed due to lack of infrastructure or other physical features.

- c. The map amendment implements applicable comprehensive plan policies better than the current map designation.

Relevant facts: Staff finds that the proposed amendment is not inconsistent with the Comprehensive Plan policies.

3. Rezones, Land Use Plan Map Amendment.

Corresponding rezones will be adopted concurrently with land use plan map

amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that the comprehensive plan remains internally consistent and to preserve consistency between the comprehensive plan and supporting development regulations.

Relevant facts: If the land use plan map amendment is approved the zoning designation of the parcels will change from RSF (Residential Single Family) to CC1-NC (Centers and Corridors, Type 1, Neighborhood Center). Staff has concluded that no text amendments to comprehensive plan policy are needed to support the proposed land use plan map amendment.

L. Inconsistent Amendments.

1. Review Cycle.

Because of the length of time required for staff review, public comment, and plan commission's in-depth analysis of the applicant's extensive supporting data and long-term trend analysis, proposals that are not consistent with the comprehensive plan are addressed only within the context of the required comprehensive plan update cycle every seven years pursuant to RCW 36.70A.130(4)(C) and every other year starting in 2005.

Relevant facts: This is not an inconsistent Comprehensive Plan Land Use Map Plan amendment request.

2. Adequate Documentation of Need for Change.

- a. The burden of proof rests entirely with the applicant to provide convincing evidence that community values, priorities, needs and trends have changed sufficiently to justify a fundamental shift in the comprehensive plan. Results from various measurement systems should be used to demonstrate or document the need to depart from the current version of the comprehensive plan. Relevant information may include:
- b. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- c. the capacity to provide adequate services is diminished or increased;
- d. land availability to meet demand is reduced;
- e. population or employment growth is significantly different than the plan's assumptions;
- f. transportation and/or other capital improvements are not being made as expected;
- g. conditions have changed substantially in the area within which the subject property lies and/or Citywide;
- h. assumptions upon which the plan is based are found to be invalid; or
- i. sufficient change or lack of change in circumstances dictates the need for such consideration.

Relevant facts: This is not an inconsistent Comprehensive Plan Land Use Map Plan amendment request.

3. Overall Consistency.

If significantly inconsistent with the current version of the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.

Relevant facts: *This is not an inconsistent Comprehensive Plan Land Use Map Plan amendment request.*

VI. RECOMMENDATIONS

Staff Conclusion: For reasons outlined within this report, staff recommends that this Comprehensive Plan Land Use Map Amendment request be approved with the property designation changed to “CC Core” and that the zoning classification of the property be changed to CC1-NC (Centers & Corridors Type 1, Neighborhood Center).

Exhibit A, Excerpt Goals/Policies City of Spokane Comprehensive Plan

For full copy of City of Spokane Comprehensive Plan, [go to:my.spokanecity.org/services/](http://go.to:my.spokanecity.org/services/)

From Chapter 3, Land Use:

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.

Policy: LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are one of its most valuable assets. They are worthy of protection from the intrusion of incompatible land uses. Centers and corridors provide opportunities for complementary types of development and a greater diversity of residential densities.

Complementary types of development may include places for neighborhood residents to work, shop, eat, and recreate. Development of these uses in a manner that avoids negative impacts to surroundings is essential. Creative mechanisms, including design standards, must be implemented to address these impacts so that potential conflicts are avoided.

From Chapter 3, Land Use:

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

Policy: LU 3.2 Centers and Corridors

Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.

Discussion: Suggested centers are designated where the potential for center development exists. Final determination is subject to the neighborhood planning process.

Neighborhood Center

Neighborhood centers designated on the Land Use Plan map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the neighborhood center. Businesses in the neighborhood center are provided support by including housing over ground floor retail and office uses. The most dense housing should be focused in and around the neighborhood center. Density is high enough to enable frequent transit service to a neighborhood center and to sustain neighborhood businesses. Housing density should decrease as the distance from the neighborhood center increases. Urban design guidelines of the Comprehensive Plan or a neighborhood plan are used to

guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.

Buildings in the neighborhood center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the neighborhood center to be taller. Buildings up to three stories are encouraged in this area. Attention is given to the design of the circulation system so pedestrian access between residential areas and the neighborhood center is provided. To be successful, centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of neighborhood centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the neighborhood center, including the higher density housing surrounding the center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the neighborhood center and may be up to 22 units per acre at the perimeter.

District Center

District centers are designated on the land use plan map. They are similar to neighborhood centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the district center, including the higher density housing surrounding the center, should be approximately 30 to 50 square blocks. As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the district center as a major activity area, it is important to encourage buildings in the core area of the district center to be taller. Buildings up to five stories are encouraged in this area.

The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.

Employment Center

Employment centers have the same mix of uses and general character features as neighborhood and district centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the center or on land immediately adjacent to the center. Employment centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the employment center may be up to 44 dwelling units per acre. Surrounding the center are medium density transition areas at up to 22 dwelling units per acre.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a corridor, there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the corridor. A variety of housing styles, apartments, condominiums, rowhouses, and houses on smaller lots are allowed. A full range of retail services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

Regional Center

Downtown Spokane is the regional center, containing the highest density and intensity of land use. It is the primary economic and cultural center of the region. Emphasis is on providing more housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city and region.

LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

Discussion: Neighborhood, District, and Employment Centers are designated on the land use plan maps in areas that are substantially developed. New uses in centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses.

All centers are mixed-use areas. Some existing uses in designated centers may fit with the center concept; others may not. Planning for centers should first identify the uses that do not fit and identify sites for new uses that are missing from the existing land use pattern. Ultimately, the mix of uses in a center should seek to achieve the following minimum requirements:

TABLE LU 1 MIX OF USES IN CENTERS		
Use	Neighborhood Center	District and Employment Center
Public	10 percent	10 percent
Commercial/Office	20 percent	30 percent
Higher Density Housing	40 percent	20 percent
Note: All percentage ranges are based on site area, rather than square footage of building area.		

This recommended proportion of uses is based on site area and does not preclude additional upper floors with different uses.

The ultimate mix of land uses and appropriate densities should be clarified in a site-specific planning process in order to address site-related issues such as community context, topography, infrastructure capacities, transit service frequency, and arterial street accessibility. Special care should be taken to respect the context of the site and the character of surrounding existing neighborhoods. The 10 percent public use

component is considered a goal and should include land devoted to parks, plazas, open space, and public facilities.

LU 3.6 Neighborhood Centers

Designate the following seven locations as neighborhood centers on the land use plan map.

- Indian Trail and Barnes;
- South Perry;
- Grand Boulevard/12th to 14th;
- Garland;
- West Broadway;
- Lincoln and Nevada;
- Fort George Wright Drive and Government Way.

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

LU 5.3 Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

Discussion: Off-street parking, access, and loading facilities are usually associated with the development of higher density residential, office, and commercial uses. These features often have major impacts on single-family residential areas. The impacts are most significant when these facilities are next to or intrude between homes. When these facilities are accessory to a higher density residential or nonresidential use, they should be developed according to the same policies and zoning regulations as govern the primary use. New parking lots should also have the same zoning classification as the primary use. In addition, these facilities should be developed to minimize adverse impacts to adjacent properties. All parking lots should be paved. Parking lots and loading areas should have appropriate buffers to fully screen them from adjacent, less intensive uses. Access to business and higher density residential sites should be controlled to avoid impacts on adjacent uses, pedestrian movement, and street functions.

END

SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-970)

File # Z1400063-COMP

Determination of Nonsignificance (DNS)

NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(S): Z1400063-COMP

PROPONENT: GRR Family LLC

DESCRIPTION OF PROPOSAL: This proposal is to change the land use of three parcels from "Residential, 4 to 10 units per acre" to "Office". The size of the proposal is 30,321 square feet (0.70 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to O-35 (Office 35 foot height limit). No specific development proposal is being approved at this time.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: The addresses are 4610 N. Maple (parcel 25011.0214) and 4618 N. Maple (parcel 25011.0215); and 4617 N. Maple St. (parcel 25011.0320) (NE ¼ 01-25-42; SE ¼ 36-26-42)

LEAD AGENCY: CITY OF SPOKANE, Planning & Development Department

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- [] There is no comment period for this DNS.
- [] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- [X] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for At least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than noon September 23, 2015, if they are intended to alter the DNS.

Responsible Official: Louis Meuler

Position/Title: Acting Director, Planning Services **Phone:** (509) 625-6300

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Date Issued: September 4, 2015 **Signature:** 

APPEAL OF THIS DETERMINATION, after it becomes final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane, WA 99201. The appeal deadline is fourteen (14) calendar days after the signing of the DNS. This appeal must be on forms provided by the Responsible Official, make specific factual objections and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

Environmental Checklist

File No. Comp Plan Amendment
Wellesley + Maple

Purpose of Checklist:

The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

RECEIVED

OCT 31 2014

PLANNING & DEVELOPMENT

A. BACKGROUND

1. Name of proposed project, if applicable: Comp Plan Amendment Map
2. Name of applicant: Land Use Solutions and Entitlement, Dwight Hume Agent
3. Address and phone number of applicant or contact person: 9101 N Mt. View Lane Spokane WA 99218 509-435-3108
4. Date checklist prepared: 10-30-14
5. Agency requesting checklist: City of Spokane Planning
6. Proposed timing or schedule (including phasing, if applicable): Upon approval
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. No
b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. No
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. No
10. List any government approvals or permits that will be needed for your proposal, if known. Comp Plan Amendment, Zone change, building permits and on site drainage, landscaping and parking plans.

8/31/2015

Staff note:
Plan Commission
on 3/25/2015
increased
proposal to
include
25011.0320
4617 N. Maple
increase
0.28 acres.
Total size
now 0.70
acres. JHB
~~SSB~~
~~SSB~~
~~SSB~~

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. A .41 acre site consisting of 3
platted vacant lots to be used for office and related parking.

12. Location of the proposal. Give sufficient information to a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist. The site is located at the SE corner of Maple and Wellesley.

13. Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atlas for boundaries.)
Yes

14. The following questions supplement Part A.

a. Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

(1) Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).

Non-project Application, to be determined upon approval.

(2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?

Non-project Application, to be determined upon approval.

(3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to

groundwater. This includes measures to keep chemicals out of disposal systems.

Non-project Application, to be determined upon approval. _____

- (4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?

Non-project Application, to be determined upon approval. _____

b. Stormwater

- (1) What are the depths on the site to groundwater and to bedrock (if known)?

Unknown _____

- (2) Will stormwater be discharged into the ground? If so, describe any potential impacts?

Non-project Application, to be determined upon approval. _____

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

Evaluation for
Agency Use
Only

1. Earth

- a. General description of the site (circle one): *flat, rolling, hilly, steep slopes, mountains, other.* _____

- b. What is the steepest slope on the site (approximate percent slope)? N/A _____

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. GgA per SCS Atlas _____

Evaluation for
Agency Use
Only

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. No
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill:
Non-project Application, to be determined upon approval.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
No
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Non-project Application, to be determined upon approval.
- h. Proposed measures to reduce or control erosion or other impacts to the earth, if any: Non-project Application, to be determined upon approval.

2. Air

- a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. _____
Non-project Application, to be determined upon approval.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. _____
Traffic along adjoin Principle Arterials of Maple and Wellesley
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
None

Evaluation for
Agency Use
Only

3. Water

a. SURFACE:

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. No

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

- (5) Does the proposal lie within a 100-year floodplain? ____ If so, note location on the site plan.

No

- (6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

Evaluation for
Agency Use
Only

b. GROUND:

- (1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sanitary waste treatment facility. Describe the general size of the system, the number of houses to be served (if applicable) or the number of persons the system(s) are expected to serve.

Non-project Application, to be determined upon approval.

c. WATER RUNOFF (INCLUDING STORMWATER):

- (1) Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Non-project Application, to be determined upon approval.

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

No

- d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water impacts, if any.

Non-project Application, to be determined upon approval.

Evaluation for
Agency Use
Only

4. Plants

- a. Check or circle type of vegetation found on the site:

_____ Deciduous tree: *alder, maple, aspen, other.*

_____ Evergreen tree: *fir, cedar, pine, other.*

_____ Shrubs

 X Grass (natural grasses)

_____ Pasture

_____ Crop or grain

_____ Wet soil plants, *cattail, buttercup, bullrush, skunk cabbage,*
other.

_____ Water plants: *water lilly, eelgrass, milfoil, other.*

_____ Other types of vegetation.

- b. What kind and amount of vegetation will be removed or altered? Non-project Application, to be determined upon approval.

- c. List threatened or endangered species known to be on or near the site. None

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: Non-project Application, to be determined upon approval.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site are known to be on or near the site:

birds: *hawk, heron, eagle, songbirds, other.*

mammals: *deer, bear, elk, beaver, other.*

fish: *bass, salmon, trout, herring, shellfish, other.*

other: _____

- b. List any threatened or endangered species known to be on or near the site.

None

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c. Is the site part of a migration route? If so, explain. _____
No _____

d. Proposed measures to preserve or enhance wildlife, if any:
None _____

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. _____
Non-project Application, to be determined upon approval. _____

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. _____
No _____

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
Non-project Application, to be determined upon approval. _____

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. Non-project Application, to be determined upon approval. _____

(1) Describe special emergency services that might be required.
None _____

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- (2) Proposed measures to reduce or control environmental health hazards, if any:

None _____

b. NOISE:

- (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic along both frontages _____

- (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Non-project Application, to be determined upon approval. _____

- (3) Proposed measure to reduce or control noise impacts, if any:

Non-project Application, to be determined upon approval. _____

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

Site: Vacant; North, Office; West, Office/Parking; South Residential S/F _____

- b. Has the site been used for agriculture? If so, describe. No _____

- c. Describe any structures on the site. None _____

- d. Will any structures be demolished? If so, which? No _____

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- e. What is the current zoning classification of the site? RSF _____
- f. What is the current comprehensive plan designation of the site? R 4-10 _____
- g. If applicable, what is the current shoreline master program designation of the site?
N/A _____
- h. Has any part of the site been classified as a critical area? If so, specify. No _____
- i. Approximately how many people would reside or work in the completed project?
Non-project Application, to be determined upon approval. _____
- j. Approximately how many people would the completed project displace? None _____
- k. Proposed measures to avoid or reduce displacement impacts, if any: N/A _____
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: Development in compliance with adopted and applicable Development regulations. _____

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing. None _____

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Only

*One page only
revised*
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- b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or low-income housing. None

- c. Proposed measures to reduce or control housing impacts, if any: None

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? 35 ft. is allowed. Actual is unknown

- b. What views in the immediate vicinity would be altered or obstructed? None

- c. Proposed measures to reduce or control aesthetic impacts, if any: Develop to development code standards

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Non-project Application, to be determined upon approval.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? No

- c. What existing off-site sources of light or glare may affect your proposal? None

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- d. Proposed measures to reduce or control light and glare impacts, if any: Non-project Application, to be determined upon approval.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? N/A

- b. Would the proposed project displace any existing recreational uses? If so, describe. No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: None

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. None known

- b. Generally describe any landmarks or evidence of historic archaeological, scientific or cultural importance known to be on or next to the site.

None

- c. Proposed measures to reduce or control impacts, if any: None

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Only

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. Wellesley and Maple flank the site and serve it.
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? Yes
- c. How many parking spaces would the completed project have? How many would the project eliminate? Non-project Application, to be determined upon approval.
- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private). No
- e. Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. No impacts
- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak would occur. Non-project Application, to be determined upon approval.

(Note: to assist in review and if known indicate vehicle trips during PM peak, AM Peak and Weekday (24 hours).)

- g. Proposed measures to reduce or control transportation impacts, if any: Non-project Application, to be determined upon approval.

15. Public services

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Only

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe. No _____

- b. Proposed measures to reduce or control direct impacts on public services, if any: None _____

16. Utilities

- a. Circle utilities currently available at the site: ***electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.*** _____
- b. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed. No new utility connections are needed _____

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 10/30/14 Signature: 

Please Print or Type:

Proponent: Dwight J Hume Address: N 9101 Mt. View Lane

Phone: 435-3108 Spokane WA 99218

Person completing
form (if different
from proponent): _____ Address: _____

Phone: _____

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Staff member(s) reviewing checklist: _____

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- ☐ A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- ☐ B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- ☐ C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.

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PLANNING & DEVELOPMENT

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS
(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage or release of toxic or hazardous substances; or production of noise?

The site will have office use and normal office hours are M-F 8-5. Minimal impacts from noise to adjacent residences.

Proposed measures to avoid or reduce such increases are:

Parking could be planned along the street frontages and building used as a buffer against the Residential

2. How would the proposal be likely to affect plants, animals, fish or marine life?

No impacts

Proposed measures to protect or conserve plants, animals, fish or marine life are:

None

3. How would the proposal be likely to deplete energy or natural resources?

No new utility services are needed

Proposed measures to protect or conserve energy and natural resources are:

None

8/31/2015
Currently
no parking is
permitted on
arterials.
Currently all
parking must
be on-site.
JWB

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4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands?

No impacts are anticipated

Proposed measures to protect such resources or to avoid or reduce impacts are:

None

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This could improve the transitional buffer by bringing the parking area into compliance with current screening requirements.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Compliance with current applicable development standards.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

No impacts are foreseen

Proposed measures to reduce or respond to such demand(s) are:

None

7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.

No conflicts are foreseen

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 10/30/14 Signature: 

Please Print or Type:

Proponent: Dwight Hume Address: 9101 N Mt. View Lane

Phone: 509 435 3108 Spokane WA 99218

Person completing form (if different from proponent): _____

Address: _____

Phone: _____

FOR STAFF USE ONLY

Staff member(s) reviewing checklist: _____

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- A. ☐ there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- B. ☐ probable significant adverse impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- C. ☐ there are probable significant adverse environmental impacts and recommends a Determination of Significance.

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**STAFF REPORT ON COMPREHENSIVE PLAN
LAND USE AMENDMENT APPLICATION
4610 & 4618 N. MAPLE (GRR Family LLC) FILE NO. Z1400063-COMP**

I. SUMMARY OF REQUEST AND RECOMMENDATIONS:

Applicant's Proposal:

The applicant's proposal is to change the land use of two parcels from "Residential, 4 to 10 units per acre" to "Office". The size of the proposal is 17,821 square feet (0.41 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to O-35 (Office 35 foot height limit). No specific development proposal is being approved at this time.

Proposal (Revised Proposal) – Revised by Plan Commission:

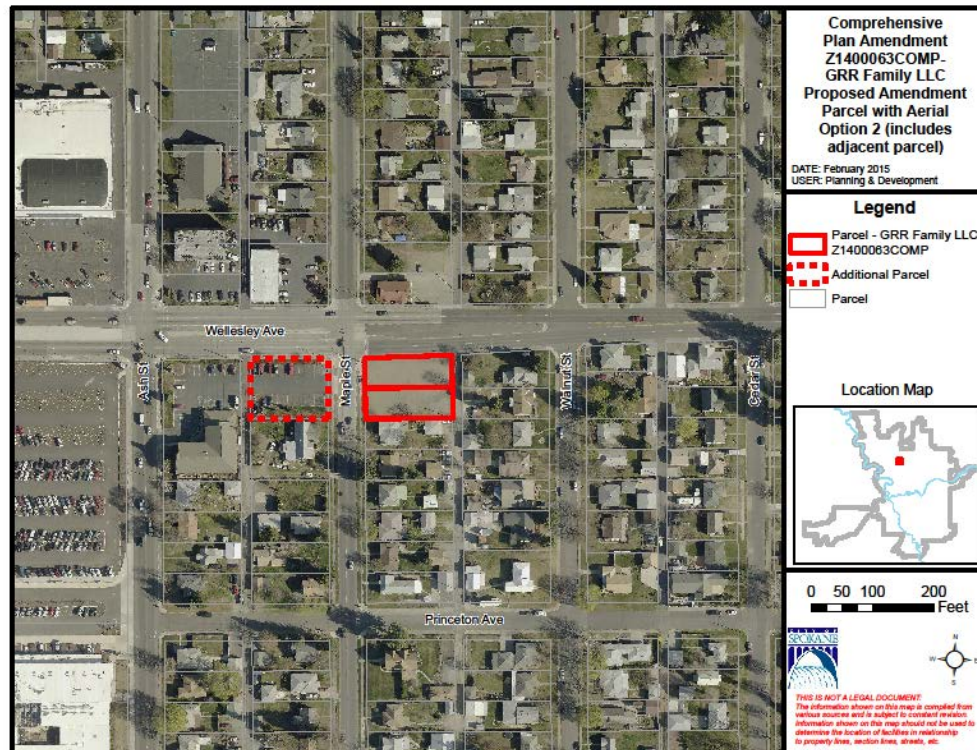
During a workshop session on March 25, 2015, the Plan Commission modified the amount of land area involved in the proposed amendment. As a result, the proposed amendment includes an adjacent parcel on the southwest corner of the intersection of Wellesley and N. Maple. This parcel (number 25011.0320) is addressed as 4817 N Maple. The modification adds 0.28 acres to the size of the land use plan amendment. The total size of the proposed land use plan map amendment is 0.70 acres (maps follow). This staff report describes the proposal as revised by the Plan Commission.

II. GENERAL INFORMATION:

Agent:	Mr. Dwight Hume, Land Use Solutions and Entitlement
Applicant/Property Owner(s):	GRR Family LLC
Location of Proposal:	The addresses are 4610 N. Maple (parcel 25011.0214) and 4618 N. Maple (parcel 25011.0215). Parcel added by Plan Commission: parcel 25011.0320 (NE ¼ 01-25-42; SE ¼ 36-26-42)
Legal Description	Green's Addition Lots 16-18 Block 2 (parcel 25011.0214 & parcel 25011.0215)
Existing Land Use Plan Designation:	"Residential, 4 to 10 units per acre"
Proposed Land Use Plan Designation:	"Office"
Existing Zoning:	RSF (Residential Single Family)
Proposed Zoning:	O-35 (Office 35 foot height limit)
SEPA Status:	A SEPA threshold Determination of Non-Significance (DNS) was made on September 4, 2015. The appeal period closed on September 23, 2015 at noon.
Enabling Code Section:	SMC 17G. 020, Comprehensive Plan Amendment Procedure

Plan Commission Hearing Date:	September 23, 2015
Staff Contact:	Tirrell Black, Planner; tblack@spokanecity.org

III. FINDINGS OF FACT:

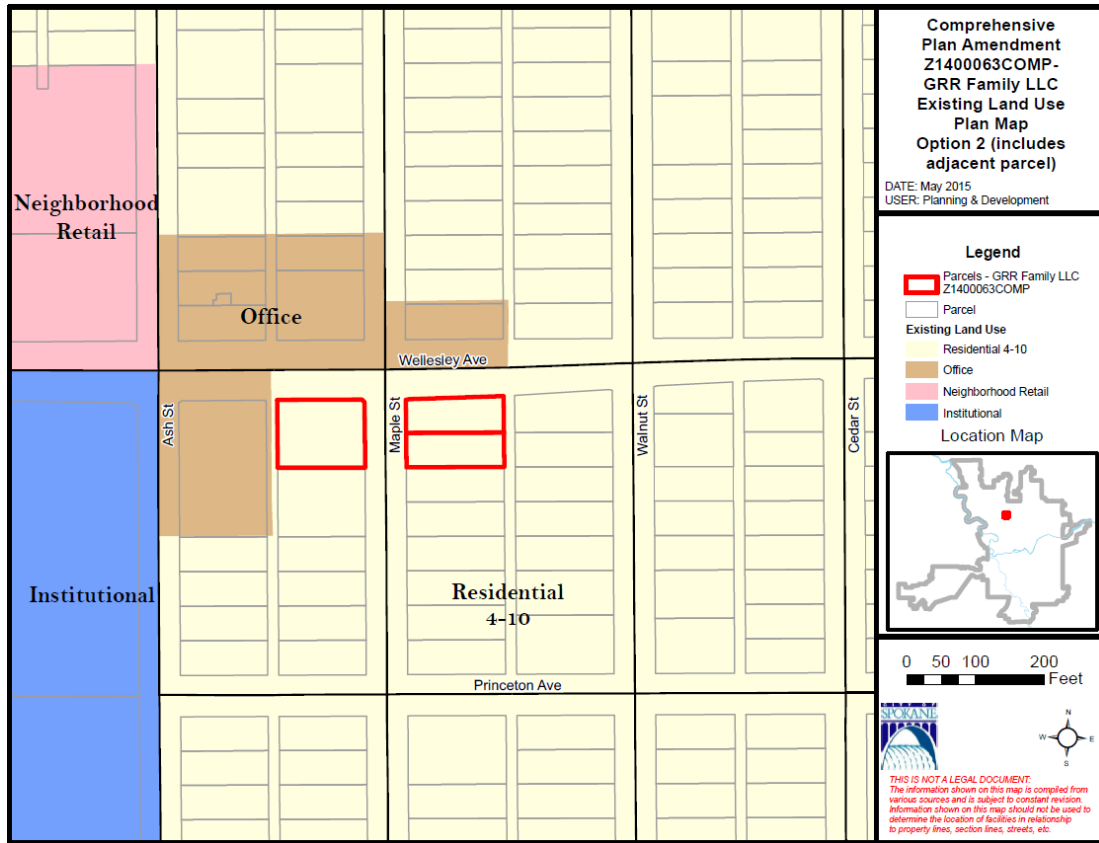


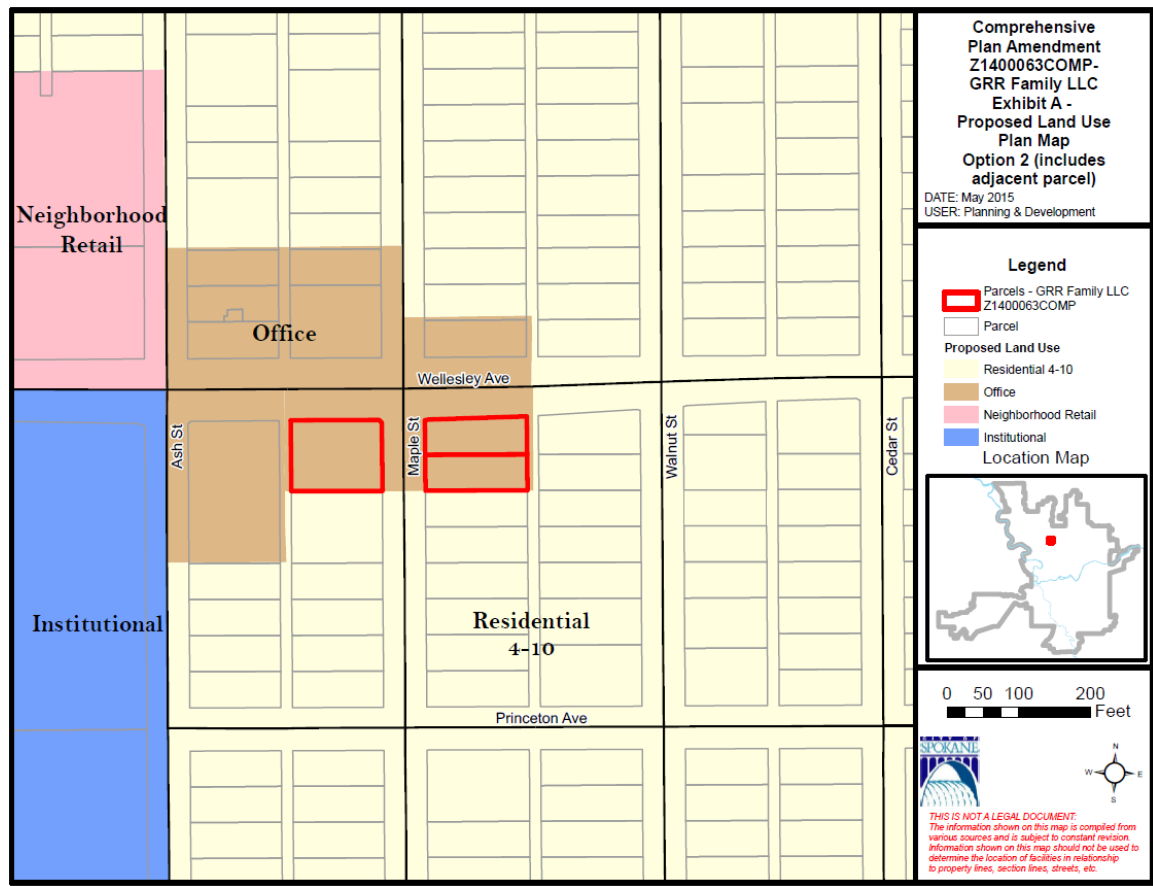
A. Site Description: The total property consists of three platted lots with an area of 30,056 square feet (0.69 acres). The lots are at the southeast and southwest corners of Wellesley Avenue and Maple Street. The addresses are 4610 N. Maple, 4618 N. Maple, with an unknown address on the southwest lot. Wellesley Avenue is a principal arterial with a traffic volume of 16,300 average trips per day, and is Bus Route STA # 33. Maple Street is a principal arterial with a traffic volume of 14,300 average trips per day, and is STA Bus Route #23. The two lots on the southeast corner are presently vacant. The one lot on the southwest corner is used for office parking. Existing office use is to the north and west of the property. Residential use is to the east and south. On-street parking is not available adjacent to the property on Wellesley or Maple. Alley access is adjacent to all three lots.

B. Project Description: As authorized by Spokane Municipal Code Section 17G.020, "Comprehensive Plan Amendment Procedure," the applicant is requesting a comprehensive plan land use plan map designation change from "Residential 4-10 units per acre" to "Office" for parcels totaling 0.69 acres in size. The City of Spokane Plan Commission modified the land area included

in this request at their March 25, 2015 workshop to expand the proposed land use plan map amendment to include the parcel directly west of the subject property (see subsection E below). If approved, the zoning would be changed from RSF (Residential Single Family) to O-35 (Office 35 foot limitation). Development and improvement of the site would be subject to all relevant provisions of the City's unified development code.

C. Existing Land Use Plan Map Designations with initial subject area in red (includes expansion by Plan Commission)



D. Proposed Land Use Plan Map**E. Zoning and Land Use Designation History:**

All of these properties included in this proposal have been zoned in a residential category since 1952. The two parcels east of Maple were originally 3 platted lots, (Green's Addition, lots 16-18, block 2). The parcel west of Maple has a legal description of Green's Addition, lot 3, block 2. This parcel (parcel 25011.0320) was granted a special permit in 1983 for off-street office parking to serve the adjacent office development. It continues to function as parking for the office development on the corner of Wellesley Ave & Ash Street.

F. Adjacent Land Use:

To the north: office use
 To the west: office use
 To the south: residential single family use
 To the east: residential single family use

The intersection of Wellesley Avenue and Maple Street is adjacent to these properties. Wellesley Avenue has four travel lanes and a high traffic volume of 16,300 average daily trips per day. Maple Street has two one-way, northbound travel lanes and a volume of 14,300 average daily trips per day.

G. Applicable Municipal Code Regulations: SMC 17G.020, Comprehensive Plan Amendment Procedures.

H. Procedural Requirements:

- Application was submitted on October 31, 2014 and Certified Complete on December 1, 2014;
- Applicant was provided Notice of Application on February 23, 2015;
- Notice of Application was posted, published, and mailed on March 9, 2015, which began a 60 day public comment period. The comment period ended May 7, 2015;
- The applicant made a presentation regarding the proposal to the Northwest Neighborhood Council on March 19, 2015 and the North Hill Neighborhood Council on April 16, 2015;
- A SEPA Determination of Non Significance was issued on September 4, 2015;
- Notice of Public Hearing was posted and mailed by September 9, 2015;
- Notice of Public Hearing was published on September 9, 2015 and September 16, 2015;
- Hearing Date is scheduled with the Plan Commission for September 23, 2015.

IV. DEPARTMENT REPORTS and PUBLIC COMMENT

Notice of this proposal was sent to City departments and outside agencies for their review. Department comments are included in the file.

As of the date of the staff report, one written public comment has been received regarding this proposal from the North Hill Neighborhood Council. In addition, two phone calls received are summarized:

- Phone call from a nearby resident needing clarification of the property location, no objection to proposal.
- Phone call from an adjacent property owner wondering how the existing gravel alley might be improved with the potential development of the subject property, no objection to change.

The letter from the North Hill Neighborhood Council, dated May 5, 2015 states that there is no objection but summarizes some of the discussion which occurred at the applicants presentation to the North Hill Neighborhood Council. The discussion was situated around landscaping, fencing, lighting and traffic flow of the property. These would be reviewed at time of building permit application. At time of building application, the property owner would need to meet whatever development standards are in place at that time.

V. CONCLUSIONS

SMC 17G.020.030 provides a list of considerations that are to be used, as appropriate, in evaluating proposal to amend the comprehensive plan. The following is a list of those considerations followed by staff analysis relative each.

A. Regulatory Changes.

Amendments to the Comprehensive Plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.

Relevant facts: The proposal is being considered and processed in accordance with the most current regulations of the Growth Management Act, the Washington State Environmental Policy Act (SEPA) and the Spokane Municipal Code. There are no known recent state or federal or local legislative actions with which the proposal would be in conflict. Staff concludes this criterion is met.

B. GMA.

The change must be consistent with the goals and purposes of the state Growth Management Act.

Relevant facts: The “Legislative findings” included in the Revised Code of Washington pertaining to GMA is essentially a call for coordinated and planned growth that is done cooperatively between citizens, government, and the private sector. The complete text of the “Legislative findings” follows:

RCW 36.70A.010, Legislative findings.

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.

The Growth Management Act contains 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, “Planning Goals”). The two goals that are most directly related to the land use element state:

- ◆ Urban growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ Reduce sprawl. “Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.”

Based on the evaluation provided elsewhere in this report, staff concludes that the application is consistent with these and the rest of the GMA Planning goals and the overall purpose of the Growth Management Act.

C. Financing.

In keeping with the GMA’s requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.

Relevant facts: This proposal has been reviewed by city departments responsible for providing public services and facilities. No comments have been made to indicate that this proposal creates issues with any public services and facilities.

Staff concludes that this criterion is met.

D. Funding Shortfall.

If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.

Relevant facts: Staff has concluded that this criterion is not applicable to this proposal. There are no funding shortfall implications.

E. Internal Consistency.

The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Relevant facts: The proposal does not result in the need for other amendments to the Comprehensive Plan text or development regulations.

The applicant provided a discussion of the applicable Goals and Policies from the Comprehensive Plan which supports their request for the Land Use Plan Map Amendment. Below are relevant Comprehensive Plan Goals and Policies. Staff discussion follows.

Relevant Comprehensive Plan and Spokane Municipal Code Goals and Policies
From Chapter 3, Land Use

Goal: LU 1 CITYWIDE LAND USE

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.

Policy: LU 1.5 Office Uses: Direct new office uses to centers and corridors designated on the land use plan map.

The full policy discussion for Comprehensive Plan Policy LU 1.5 Office Uses is contained in Exhibit A of this report.

Staff Discussion: Primarily this policy directs new office zoning to areas designated as centers and corridors in the Comprehensive Plan; however it also contains a secondary situation in which expansion of office would be acceptable. This is described as in an area that is “trending toward office”. This request is for continuation of office zoning to the only corner of a two arterial intersection with office zoning.

Currently the lots which make up the original application are without structures currently and provide little buffer to the existing single family residential homes from the nearby busy transportation network. If these properties were zoned office, at time of development site landscaping and screening would be required which may provide a benefit to adjacent single family residential properties. The Plan Commission addition to this proposal which is the parking lot at the southwest corner of Ash Street and Wellesley Avenue is developed as a paved parking lot.

F. Regional Consistency.

All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.

Relevant facts: *This amendment will not impact regional consistency.*

G. Cumulative Effect.

All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.

i. Land Use Impacts.

In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.

ii. Grouping.

Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

Relevant facts: *This application is being reviewed as part of the annual cycle of comprehensive plan amendments.*

Staff concludes that this criterion is met.

H. SEPA.

SEPA review must be completed on all amendment proposals.

1. Grouping.

When possible, the SEPA review process should be combined for related land

use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.

2. DS.

If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

Relevant facts: The application has been reviewed in accordance with the State Environmental Policy Act (SEPA) that requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of information contained with the environmental checklist, the written comments from local and State departments and agencies concerned with land development within the city, a review of other information available to the Director of Planning Services, and in recognition of the mitigation measures that will be required by State and local development regulations at the time of development, a Determination of Non-Significance (DNS) was issued on September 4, 2015.

Staff concludes that this criterion is met.

I. Adequate Public Facilities.

The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

Relevant facts: All affected departments and outside agencies providing services to the subject properties have had an opportunity to comment on the proposal and no agency or department offered comments suggesting the proposal would affect the City's ability to provide adequate public facilities to the property or surrounding area or consume public resources otherwise needed to support comprehensive plan implementation strategies. Any specific site development impacts can be addressed at time of application for a building permit, when actual site development is proposed. Staff concludes that this criterion is met.

J. UGA.

Amendments to the urban growth area boundary may only be proposed by the city council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.

Relevant facts: The proposal does not involve amendment of the urban growth area boundary. This criterion is not applicable to this proposal.

K. Consistent Amendments.

1. Policy Adjustments.

Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional

guidance so the community's original visions and values can better be achieved. The need for this type of adjustment might be supported by findings from feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan. Examples of such findings could include:

- a. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- b. the capacity to provide adequate services is diminished or increased;
- c. land availability to meet demand is reduced;
- d. population or employment growth is significantly different than the plan's assumptions;
- e. plan objectives are not being met as specified;
- f. the effect of the plan on land values and affordable housing is contrary to plan goals;
- g. transportation and/or other capital improvements are not being made as expected;
- h. a question of consistency exists between the comprehensive plan and its elements and chapter 36.70A RCW, the countywide planning policies, or development regulations.

Relevant facts: This proposal is a request for a Comprehensive Plan Land Use Plan Map amendment, not a policy adjustment. This criterion is not applicable to this proposal.

2. Map Changes.

Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.);

Relevant facts: Relevant Comprehensive Plan policies are addressed in Criterion E above.

Staff concludes that the proposed amendment and office use is compatible with neighboring land uses and is consistent with the Comprehensive Plan.

- b. The map amendment or site is suitable for the proposed designation;

Relevant facts: The site is suitable and can be developed according the standards of the Office zone. Staff finds that it is a suitable site.

- c. The map amendment implements applicable comprehensive plan policies better than the current map designation.

Relevant facts: Staff finds that the proposed amendment is consistent with the Comprehensive Plan policies.

3. Rezones, Land Use Plan Map Amendment.

Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that the comprehensive plan remains

internally consistent and to preserve consistency between the comprehensive plan and supporting development regulations.

Relevant facts: If the land use plan map amendment is approved the zoning designation of the parcels will change from RSF (Residential Single Family) to O-35 (Office, 35-foot height limitation). Staff has concluded that no amendments to comprehensive plan policy are needed to support the proposed land use plan map amendment.

L. Inconsistent Amendments.

1. Review Cycle.

Because of the length of time required for staff review, public comment, and plan commission's in-depth analysis of the applicant's extensive supporting data and long-term trend analysis, proposals that are not consistent with the comprehensive plan are addressed only within the context of the required comprehensive plan update cycle every seven years pursuant to RCW 36.70A.130(4)(C) and every other year starting in 2005.

Relevant facts: This is not an inconsistent Comprehensive Plan Land Use Map Plan amendment request.

2. Adequate Documentation of Need for Change.

- a. The burden of proof rests entirely with the applicant to provide convincing evidence that community values, priorities, needs and trends have changed sufficiently to justify a fundamental shift in the comprehensive plan. Results from various measurement systems should be used to demonstrate or document the need to depart from the current version of the comprehensive plan. Relevant information may include:
- b. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- c. the capacity to provide adequate services is diminished or increased;
- d. land availability to meet demand is reduced;
- e. population or employment growth is significantly different than the plan's assumptions;
- f. transportation and/or other capital improvements are not being made as expected;
- g. conditions have changed substantially in the area within which the subject property lies and/or Citywide;
- h. assumptions upon which the plan is based are found to be invalid; or
- i. sufficient change or lack of change in circumstances dictates the need for such consideration.

Relevant facts: This is not an inconsistent Comprehensive Plan Land Use Map Plan amendment request.

3. Overall Consistency.

If significantly inconsistent with the current version of the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.

Relevant facts: *This is not an inconsistent Comprehensive Plan Land Use Map Plan amendment request.*

VI. RECOMMENDATIONS

Staff Conclusion: For reasons outlined within this report, staff recommends that this Comprehensive Plan Land Use Map Amendment request including the modification by the Plan Commission be approved with the property designation changed to “Office” and that the zoning classification of the property be changed to O-35 (Office, with 35-foot height limitation).

Exhibit A

From Chapter 3, Land Use:

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.

Policy LU 1.5 Office Uses

Direct new office uses to centers and corridors designated on the land use plan map.

Discussion: Office use of various types is an important component of a center. Offices provide necessary services and employment opportunities for residents of a center and the surrounding neighborhood. Office use in centers may be in multi-story structures in the core area of the center and transition to low-rise structures at the edge.

To ensure that the market for office use is directed to centers, future office use is generally limited in other areas. The Office designations located outside centers are confined to the boundaries of existing office designations. Office use within these boundaries is allowed outside of a center.

The Office designation is also located where it continues an existing office development trend and serves as a transitional land use between higher intensity commercial uses on one side of a principal arterial street and a lower density residential area on the opposite side of the street. Arterial frontages that are predominantly developed with single-family residences should not be disrupted with office use. For example, office use is encouraged in areas designated Office along the south side of Francis Avenue between Cannon Street and Market Street to a depth of not more than approximately 140 feet from Francis Avenue.

Drive-through facilities associated with offices such as drive-through banks should be allowed only along a principal arterial street subject to size limitations and design guidelines. Ingress and egress for office use should be from the arterial street. Uses such as freestanding sit-down restaurants or retail are appropriate only in the office designation located in higher intensity office areas around downtown Spokane in the North Bank and Medical Districts shown in the Downtown Plan.

Residential uses are permitted in the form of single-family homes on individual lots, upper-floor apartments above offices, or other higher density residential uses.

Staff analysis of Policy LU 1.5:

1. The policy directs office uses to centers and corridors.
2. The policy limits expansion of existing or the addition of new locations of the Office land use plan map designation outside centers and corridors.
3. Under the discussion of the policy, there is an exception that allows the Office designation to be applied to locations ".....where it continues an existing office development trend and serves as a transitional land use between higher intensity commercial uses on one side of a principal arterial street and a lower density residential area on the opposite side of the street."
4. This proposal does continue an office trend at the intersection of Wellesley Avenue and Maple Street and Wellesley and Ash. The subject parcels do not directly buffer higher intensity commercial uses on one side and residential on the other. There is however nearby Neighborhood Retail land use on the northwest corner of Wellesley and Ash.

RECEIVED

SEP 23 2015

Redding Family

HEARING ITEM INDIVIDUAL SIGN-IN

② ①

Date: September 23, 2015

Project Description:

Do you wish to testify?

Yes

X

No

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____

Oppose _____

Comments: _____

(Please PRINT legibly)

NAME:

Dwight Home

STREET ADDRESS:

9101 N Mt View Lane

CITY:

Spokane

STATE:

WA

ZIP:

99218

Phone Number:

435-3108

E-mail Address:

①

HEARING ITEM INDIVIDUAL SIGN-IN

RECEIVED

SEP 23 2015

Date: September 23, 2015

Project Description: PEDESTRIAN PLAN

Do you wish to testify?

Yes



No



PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____

Oppose _____

Comments: _____

(Please PRINT legibly)

NAME:

PAUL KROPP

STREET ADDRESS:

3311 E DONORA CT

CITY:

SPokane

STATE:

WA

ZIP:

99223

Phone Number:

538-5854

E-mail Address:

PKROPP@FASTMAIL.FW

RECEIVED

SEP 23 2015

CERC-
Purg Dist

①

HEARING ITEM INDIVIDUAL SIGN-IN

Date: September 23, 2015

Project Description:

Do you wish to testify?

Yes

X

No

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____ Oppose _____

Comments: _____

(Please PRINT legibly)

NAME:

Dwight Hume

STREET ADDRESS:

9101 N Mt View Lane

CITY:

Spokane

STATE:

WA

ZIP:

99218

Phone Number:

435-3108

E-mail Address:

RECEIVED
SEP 23 2015

Project Description: mobile home C.D Amendment

I would like to yield my time to: NAME: _____

Comments: _____

NAME: Stanley Schwartz

STREET ADDRESS: 422 W. Riverside Ave.

CITY: Spokane STATE: WA ZIP: 99201

Phone Number: 6024 5248 E-mail Address: Sms @ Wittle Spoon
kelley.com

RECEIVED (3)
SEP 23 2015

HEARING ITEM INDIVIDUAL SIGN-IN

Date: September 23, 2015

Project Description: Carpenter Plan - Manufactured Mobile Homes

Do you wish to testify? Yes ☒ No ☐

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____ Oppose ☒

Comments: _____

(Please PRINT legibly)

NAME: Nathan Smith

STREET ADDRESS: 422 W. Riverside, Suite 1100

CITY: Spokane STATE: WA ZIP: 99201

Phone Number: 509/624-5265 E-mail Address: ngs@nathansmith.com

HEARING ITEM INDIVIDUAL SIGN-IN

RECEIVED
SEP 23 2015

Date: September 23, 2015

Project Description: Mobile Home Parks

Do you wish to testify? Yes X No _____

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____ Oppose X

Comments: _____

(Please PRINT legibly)

NAME: Audy Andersen

STREET ADDRESS: 7217 WESTBOW BLVD

CITY: SPOKANE STATE: WA ZIP: 99301

Phone Number: 509-624-2762 E-mail Address: POTENTATE@ELKATIF.ORG

HEARING ITEM INDIVIDUAL SIGN-IN

RECEIVED
SEP 23 2015

Date: September 23, 2015

Project Description: Mobile Home

Do you wish to testify? Yes ☒ No ☐

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____ Oppose ☒

Comments: _____

(Please PRINT legibly)

NAME: Merlin Buchanan

STREET ADDRESS: 7217 W. Westbow Blvd

CITY: Spokane STATE: WA ZIP: 99024

Phone Number: 624 2762 E-mail Address: Recorder@ELKette.org

HEARING ITEM INDIVIDUAL SIGN-IN

RECEIVED
SEP 23 2015

(6)

Date: September 23, 2015

Project Description: Mob. Hum Park

Do you wish to testify? Yes X No _____

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____ Oppose X

Comments: _____

(Please PRINT legibly)

NAME: Jon Lind

STREET ADDRESS: 7217 W. Westbow

CITY: Spokane STATE: WA ZIP: 99224

Phone Number: 624 2762 E-mail Address: _____

⑦

Phone Number: 206.851.6385 E-mail Address: ishbel@nmhoa.org

SEP 23 2015



Date: September 23, 2015

Project Description: *Comp 22W Amendment MANUFACTURED HOUSING*

Do you wish to testify? Yes X No

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor _____ Oppose K

Comments: NOT PENDING, TOO LITTLE REAL DATA and WFL
TO WARRANT SUCH A CHANGE -
MORE HAS BEEN SUBMITTED ONLINE FOR STATISTICIANS
HANDLING.

(Please PRINT legibly)

NAME: ROBERT COCHRAN

STREET ADDRESS: 2632 W. Hill Dr.

CITY: SPOKANE STATE: WA ZIP: 99208

Phone Number: _____ E-mail Address: ROBERT2015@icloud.com

RECEIVED
SEP 23 2015

frameworks.org

RECEIVED

SEP 23 2015

Spurway

(1)

HEARING ITEM INDIVIDUAL SIGN-IN

Date: September 23, 2015

Project Description:

Do you wish to testify?

Yes

X

No

PLEASE NOTE: The Plan Commission reserves the right to limit testimony (normally 3 minutes) per person.

I would like to yield my time to: NAME: _____

Are you in favor of or in opposition to this agenda item? Favor

X

Oppose

Comments:

(Please PRINT legibly)

NAME:

Dwight Hume

STREET ADDRESS:

9101 N Mt. View Lane

CITY:

Spo

STATE:

WA

ZIP:

99218

Phone Number:

435-3108

E-mail Address:

**STAFF REPORT ON COMPREHENSIVE PLAN
TEXT AMENDMENT APPLICATION FILE NO. Z1400065-COMP
SPOKANE CITY COUNCIL**

I. SUMMARY OF REQUEST AND RECOMMENDATIONS:

DESCRIPTION OF PROPOSAL: This application, initiated by Council Member Jon Snyder by direction from the Spokane City Council, requests to add a new policy to Chapter 3, Land Use, of the Comprehensive Plan. The new policy would be added to support Land Use Goal LU 1, Citywide Land Use. It authorizes the designation of appropriate areas where manufactured home parks should be preserved.

Note: Citizen comment letters are included in the file.

II. GENERAL INFORMATION:

Agent/Applicant:	Council Member Jon Snyder, on behalf of the Spokane City Council
Location of Proposal:	Locations unknown - to be determined within the city of Spokane
Zoning/Land Use Plan Designation:	Varies
SEPA Status:	A SEPA threshold Determination of Non-Significance (DNS) was issued September 4, 2015. The appeal period will close September 23, 2015 at 12:00 P.M.
Enabling Procedure:	SMC 17G. 020, Comprehensive Plan Amendment Procedure
Plan Commission Hearing Date:	September 23, 2015
Staff Contact:	Nathan Gwinn, Asst. Planner, 808 W. Spokane Blvd., Spokane, WA 99201, Phone: (509) 625-6893 ngwinn@spokanecity.org

III. FINDINGS OF FACT:

- A. Site Description: No locations are directly affected by the proposal. The city of Spokane currently contains at least 19 existing mobile or manufactured home parks. Since the amendment concerns preserving existing manufactured home parks, the locations of existing mobile and manufactured home parks provide information about potentially affected locations, but the locations that may be affected by a future designation for manufactured home parks, or for incentives to preserve them, may include fewer or additional areas than the inventory of parks shown in maps submitted with the original application.
- B. Project Description: As authorized by Spokane Municipal Code chapter 17G.020, “Comprehensive Plan Amendment Procedure,” the applicant is requesting a comprehensive plan text change to the Comprehensive Plan, Chapter 3, Land Use. The changes would add text authorizing the designation of appropriate areas for preserving mobile and manufactured home parks in Spokane, and supporting discussion (see Section I above).
- C. Existing and Proposed Text: The text would be a policy with all new language in Chapter 3 (Land Use) to support Land Use Goal 1, Citywide Land Use:

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 house-holds which cannot afford to purchase other types of housing. When existing manufactured home parks are redeveloped many homeowners are unable to move to 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.

- D. Applicable Municipal Code Regulations: SMC 17G.020, Comprehensive Plan Amendment Procedures.
- E. Procedural Requirements:
- Application was submitted on October 31, 2014;
 - Notice of Application was posted and published on March 9, 2015, which began a 60-day public comment period;
 - A SEPA Determination of Nonsignificance was issued September 4, 2015, following the end of the public comment period May 15, 2015;
 - Notice of Plan Commission Public Hearing was posted and mailed by September 9, 2015;
 - Notice of Public Hearing was published in the Spokesman Review on September 9 and 16, 2015;
 - Plan Commission Public Hearing Date is scheduled for September 23, 2015.

IV. DEPARTMENT REPORTS and PUBLIC COMMENT

Notice of this proposal was sent to City departments and outside agencies for their review. No department or agency comments were received.

Written public comment has been received regarding this proposal. As of the date of the staff report, 147 comment letters and emails have been received, with 28 in support of the

proposal, and 109 opposing it, along with several neutral or informational comments.

V. CONCLUSIONS:

SMC 17G.020.030 provides a list of considerations that are to be used, as appropriate, in evaluating a proposal to amend the comprehensive plan. The following is a list of those considerations followed by staff analysis relative to each.

A. Regulatory Changes.

Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.

Relevant facts: The proposal is being considered and processed in accordance with the most current regulations of the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. There are no known recent state or federal or local legislative actions with which the proposal would be in conflict. Staff concludes this criterion is met.

B. GMA.

The change must be consistent with the goals and purposes of the state Growth Management Act.

Relevant facts: The “Legislative findings” included in the Revised Code of Washington pertaining to GMA is essentially a call for coordinated and planned growth that is done cooperatively between citizens, government, and the private sector. The complete text of the “Legislative findings” follows:

[RCW 36.70A.010](#), Legislative findings.

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.

The Growth Management Act contains 13 goals to guide the development and adoption of the comprehensive plans and development regulations ([RCW 36.70A.020](#), “Planning Goals”). The two goals that are most related to the land use element state:

- (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Following is an additional GMA goal related to this proposal:

- (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The GMA also requires under [RCW 36.70A.070](#)(2)(c) that sufficient land be available for all types of housing including manufactured housing. The proposed change would be consistent with these goals and requirements.

Staff concludes that this criterion is met.

C. Financing.

In keeping with the GMA's requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.

Relevant facts: *This proposal has been reviewed by city departments responsible for providing public services and facilities. No comments have been made to indicate that this proposal creates issues with public services and facilities. Staff concludes that this criterion is met.*

D. Funding Shortfall.

If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.

Relevant facts: *Staff concludes that this criterion is not applicable to this proposal. There are no funding shortfall implications.*

E. Internal Consistency.

The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Relevant facts: *The proposal is consistent with all supporting documents of the Comprehensive Plan. The proposed change to the text does not specify that a change to regulations is required. The proposal does not result in the need for other amendments to the comprehensive plan or development regulations. Staff concludes the proposal is consistent with the especially relevant Comprehensive Plan Goals and Policies listed below. See the [full text of the Comprehensive Plan](#) for discussion following most Policies.*

Relevant Comprehensive Plan Goals and Policies

From Chapter 3, Land Use

Goal: LU 1 CITYWIDE LAND USE

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 non-residential development and design, and proactively reinforcing downtown Spokane's role as the urban center.

Goal: LU 7 IMPLEMENTATION

Ensure that the goals and policies of the comprehensive plan are implemented.

- Policy LU 7.1 Regulatory Structure: *Develop a land use regulatory structure that utilizes creative mechanisms to promote development that provides a public benefit.*

Goal: LU 8 URBAN GROWTH AREA

Provide an urban growth area that is large enough to accommodate the expected population growth for the next 20 years in a way that meets the requirements of the [countywide planning policies].

- Policy LU 8.1 Population Accommodation: *Accommodate the majority of the county's population and employment in urban growth areas in ways that ensure a balance between livability, preservation of environmental quality, open space retention, varied and affordable housing, high quality cost-efficient urban services, and an orderly transition from county to city jurisdiction.*

From Chapter 6, Housing

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."

Goal: H 1 AFFORDABLE HOUSING

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

- Policy H 1.1 Regional Coordination: *Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.*
- Policy H 1.2 Regional Fair Share Housing: *Participate in a process that monitors and adjusts the distribution of low-income housing throughout the region.*
- Policy H 1.5 Housing Information: *Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and appropriate housing.*
- Policy H 1.7 Socioeconomic Integration: *Promote socioeconomic integration throughout the city.*
- Policy 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.*
- Policy H 1.10 Low-Income Housing Funding Sources: *Support the development of low-income housing development funding sources.*
- Policy H 1.15 New Manufactured Housing: *Permit manufactured homes on individual lots in all areas where residential uses are allowed.*
- Policy 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.*

Goal: H 2 HOUSING CHOICE AND DIVERSITY

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

- Policy H 2.1 Distribution of Housing Options: *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.*

- Policy 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.*

Goal: H 3 HOUSING QUALITY

Improve the overall quality of the City of Spokane's housing.

- Policy 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.*
- Policy H 3.3 Housing Preservation: *Encourage preservation of viable housing.*
- Policy 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.*

From Chapter 8, Urban Design and Historic Preservation

Goal: DP 6 NEIGHBORHOOD QUALITIES

Preserve, improve, and support the qualities of individual neighborhood areas.

- Policy DP 6.2 Access to Housing Choices. *Encourage building and site design that that allows a variety of housing forms while being compatible with the character of the immediate surrounding area, thereby generating community support for development at planned densities.*

From Chapter 10 Social Health

Goal: SH 4 DIVERSITY

Develop and implement programs that attract and retain city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of their race, religion, color, sex, national origin, marital status, familial status, age, sexual orientation, economic status, or disability.

- Policy 4.1 Socioeconomic Mix. *Ensure that all neighborhoods contain a mixture of housing types in order to provide an environment that allows for socioeconomic diversity.*

From Chapter 11 Neighborhoods

Goal: N 2 NEIGHBORHOOD DEVELOPMENT

Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to insure the city's residential quality and economic vitality.

- Policy N 2.4 Neighborhood Improvement. *Encourage rehabilitation and improvement programs to conserve and upgrade existing properties and buildings.*
- Policy N 2.6 Housing Options. *Provide housing options within neighborhoods to attract and retain neighborhood residents, consistent with the neighborhood planning process.*

Staff concludes that this criterion is met.

F. Regional Consistency.

All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions,

applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.

Relevant facts: Countywide Planning Policy Topic 7, Policy 5 provides for development regulations to facilitate rehabilitation, restoration and relocation of existing structures of affordable housing. The proposal does not conflict with facilities identified in the Citywide Capital Improvement Program.

G. Cumulative Effect.

All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.

1. Land Use Impacts.

In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.

2. Grouping.

Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

Relevant facts: The text changes do not impact the land use plan map or development regulations at this time. Implementation of the changes may occur through eventual changes to the land use plan map or development regulations and, if so, will be subject to SEPA review at that time. This application is being reviewed as part of the annual cycle of comprehensive plan amendments.

Staff concludes that this criterion is met.

H. SEPA.

SEPA review must be completed on all amendment proposals.

1. Grouping.

When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.

2. DS.

If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

Relevant facts: The application is being reviewed in accordance with the State Environmental Policy Act (SEPA) that requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of information contained with the environmental checklist, the written comments from local and State departments and agencies concerned with land development within the city, and a review of other information available to the Director of Planning and Development, a Determination of Non-Significance (DNS) was issued on September 4, 2015.

I. Adequate Public Facilities.

The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at

the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

Relevant facts: All affected departments and outside agencies providing services on the subject facilities have had an opportunity to comment on the proposal, and no agency or department offered comments suggesting the proposal would affect the City's ability to provide adequate facilities or services or consume public resources otherwise needed to support comprehensive plan implementation strategies. Staff concludes that this criterion is met.

J. UGA.

Amendments to the urban growth area boundary may only be proposed by the city council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.

Relevant fact: This criterion is not applicable.

K. Consistent Amendments.

1. Policy Adjustments.

Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. The need for this type of adjustment might be supported by findings from feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan. Examples of such findings could include:

- a. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- b. the capacity to provide adequate services is diminished or increased;
- c. land availability to meet demand is reduced;
- d. population or employment growth is significantly different than the plan's assumptions;
- e. plan objectives are not being met as specified;
- f. the effect of the plan on land values and affordable housing is contrary to plan goals;
- g. transportation and/or other capital improvements are not being made as expected;
- h. a question of consistency exists between the comprehensive plan and its elements and chapter 36.70A RCW, the countywide planning policies, or development regulations.

Relevant facts: The proposed amendment to the text of the comprehensive plan is discussed under subsection "E. Internal Consistency" above. Staff concludes that these text changes will better achieve the community's original vision and values through the identification of areas for the preservation of existing housing, that they provide additional guidance, and that they are consistent with the comprehensive plan.

2. Map Changes.

Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.);
- b. The map amendment or site is suitable for the proposed designation;
- c. The map amendment implements applicable comprehensive plan policies better than the current map designation.

Relevant fact: This proposal is limited at this time to a text amendment to add a new policy, not a Land Use Plan Map amendment. This criterion is not applicable to this proposal.

3. Rezones, Land Use Plan Map Amendment.

Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that the comprehensive plan remains internally consistent and to preserve consistency between the comprehensive plan and supporting development regulations.

Relevant fact: This proposal is limited at this time to a text amendment to add a new policy, not a Land Use Plan Map amendment. This criterion is not applicable to this proposal.

L. Inconsistent Amendments.

1. Review Cycle.

Because of the length of time required for staff review, public comment, and plan commission's in-depth analysis of the applicant's extensive supporting data and long-term trend analysis, proposals that are not consistent with the comprehensive plan are addressed only within the context of the required comprehensive plan update cycle every seven years pursuant to RCW 36.70A.130(4)(C) and every other year starting in 2005.

2. Adequate Documentation of Need for Change.

- a. The burden of proof rests entirely with the applicant to provide convincing evidence that community values, priorities, needs and trends have changed sufficiently to justify a fundamental shift in the comprehensive plan. Results from various measurement systems should be used to demonstrate or document the need to depart from the current version of the comprehensive plan. Relevant information may include:
- b. growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
- c. the capacity to provide adequate services is diminished or increased;
- d. land availability to meet demand is reduced;
- e. population or employment growth is significantly different than the plan's assumptions;
- f. transportation and/or other capital improvements are not being made as expected;

- g. conditions have changed substantially in the area within which the subject property lies and/or Citywide;
- h. assumptions upon which the plan is based are found to be invalid; or
- i. sufficient change or lack of change in circumstances dictates the need for such consideration.

Relevant facts: This year (2015), the Plan Commission may consider proposals that are inconsistent with the comprehensive plan. Usually inconsistent amendments require amendments to the text of the comprehensive plan to achieve consistency with policies of the comprehensive plan. Consistency is discussed under subsections “E. Internal Consistency” and “K. Consistent Amendments” above. In this case, staff concludes that the changes to text amount to a new consistent policy, and do not cause a need to change any existing policy.

3. Overall Consistency.

If significantly inconsistent with the current version of the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.

Relevant facts: The proposed application has been determined to be consistent with the comprehensive plan. The criteria listed above are intended to be used to evaluate applications that are inconsistent with the comprehensive plan.

VI. CONCLUSION:

Under [SMC 17G.020.060](#)(M), the Plan Commission recommendation is made based “on the review guidelines and required decision criteria, public input, conclusions from any required studies, the staff report, and the SEPA determination.” The code provides that the Plan Commission may recommend (1) approval, (1)(a) approval with modification, or (2) denial based on such factors as insufficient information and that the proposal may be addressed by other means.

Plan Commission members raised several questions during consideration of the amendment proposal. The Plan Commission formed a three-member subcommittee to address the questions. The subcommittee participated in additional workshops with several manufactured home park stakeholders to determine problem areas, gather information, and try to generate consensus by discussing potential alternatives. Staff members worked within the application timeframe to assemble some information, provided in a supplemental background report (dated August 19, 2015).

Plan Commission Does Not Have Enough Information and Recommends Denial.

Following the stakeholder workshops, the subcommittee issued a report (dated August 18, 2015) that anticipated the Plan Commission, following its public hearing, may not be able to reach a recommendation of approval. Instead, it may find that there is still insufficient information to be able to make a decision based on the merits of the proposal and that before adopting the proposed policy, further study should be conducted on manufactured home park demographics and regulations, as well as broader issues related to local affordable housing and Comprehensive Plan goals. These factors are detailed at [SMC 17G.020.060](#)(M)(2) for recommendations of denial. At this time, many questions remain unanswered; the subcommittee’s recommended housing review study would provide answers and Plan Commission recommendations for action going forward.

Plan Commission Recommendation of Approval with Modifications. It is also reasonable to consider a final decision to adopt the proposed policy and that this adoption may not necessarily require a change to the land use plan map. In this case, options for preserving manufactured home parks might still be studied, developed and pursued, such as identification and implementation of existing housing incentive programs, without resulting in changes to any regulations. The Plan Commission may find that existing regulations already designate appropriate locations for preserving manufactured home parks by their allowed use in certain zones. The purpose of limiting the proposal to a text amendment, rather than pursuing a land-use plan map amendment as was originally conceived, was to step back, stimulate community discussion, identify issues, and pursue a strategy. Significant discussion is expected to continue to occur no matter what final decision is made on the application.

If the Plan Commission recognizes the merits of the proposal and decides on approval based on community support and/or that the proposed amendment is consistent with the comprehensive plan and the Spokane Municipal Code criteria for amendments, then staff suggests considering an amendment to the policy discussion that refers to and builds upon the work of the Plan Commission subcommittee and public participation on this proposal. Recommendations for modified approvals are provided at [SMC 17G.020.060\(M\)\(1\)\(a\)](#). The policy discussion text should state:

- A. That any proposed regulations, programs or legislation will be studied by the Plan Commission and considered along with other measures that are likely to further the goals and objectives of the Comprehensive Plan before their adoption, and
- B. That additional work is needed before specific areas are identified.

Summary of Described Options. As described above, the Plan Commission may find there is not enough information, and will recommend denial if that is the case. Alternatively, another option discussed would be to recommend approval, and if the Plan Commission decides on this option, then staff suggests an approval recommendation upon modification of the proposal with the added text as described.

MEMORANDUM

DATE: August 18, 2015

TO: City Plan Commission

FROM: Commissioners F.J. Dullanty, Jr., John Dietzman, and Gail Prosser

RE: Plan Commission Subcommittee Report
for Proposed Comprehensive Plan Text Amendment
File Z1400065COMP, Mobile and Manufactured Home Park
Preservation

A subcommittee of the Plan Commission participated in discussions about manufactured home parks with a number of stakeholders that represented both park owners, industry consultants and tenants. The stakeholder group meetings were held June 17, 2015 and July 9, 2015 to provide information to the subcommittee and staff regarding issues surrounding manufactured home parks. This memorandum summarizes the Plan Commission subcommittee's consensus regarding suggested action by the Plan Commission on the proposed text amendment. It was the consensus of the subcommittee that the proposed Amendment Z1400065COMP should be sent to the City Council with a recommendation of denial for these summarized reasons, and for such other reasons the Plan Commission may adopt, if the Plan Commission cannot reach a recommendation of approval.

The subcommittee believes the application materials for the proposed text amendment offer insufficient evidence to support its adoption. The subcommittee feels that there is a lack of information on the relation of manufactured home parks to the promoting of increased densities in centers and corridors as well as affordable housing.

Plan Commission subcommittee members, however, developed an alternative to adopting the proposed Amendment. A Plan Commission workshop on the Mobile and Manufactured Home Park Preservation Amendment is scheduled for August 26, 2015. Following the workshop, staff will request a public hearing on this and the other proposed Comprehensive Plan amendments. The subcommittee asks that the Plan Commission consider the following alternative if the Commission cannot support the Amendment proposal. The Commission should then adopt the alternative into its Findings & Conclusions to be forwarded to the City Council.

PROPOSED ALTERNATIVE:

The Amendment should be denied and a Housing Review of progress toward all housing goals, including manufactured housing, should be conducted.

The subcommittee believes that the proposed Comp Plan Text Amendment should be denied, and the Plan Commission should conduct a complete Housing Review of existing housing goals and policies, including but not limited to, mobile/manufactured homes and mobile/manufactured home parks. Input to this Review will include City Comprehensive Plan Policy H 3.5, "Housing Goal Monitoring," which outlines instructions for Staff to produce a Monitoring Report that will provide direction to the Plan Commission for recommended policy change if progress toward the City's housing goals is not achieved. The Staff's preliminary report of the status of mobile home parks provides a good start on this effort. This Housing Review would necessitate further study outside the timeframe of the 2015 Comprehensive Plan amendment cycle, so it should be included as part of the Plan Commission's 2016 Work Program.

A component of a complete Housing Review would include review of Development Standards for Mobile Home Parks (17-345.120) both as to site size and current issues in manufactured housing as it may relate to affordable housing, plus policy implementation measures to incentivize the maintenance of current manufactured home parks and the creation of new parks. The current 10 acre minimum parcel size required for a new manufactured home park may actually restrict park development in the City. Revising the SMC Section 17C.345.120 would possibly eliminate the need for new Comp Plan language.

For all types of housing citywide, part of the analysis should include housing needs and housing location plus local job generation related to housing. A complete review would also include citywide options to upgrade housing infrastructure and affordable housing of all types as well as innovations such as current use taxation or utility assessment programs.

Report to Plan Commission 8-26-15: Manufactured Homes

Gail, Rick, and I don't believe there is a **compelling evidence** that there is a **need** for this proposed amendment. There are three main reasons.

1. First, although there **may be problems with manufactured housing park closures in some parts of the country**, we think **our history shows** that Spokane **does not have a significant problem**.
2. Second, we think that the **forced freezing of the manufactured housing park land use** in order to **inhibit an owner from closing a park** and redeveloping it with a **more profitable land use**, is a **bad way** to address the issue.
3. Third **we don't think** the proposed amendment will help us **meet the important Comp Plan goals of controlling sprawl**, promoting **increased housing densities around centers** and corridors, and promoting **increased affordable housing**.

The following was left out in the interest of time:

Concerning the need for the amendment, in the past three decades, the Amendment would have **inhibited the closure of only one park**. That was **15 years ago** and the park contained only about **6% of the total spaces in Spokane**. There are **two new parks since then** that have more than replaced that loss.

The proposed amendment will **not do anything to increase housing density** around centers, where **employment, shopping, public transportation, and other services are more readily available**.

It will **not increase affordable housing**. At best, the proposed amendment will **lock in the affordable housing component of the existing parks, most of which are on the outer edge of the City**. But the **forced freezing of the existing parks land use** will probably **inhibit the construction any new parks**. If any new parks are constructed, they will **also likely to be on the outskirts of the City due to the 10 acre minimum size requirement**.

We feel that Citywide, there are some **very complicated and interconnected housing issues**, and that we are probably **falling short of meeting** some of our Comp Plan **housing goals**. The **dialog** created by this proposed amendment concerning manufactured housing **has been beneficial** because it has **made it clear** that we need to take a **holistic look at all the issues** associated with housing,..... **housing of all types and all locations**.

We feel that the **best way to do this** is for the **Plan Commission** to conduct a **complete Housing Review of existing housing goals and policies** for all types of housing, **including manufactured housing**. Input to this Review will include a "**Housing Goal Monitoring Report**", which is called for in the Comp Plan, produced by the Staff that **will provide direction to the Plan Commission** for recommended **policy change if progress** toward the City's housing goals **is not achieved**. The **Staff's preliminary report** of the status of manufactured home parks provides a **good start on this effort**.

To sum up, we feel the **Plan Commission recommendation to the City Council** should be that the **proposed amendment be denied**, and that the **Plan Commission** should conduct a complete **Housing Review**. This **Housing Review would necessitate further study** outside the timeframe of the **2015 Comprehensive Plan amendment cycle**, so it should be included **as part of the Plan Commission's 2016 Work Program**.

ADDITIONAL NOTES IN CASE THERE WERE QUESTIONS:

There is a vacancy rate of about 15% in the existing parks.

Housing density averages less than 7 units per acre.

Manufactured housing does not promote as many local construction jobs as conventional housing. I looked at a number of companies marketing manufactured homes in Spokane. None of the 26 factories where they are built are in Spokane County. Only 3 were located elsewhere in Washington State.

Existing Manufactured home parks have contributed to sprawl. 30% of the existing parks are at the City limits and the average distance to the City limits of all the parks is less than a half mile.

As to the problem of delaying a Comp Plan text amendment until the 2017 cycle, the current 10 acre minimum parcel size required for a new manufactured home park may actually restrict park development in the City. Revising the SMC Section 17C.345.120 would possibly eliminate the need for new Comp Plan language.

A component of this Housing Review would include review of possible measures to incentivize the maintenance of current manufactured home parks and the creation of new parks, including consideration of a reduction in the minimum 10 acre size of new parks.

For all types of housing citywide, part of the analysis should include housing needs and housing location plus local job generation related to housing. A complete review would also include citywide options to upgrade housing infrastructure and affordable housing of all types as well as innovations such as current use taxation or utility assessment programs.

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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 the 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 the 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. 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 such as arterial 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
- Recommended policies and actions

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://uspig.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf>.

This chapter also provides a number of relevant best practices which are intended to serve as a toolbox for Spokane as it addresses key pedestrian improvements. The best practices should be used to inform opportunities to improve and enhance Spokane's existing pedestrian environment.

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

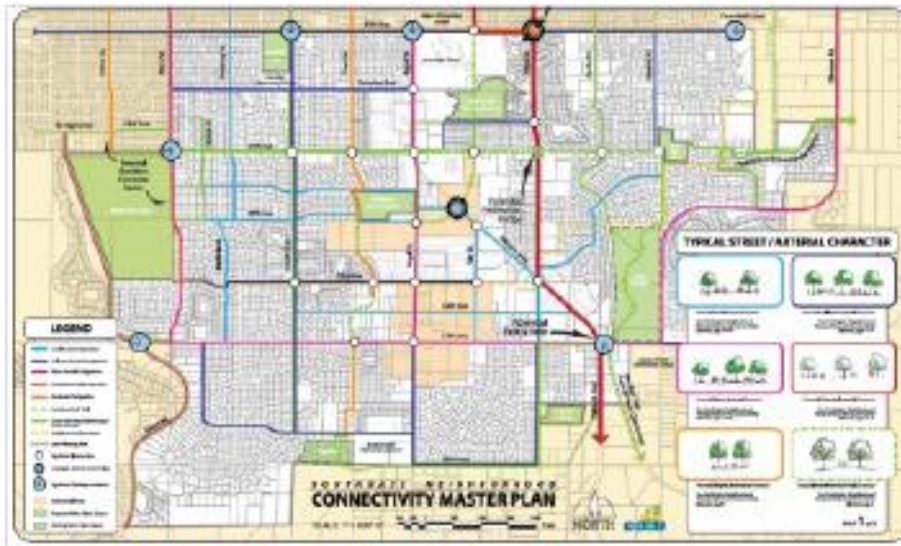
Spokane's current plans, design guidelines, and best practices influence the recommendations in this chapter.

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 (see examples below). 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 setting priorities for future projects. It is anticipated that the Spokane City Council will adopt additional neighborhood/subarea plans in the future that consider pedestrian improvements.



Southgate Neighborhood Connectivity Master Plan



Emerson-Garfield
Neighborhood
Action Plan 2014



Pedestrian Improvement Plan—Five Mile Prairie Neighborhood Plan



South Hill Coalition Connectivity and Livability Strategic Plan

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 took place between August and 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:

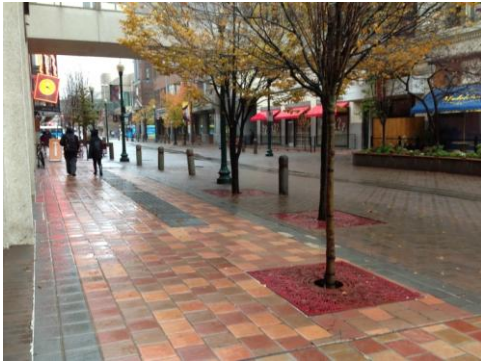
- The Curb Zone provides a physical buffer between the walking/seating areas of the sidewalk and the roadway.
- Pedestrian Buffer Strip provides a place for shade trees that give shade and further physical separation between moving vehicles and pedestrians. The pedestrian buffer strip ideally includes 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 the 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



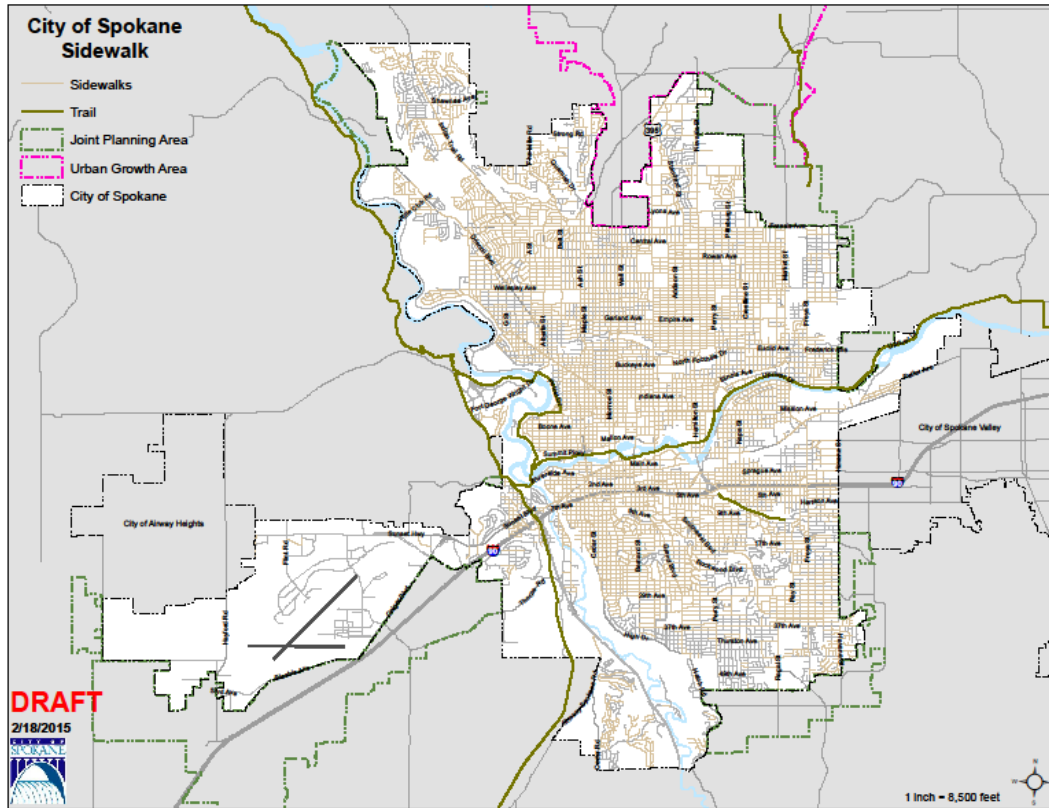
Pedestrian conditions vary along neighborhood streets, largely based on the age of the neighborhood. In older historic neighborhoods such as Browne's Addition, sidewalks on both sides of streets include wide pedestrian buffer strips; streets in older (up to the mid-20th century) neighborhoods such as 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-feet wide, located alongside slower automobile traffic or buffered by parking. On arterials, it is common to find narrow sidewalks with widths of 5-feet or less and no landscaped buffer to separate pedestrians 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

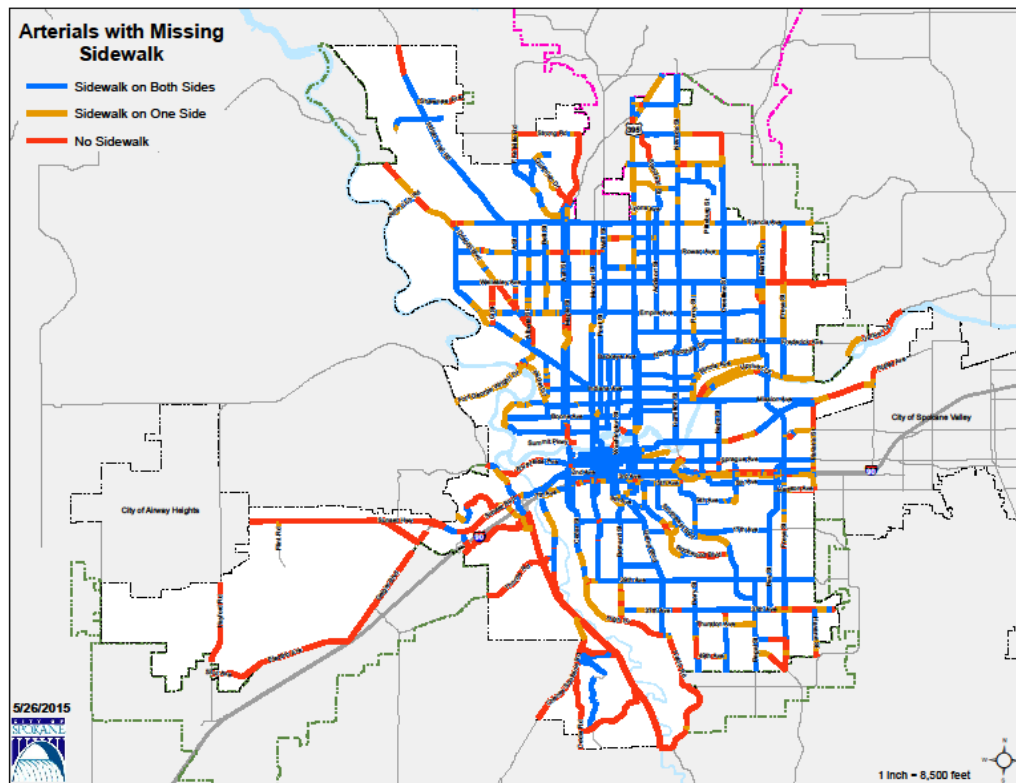


¹⁰ City of Spokane. DRAFT ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

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



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 of the pedestrian to wait for their turn to move in the sequence after pressing the pedestrian push button, regardless of suitable gaps in traffic. 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 seconds head start to claim the right-of-way ahead of turning traffic, this may reduce 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 signal.
- 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. When using this approach, the entire traffic corridor must be considered, not just one intersection.
- Pedestrian recall – describes the situation where pedestrian is given the ‘walk’ signal at every signal phase, without having to push a button. Pedestrian recall is presently used in areas with higher levels of pedestrian activity (e.g., downtown), and could be considered in new locations with high pedestrian traffic. Some intersections work best using recall during busier hours of the day and switching to pushbutton operation at night.

Spokane's Signalized Intersection Design Guidance

The City of Spokane operates over 250 signalized intersections. This number will change over time as new signalized intersections are added. 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 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 provided where an analysis shows a concentration of origins and destinations across from each other.

- Crossings should be located according to the walking network rather than the driving network.
- There is no hard and fast rule for crossing spacing. Generally speaking, people will not travel far out of their way 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, pedestrian 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 City Street Design Standards provide guidance for enhanced crossing treatments.
- Enhanced crosswalks are more visible and thus make it more clear to pedestrians where crossing is intended, and increases 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 (see SMC 17H.010.210). These changes, summarized 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.
- Mid-block 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 standards.
- 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 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 areas with long distances between marked pedestrian crossings. Treatments such as median refuge islands, curb extensions, and High intensity Activated crossWalk (HAWK) beacons (such as installed near Gonzaga University at Hamilton Street and Desmet Avenue), have been demonstrated to improve visibility and increase yielding by motorists.

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

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 driveways, is recognized by FHWA as a 'proven' safety countermeasure.¹³

Driveway Conditions in Spokane

On-the-ground access management in Spokane is inconsistent. Due to factors such as land use changes 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 or exiting 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.¹⁴

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.¹⁵

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

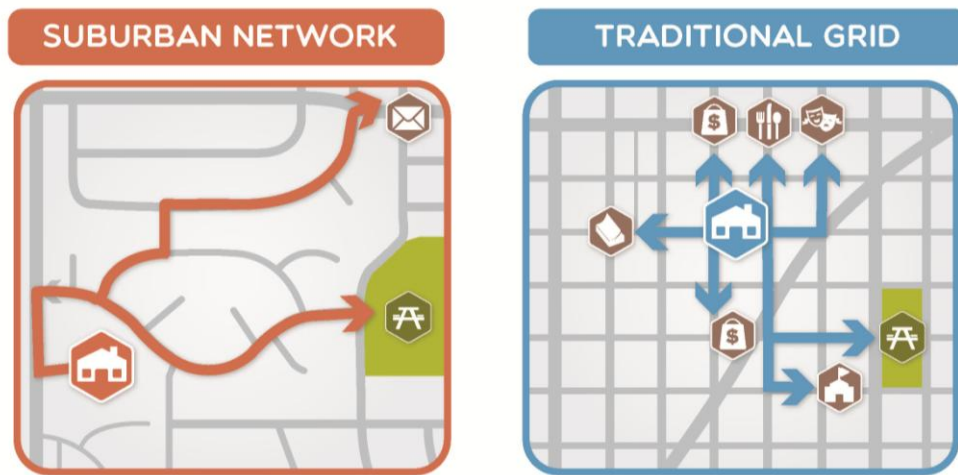
¹⁴ Federal Highway Administration, Technical Summary, *Access Management in the Vicinity of Intersections FHWA-SA-10-002*. Accessed online: <http://safety.fhwa.dot.gov/intersection/resources/fhwasa10002/>

¹⁵ City of Spokane, *Initial Design Standards and Guidelines for Centers and Corridors*. Adopted August 2002. Accessed online: <https://static.spokane.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."¹⁶ 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.

¹⁶ City of Spokane, Comprehensive Plan, Revised Edition: June 2015, TR 4.5 External Connections.

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.”¹⁷ 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. Comprehensive Plan Policy LU 4.5 states, “Block lengths of approximately 250 to 350 feet on average are preferable, recognizing that environmental conditions, (e.g., topography or rock outcroppings), might constrain these shorter block lengths in some areas.”¹⁸

Pedestrian Network Connectivity and Block Length in Spokane Today

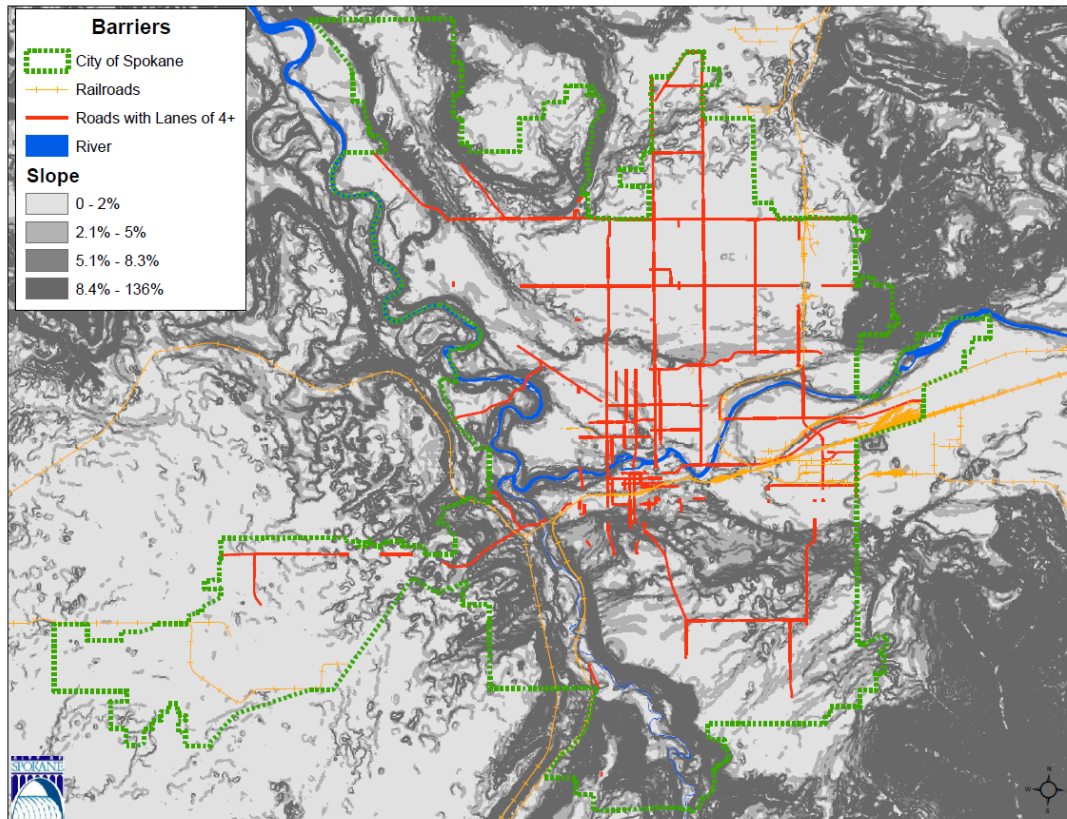
Mid-20th century to late 20th-century neighborhoods such as Southgate and the North Indian Trail Neighborhood have a street network with features such as winding streets, dead ends and cul-de-sacs. This type of street pattern is less supportive of pedestrian travel as it makes walking trips longer and 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 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.

¹⁷ City of Spokane, Comprehensive Plan, Revised Edition: June 2015, TR 4.6 Internal Connections.

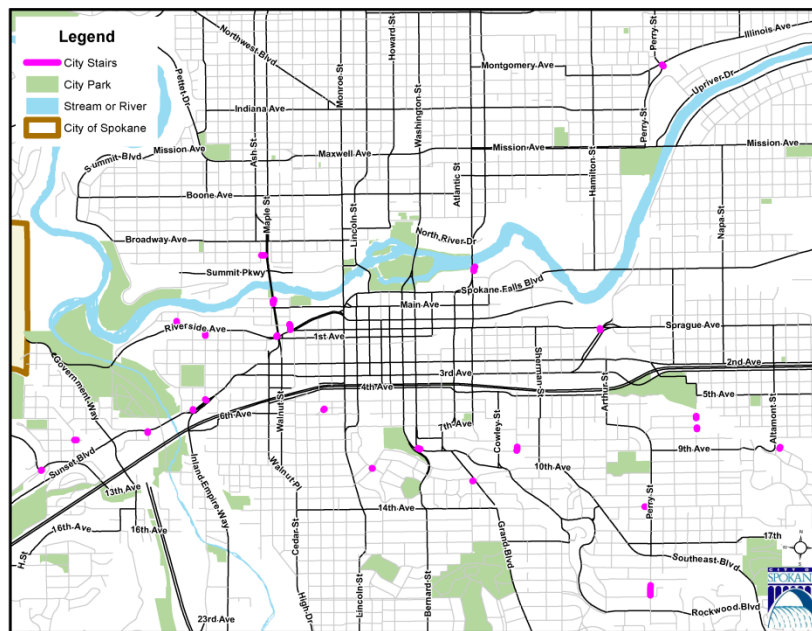
¹⁸ City of Spokane, Comprehensive Plan, Revised Edition: June 2015, LU 4.5 Block Length

Pedestrian Master Plan | DRAFT
City of Spokane 81915



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 illustrating 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 on 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 is named Tiger Trail because students from Lewis & Clark High School use the trail to get to and from school. Walkers and joggers in the neighborhood also use the trail. The South Hill Coalition Connectivity and Livability Strategic Plan identifies this as a potential Ped-Bike Linkage to improve neighborhood grid connectivity.

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 incorporate 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.¹⁹ 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 75.²⁰

Downtown streets have the highest level of pedestrian amenities in the city, with features 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. The Spokane Municipal Code requires permits and provides standards for placing sidewalk cafés, signs, bike racks and other features in or upon sidewalks in the public right-of-way. The standards address details such as insurance, terms, conditions, and clear distance (unobstructed width). 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 to walk long distances out of direction to reach a signalized intersection. An analysis of such crossings should be considered in these situations to address possible issues with stop placement.

¹⁹ Spokane Central City Transit Alternatives Analysis Process Summary Report

²⁰ 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.²¹ Where there are sidewalks, they are often narrow, and many are in a 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."²²

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.

²¹ City of Spokane. Draft ADA Transition Plan, 2014-2019. Accessed online:
<https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

²² 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>

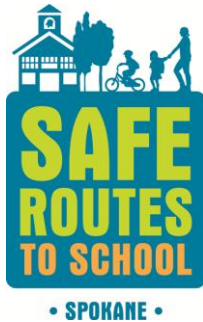
Safe Routes to School

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 elementary schools include Stevens, Logan, Sunset, Bemiss and Moran Prairie. 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

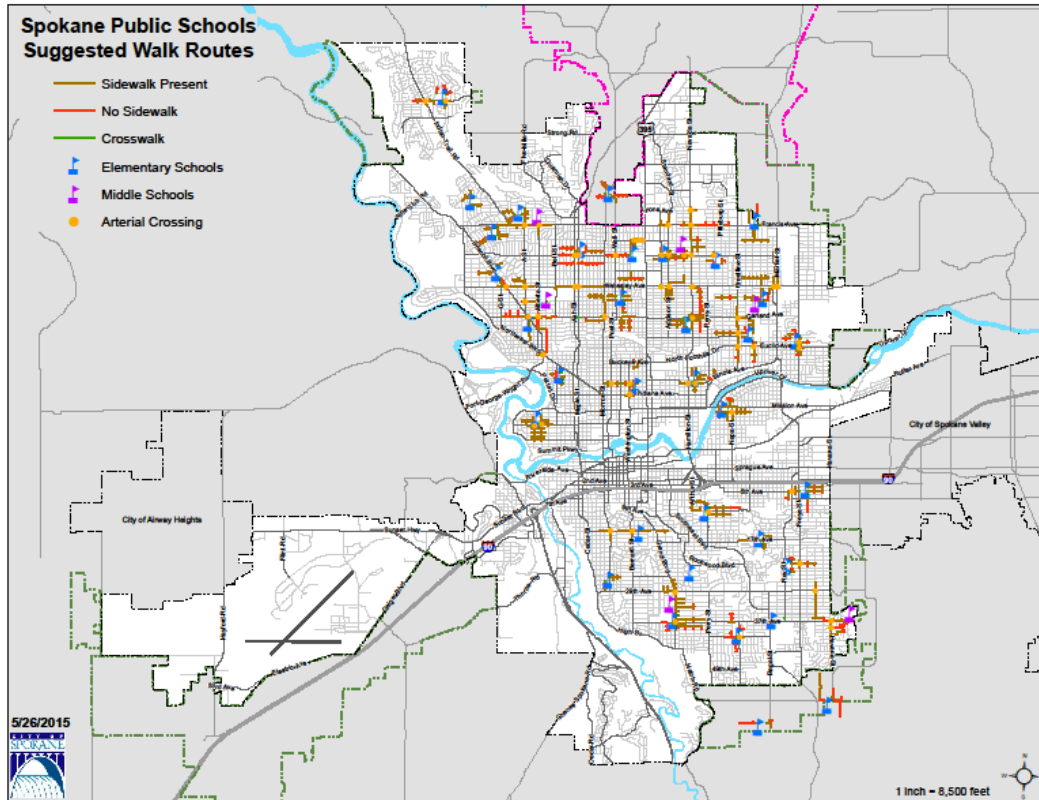
Spokane Public Schools provides information on its website regarding school attendance boundaries for all elementary, middle and high schools. These maps include school location, suggested walk routes, crosswalks, bus stops, and bus service areas (<http://www.spokaneschools.org/site/Default.aspx?PageID=89>).

The suggested walking route information has been converted to a GIS map in the City of Spokane GIS database. Figure 5 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 5 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 5 – 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.²³

Accessibility in Spokane Today

The City of Spokane's Draft ADA Transition Plan and the Pedestrian Master Plan identify 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.

²³ 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.²⁴

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 6 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

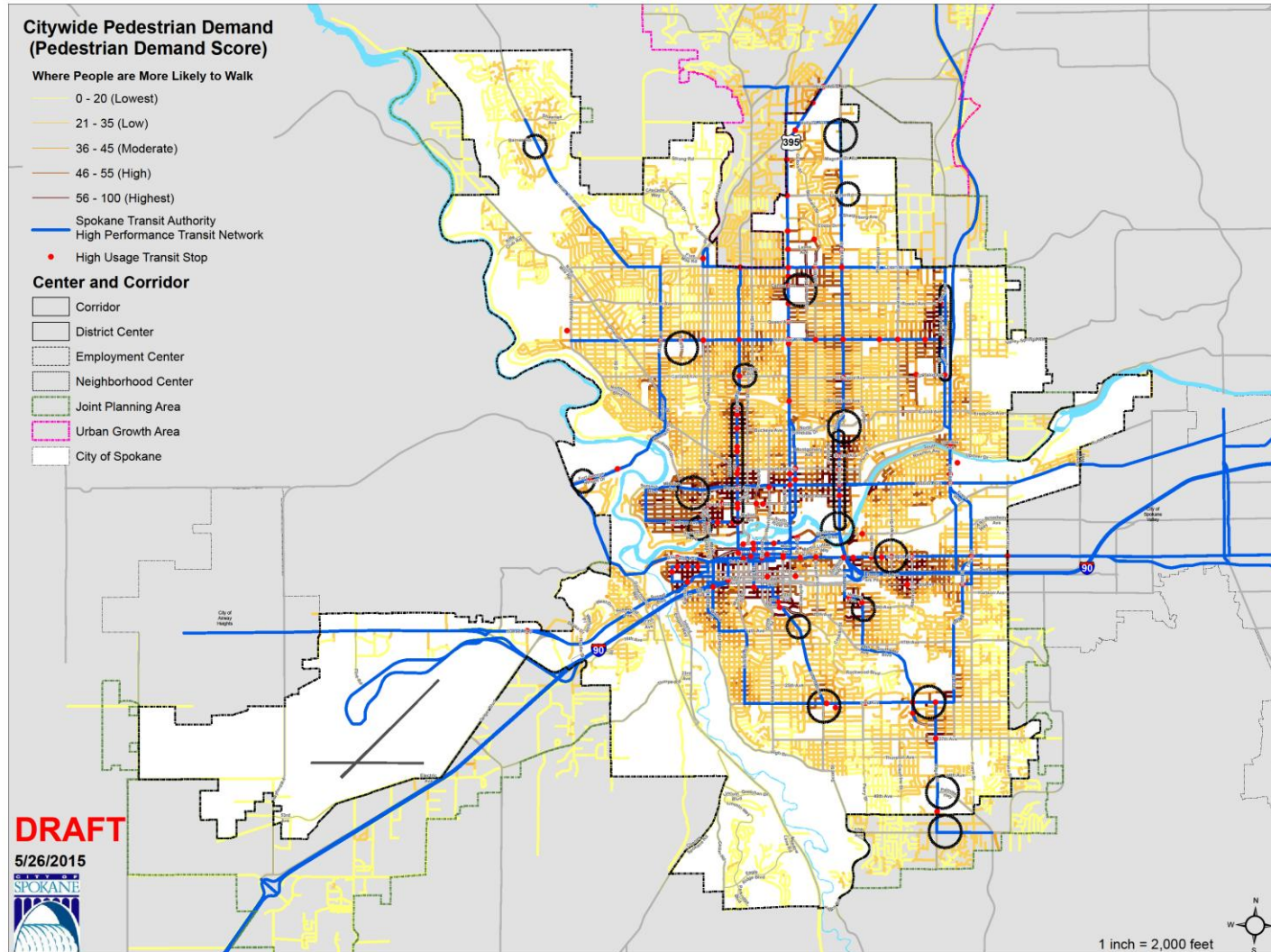
- Higher demand areas correspond with designated centers and corridors and STA's High Performance Transit Network and high usage transit stops
- The Highest demand areas include Holy Family, Hillyard, North Monroe, West Central, North Riverbank, Gonzaga/Logan, Browne's Addition, Downtown, Lower South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

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>

- 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 areas on the South Hill include Lincoln Street near Wilson Elementary School and 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.

DRAFT

Figure 6 – Pedestrian Demand map



Pedestrian Deficiency

Figure 7 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 ^{25 26}
- Collision history – A history of multiple pedestrian collisions likely reflects difficult walking or crossing conditions.

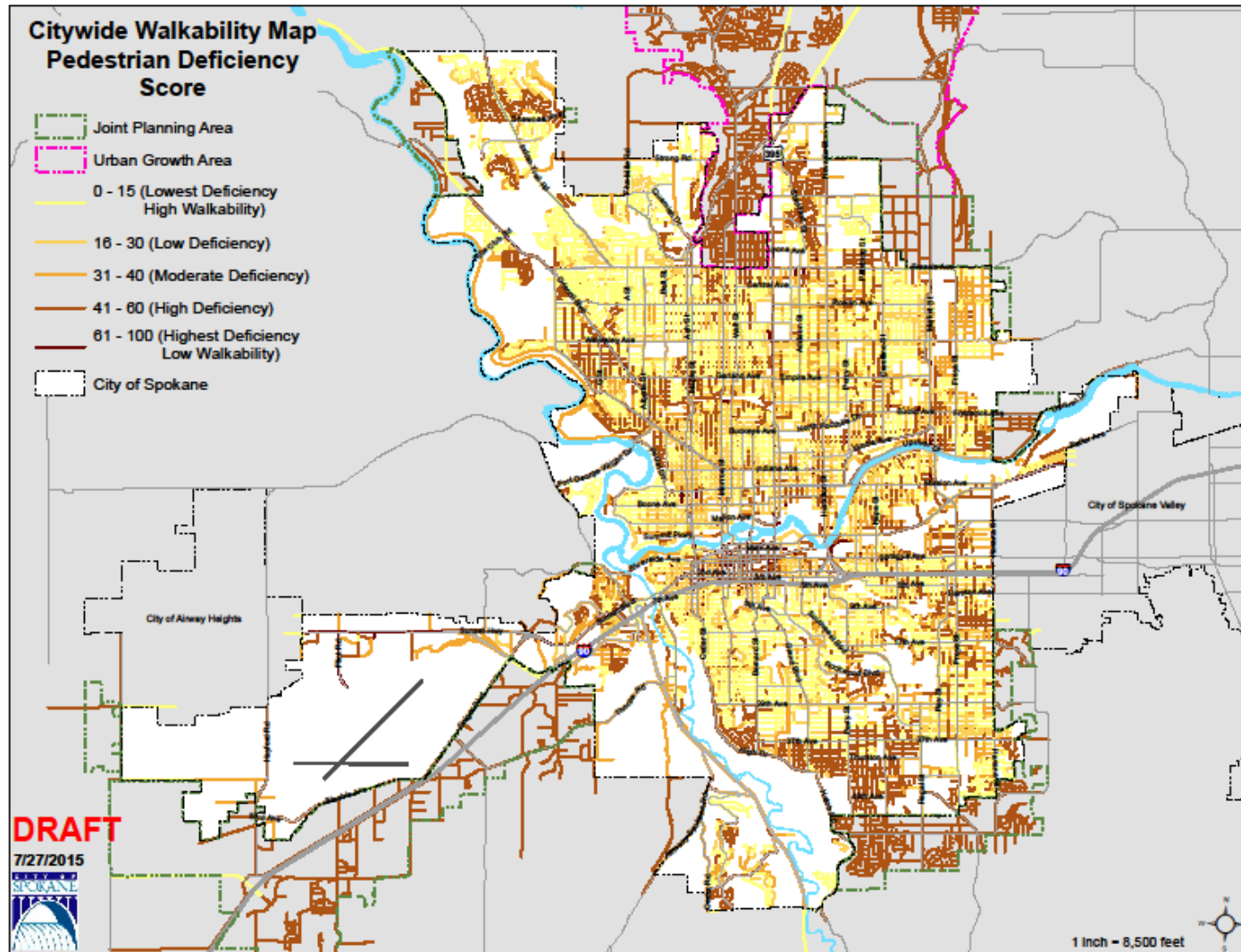
Deficiency Map Observations

- 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).

²⁵ “Previous research has shown various estimates of relationship between lane width and travel speed. One account estimated that each additional foot of lane width related to a 2.9 mph increase in driver speed.” Kay Fitzpatrick, Paul Carlson, Marcus Brewer, and Mark Wooldridge, “[Design Factors That Affect Driver Speed on Suburban Arterials](#)”: Transportation Research Record 1751 (2000):18–25.

²⁶ “Longer crossing distances not only pose as a pedestrian barrier but also require longer traffic signal cycle times which may have an impact on general traffic circulation.” Macdonald, Elizabeth, Rebecca Sanders and Paul Supawanich. [The Effects of Transportation Corridors’ Roadside Design Features on User Behavior and Safety, and Their Contributions to Health, Environmental Quality, and Community Economic Vitality: a Literature Review](#). UCTC Research Paper No. 878. 2008.

Figure 7 – Pedestrian Deficiency Map



Composite Pedestrian Needs Map: Pedestrian Priority Zones

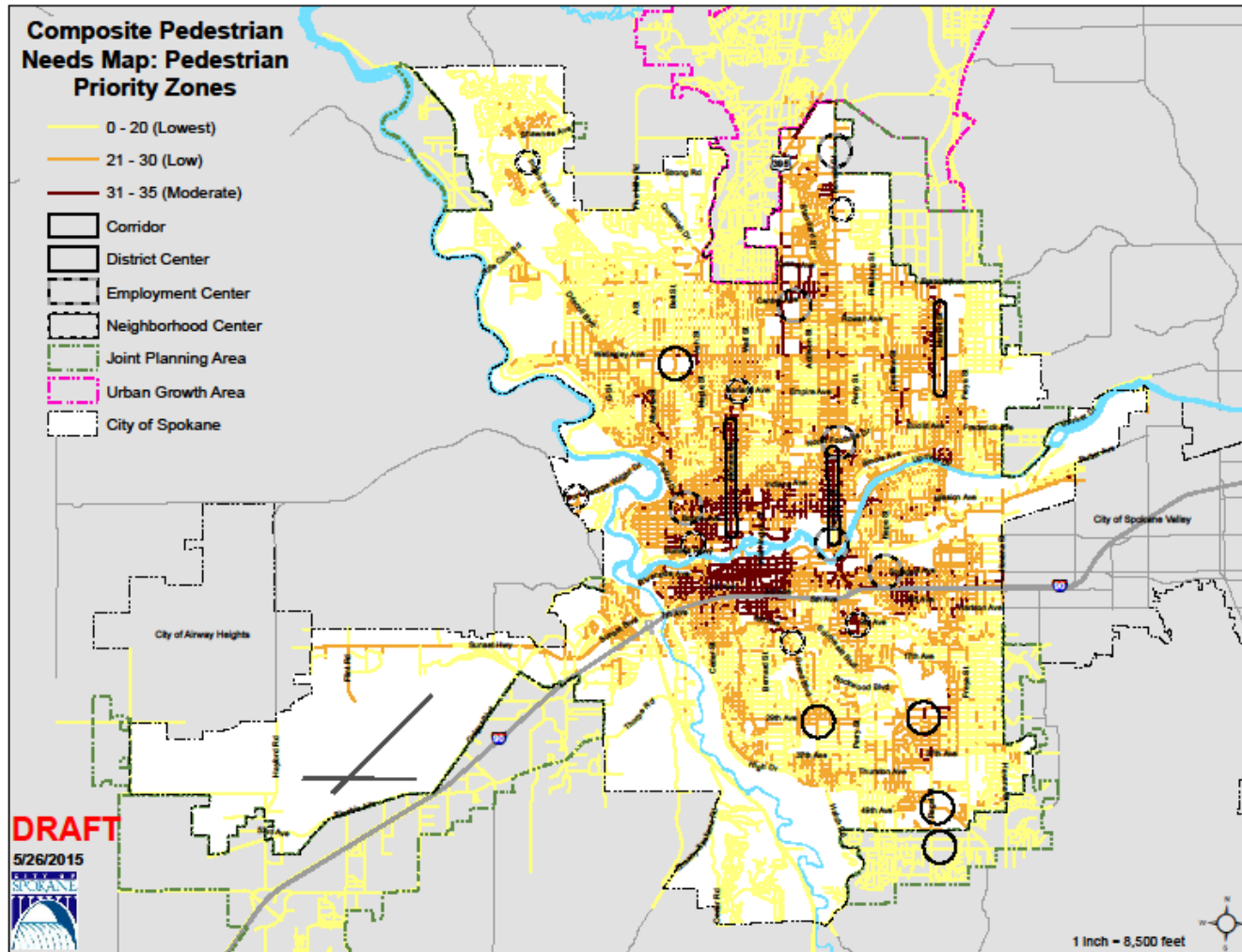
Figure 8 illustrates the results of the composite map which combines the assessment of pedestrian demand and pedestrian deficiency. This map serves to clarify where the pedestrian needs in the city are greatest. Figures 14 and 15 below provide additional data regarding pedestrian and vehicle collisions between 2005 and 2012. 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 significant 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. One area with many pedestrian-vehicle collisions is the intersection of Division Street & North River Drive.
- Holy Family Employment Center/Norhttown/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.
- 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 in several locations within this area.

- 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.
- 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.
- 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 scores.
- 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 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 when a city truck hit a teenager while turning at the signal. 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 8- Composite Pedestrian Needs Map: Pedestrian Priority Zones



Crash Analysis

This section provides a snapshot of pedestrian-involved crashes in Spokane between 2005 and 2012. Figure 9 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 9 – Summary of Pedestrian-Vehicle Collisions by Year

Year	Non-Fatal	Fatalities
2005	104	1
2006	198	2
2007	128	4
2008	111	0
2009	107	8
2010	118	1
2011	117	4
2012	131	5

Approximately 90% of reported pedestrian collisions took place at an intersection. Figure 10 relates the number of intersection collisions during this period with the traffic control present. During this period, about 88% of all pedestrian-involved collisions at intersections took place at locations with some form of traffic control, either stop signs or traffic signals. Eleven-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 10 - Location of Pedestrian-Vehicle Collisions (2005-2012)

Location of Pedestrian-Vehicle Collision	Collision Count
Collision at intersection with no traffic control	94
Collision at traffic signal	379
Collision at stop control	343
Collision at traffic circle	0
Total number of collisions at intersections	816

Figure 11 provides a map of all pedestrian crashes, with fatal crashes identified in red. Figure 12 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 collisions), Pacific Avenue & Browne Street (9 collisions), Second Avenue & Monroe Street (8 collisions), Second Avenue & Maple Street (7 collisions), Sprague Avenue & Wall Street (7 collisions) Sprague Avenue & Stevens Street (7 collisions) and Sprague Avenue & Browne Street (7 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.

Figure 11 – Map of Pedestrian Collisions, 2005-2012

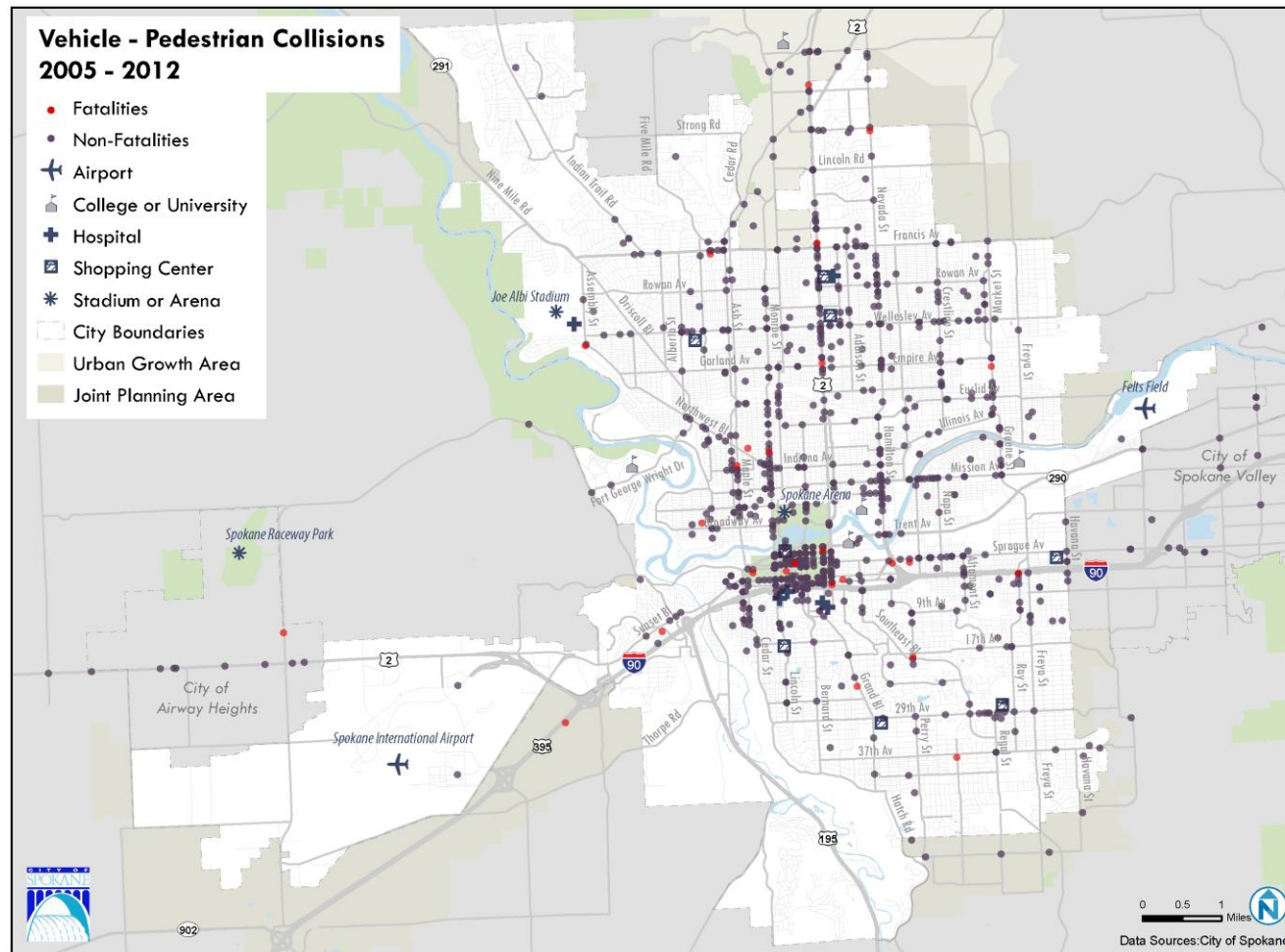


Figure 12 – Map of High Concentrations of Pedestrian Collisions, 2005-2012

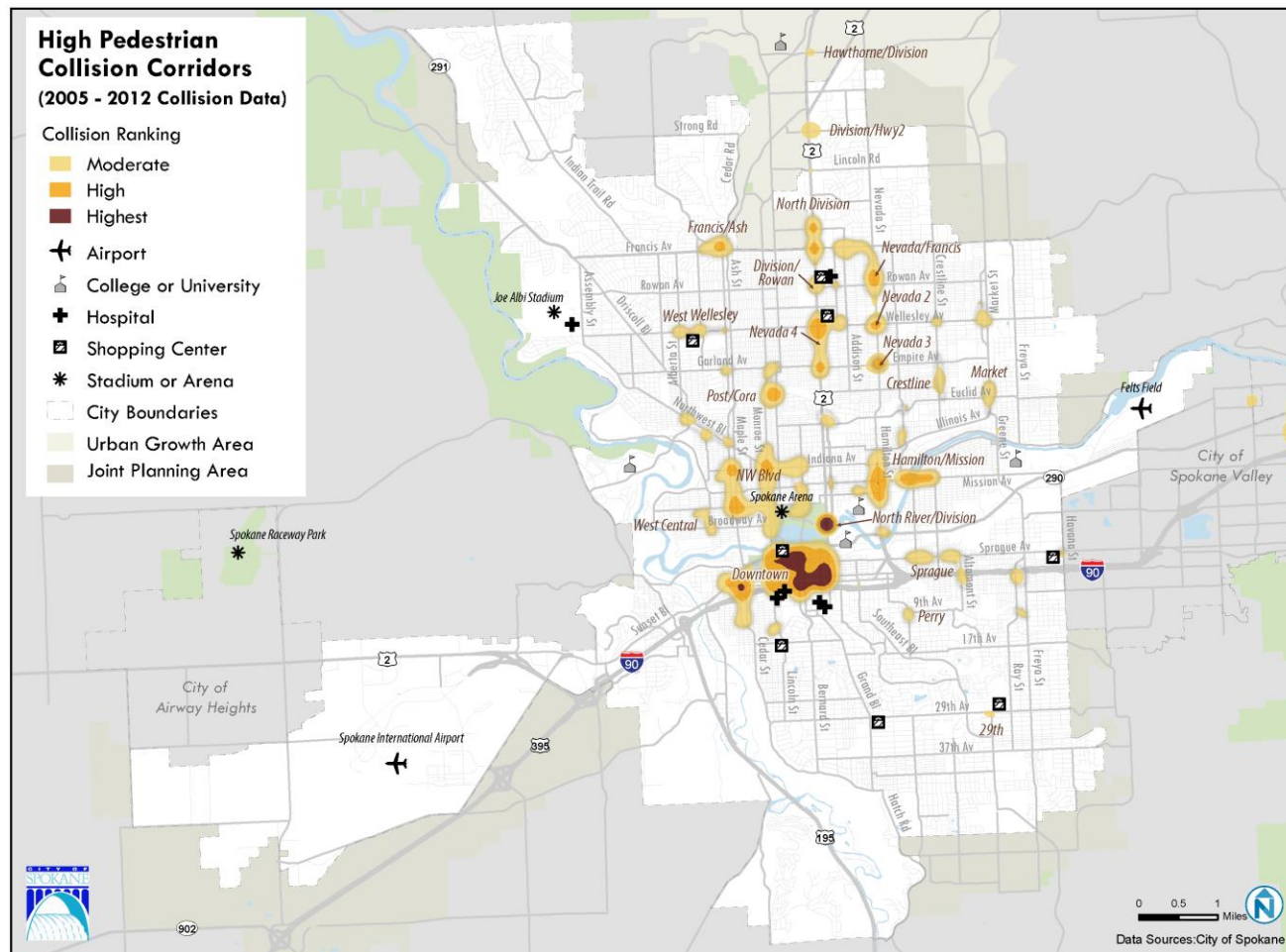


Figure 13 – High Crash Corridors, 2005-2012

Street	Crashes	Fatalities	Length (Miles)	Crashes/Mile	High Crash Intersections
Hamilton from Illinois to Cataldo	36	0	0.8	45	Hamilton & Mission(11), Hamilton & Indiana(4), Hamilton & Sharp(6)
Washington from Maxwell to North River	10	0	0.4	33.3	Sinto & Washington(2), Maxwell & Washington(1), Boone & Washington(3)
Division/Ruby from Desmet to Division St. Bridge	16	0	0.5	32	Division & North River(16)
Mission from Perry to Lee	19	0	0.6	31.6	Mission & South Riverton(4), Mission & Upriver(3), Magnolia & Mission(5)
Market from Courtland to Cleveland	7	0	0.3	23.3	Euclid & Market(1), Liberty & Market(2), Bridgeport & Market(2)
Division from Wedgewood to Gordon	49	2	2.1	23.3	Division & Lyons(5), Division & Wellesley(9), Division & Empire(2)
Crestline from Empire to Bridgeport	7	0	0.3	23.3	Crestline & Gordon (3), Crestline & Empire (1)
Sprague from Ivory to Cook	19	1	0.9	21.1	Lee & Sprague(4), Pittsburg & Sprague(4), Helena & Sprague(3), Altamont & Sprague(3)
Nevada from Lyons to Garland	35	0	1.8	19.4	Joseph & Nevada(6), Nevada & Wellesley(6), Empire & Nevada(7), Nevada & Rowan(3)
Monroe from Garland to Monroe St Bridge	36	1	2.2	16.4	Boone & Monroe(2), Monroe & Spofford(3), Maxwell & Monroe(2), Indiana & Monroe(2), Garland & Monroe(1)
Wellesley from Milton to Maple	12	0	0.8	15	Wellesley & Belt(3), Wellesley & Alberta(3), Wellesley & Ash(2)
Wellesley from Martin to Greene	10	0	0.8	12.5	Lee & Wellesley(2), Lacey & Wellesley (2), Crestline & Wellesley(1)
Francis from Alberta to Cedar	9	1	0.8	11.25	No intersections along Five Mile Shopping
Maple/Ash from Knox to Maple St Bridge	22	1	2.2	10	Indiana & Maple(4), Ash & Gardner(2), Maple & Maxwell(2), Boone & Maple(2), Ash & Maxwell(1)
Northwest from Fairview to Maple	6	0	0.8	7.5	Cochran & Northwest(1),

Figure 14 - Top Crash Intersections within high crash corridors, 2005-2012

Intersection	Traffic Control	Crashes	Corridor
Division St & North River Dr	Signal	16	North River
Second Av & Washington St	Signal	11	Downtown
Hamilton St & Mission Av	Signal	10	Hamilton
Browne St & Pacific Av	None	9	Downtown
Monroe St & Second Av	Signal	8	Downtown
Maple St & Second Av	Signal	7	Downtown
Sprague Av & Wall St	Signal	7	Downtown
Sprague Av & Stevens St	Signal	7	Downtown
Browne St & Sprague Av	Signal	7	Downtown
Empire Av & Nevada St	Signal	7	Nevada
Joseph Av & Nevada St	Stop	6	Nevada
Hamilton St & Sharp Av	Signal	6	Hamilton
Fourth Av & Maple St	Signal	6	Downtown
Nevada St & Wellesley Av	Signal	6	Nevada
Browne St & Second Av	Signal	5	Downtown
Browne St & Third Av	Signal	5	Downtown
Division St & Lyons Av	Signal	5	North Division
Division St & Second Av	Signal	5	Downtown
Monroe St & Sprague Av	Signal	5	Downtown
Magnolia St & Mission Av	Stop	5	Mission
Hamilton St & Indiana Av	Signal	4	Hamilton
First Av & Washington St	Signal	4	Downtown
Riverside Av & Stevens St	Signal	4	Downtown
Mission Av & South Riverton Av	Stop	4	Mission*
Mission Av & Upriver Dr	Stop	3	Mission
Boone Av & Monroe St	Signal	2	Monroe

*This intersection has been modified to right-in, right-out from South Riverton Avenue to Mission Avenue

Figure 15 – Top Crash Intersections independent of high crash corridors, 2005-2012

Intersection	Traffic Control	Crashes
9th Av & Perry St	Stop	5
Boone Av & Walnut St	Stop	4
Garland Av & Post St	Signal	4
Ash St & Five Mile Rd	Signal	3

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. By applying for a Walk Friendly Community designation, the city will receive specific suggestions and resources on how to make needed changes for pedestrian safety. Through the questions in the assessment tool, the city will be able to identify the areas of needed improvements that can form the framework for a comprehensive pedestrian improvement plan. Communities awarded with a Walk Friendly Community designation will receive national recognition for their efforts to improve a wide range of conditions related to walking, including safety, mobility, access and comfort.

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 number of each type of improvement to the pedestrian system.

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.

- 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.

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 program.
 - 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.
- 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 places that invite walking and gathering.
 - Action 4.3.1 Create a pilot parklet program.
 - Action 4.3.2 Adopt development standards and guidelines to encourage lively, attractive, safe and walkable pedestrian environments.
- 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 16 shows the general location of the Pedestrian Priority Zones.

Figure 16 – Pedestrian Priority Zones

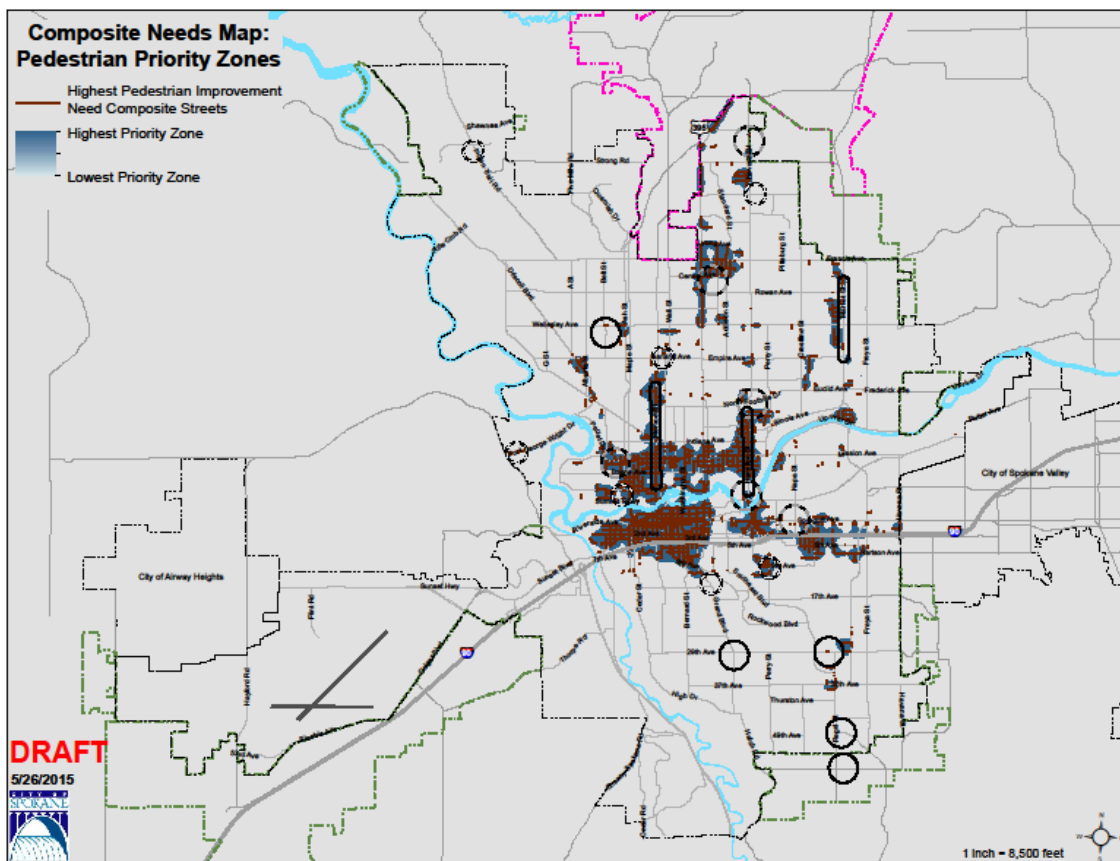


Figure 17 shows the Pedestrian Priority Zones with the 2015 construction projects that include pedestrian facilities and the 2016-2021 6-year Street Program projects that include pedestrian facilities. The street projects incorporate calming traffic and improving safety for pedestrians by reducing road 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 17 – 2015 Construction Projects and 2016-2021 6-year Street Program projects that include pedestrian facilities

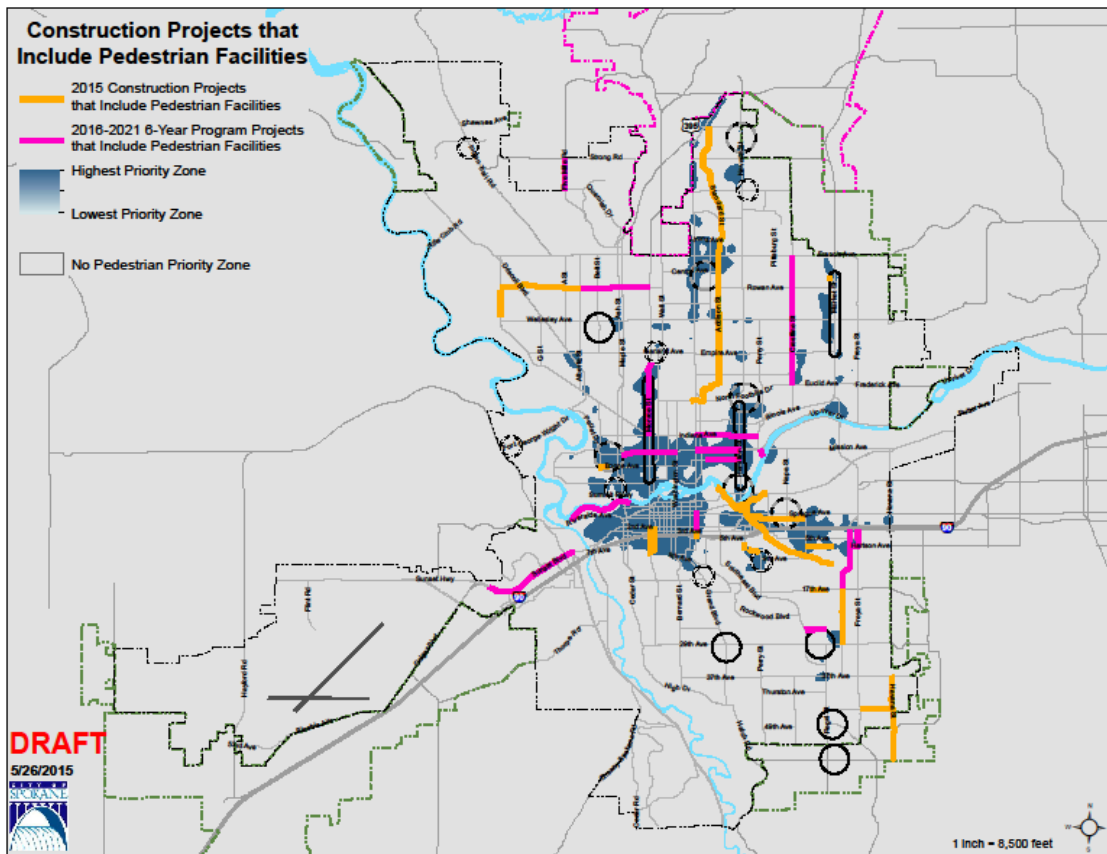
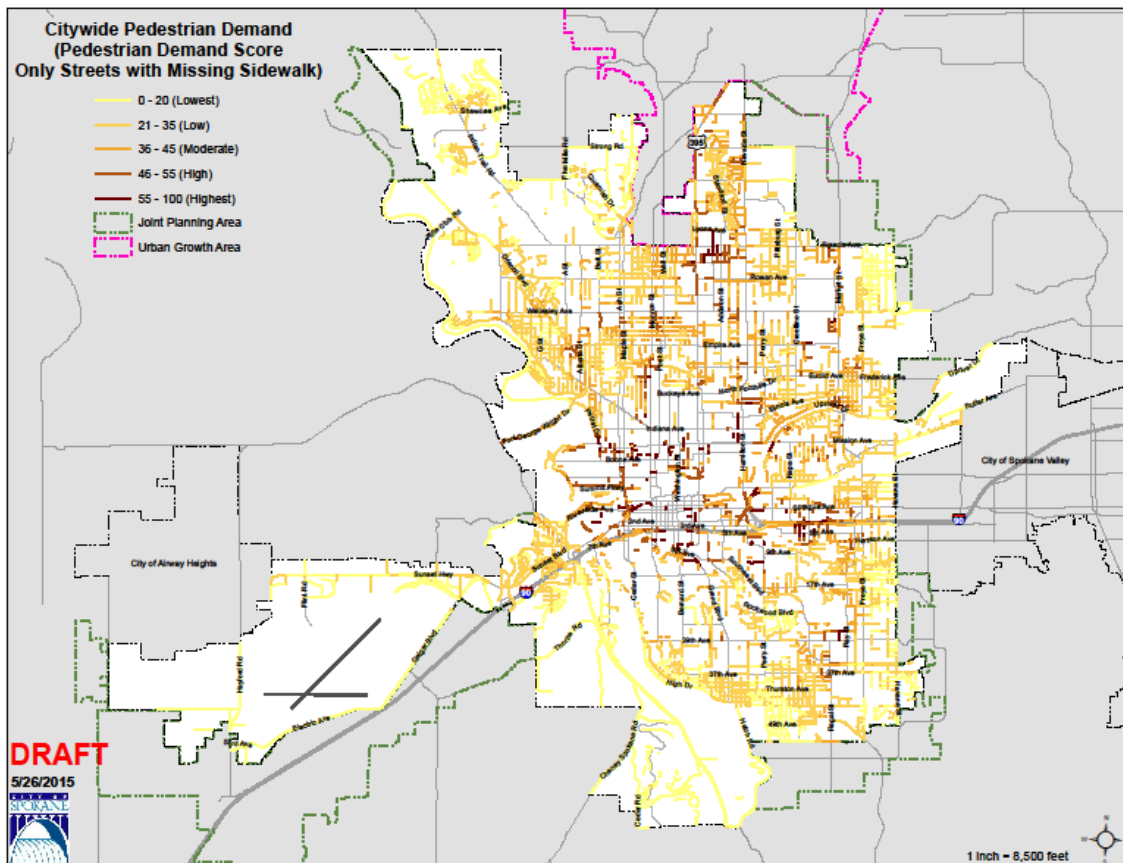


Figure 18 provides an example of how potential sidewalk improvement projects may be identified using the pedestrian demand analysis. The map identifies missing sidewalks on one or both sides of a street. The missing sidewalk data is compared to the Pedestrian Demand Score. The result is an identification of locations where there is missing sidewalk in areas with the highest pedestrian demand.

Figure 18 – Comparison of Pedestrian Demand and Missing Sidewalk



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.

Several examples of funding sources available for financing pedestrian improvement projects are included below. Other funding sources should be identified and utilized whenever opportunities arise.

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. The Community Development Block Grant (CDBG) program primarily addresses capital construction needs in low-to-moderate income neighborhoods. 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.

The methodology's premise is that the highest priority improvements should be located in those areas where walking potentials (pedestrian demand) are high and pedestrian facilities are lacking. Each street segment received a pedestrian demand score rating and an infrastructure deficiency rating. The rating values were applied to each street segment based on a conversion of the unique indicator measurement units into a common set of rating criteria. Additionally, the methodology weighted the importance of each indicator relative to other indicators. Pedestrian demand indicators were weighted separately from infrastructure deficiency indicators to support the methodology's two separate indices.

After all street segments received their weighted scores for pedestrian demand and infrastructure deficiency, the highest scoring segments on both indices were found by taking the geometric mean of the two score sets. This produced the pedestrian priority zones which are the areas with the greatest need for improvements.

For the pedestrian demand scoring, using the relative weighting allows placement of emphasis on indicators that are likely to generate more pedestrian demand than other indicators. The results more accurately reflect how an indicator influences pedestrian demand. As an example, employment density is given a higher weight because major employment centers such as downtown and the University District, can generate walking trips both on the journey to and from work as well as mid-day activity for lunch, errands, etc.

Figure 20 and 21 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 21 through Figure 34 below.

Pedestrian Master Plan | DRAFT
City of Spokane 81915

Figure 19 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 20 – 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 21)
- Street Width (Figure 22)
- Street Segment Length (Figure 23)
- Social Services (Figure 24)
- Sidewalk Coverage (Figure 25)
- Schools and Community Centers (Figure 26)
- Percentage of Population Below Poverty Level (Figure 27)
- Population Density (Figure 28)
- Percentage of Population with No Vehicle Available (Figure 29)
- Parks (Figure 30)
- Neighborhood Retail Zoned Areas (Figure 31)
- Employment Density (Figure 32)
- Center and Corridor and Downtown Zoning (Figure 33)
- Percentage of the Population Under 18 and 65 and Over (Figure 34)

Figure 21 - STA HPTN and Transit Stops

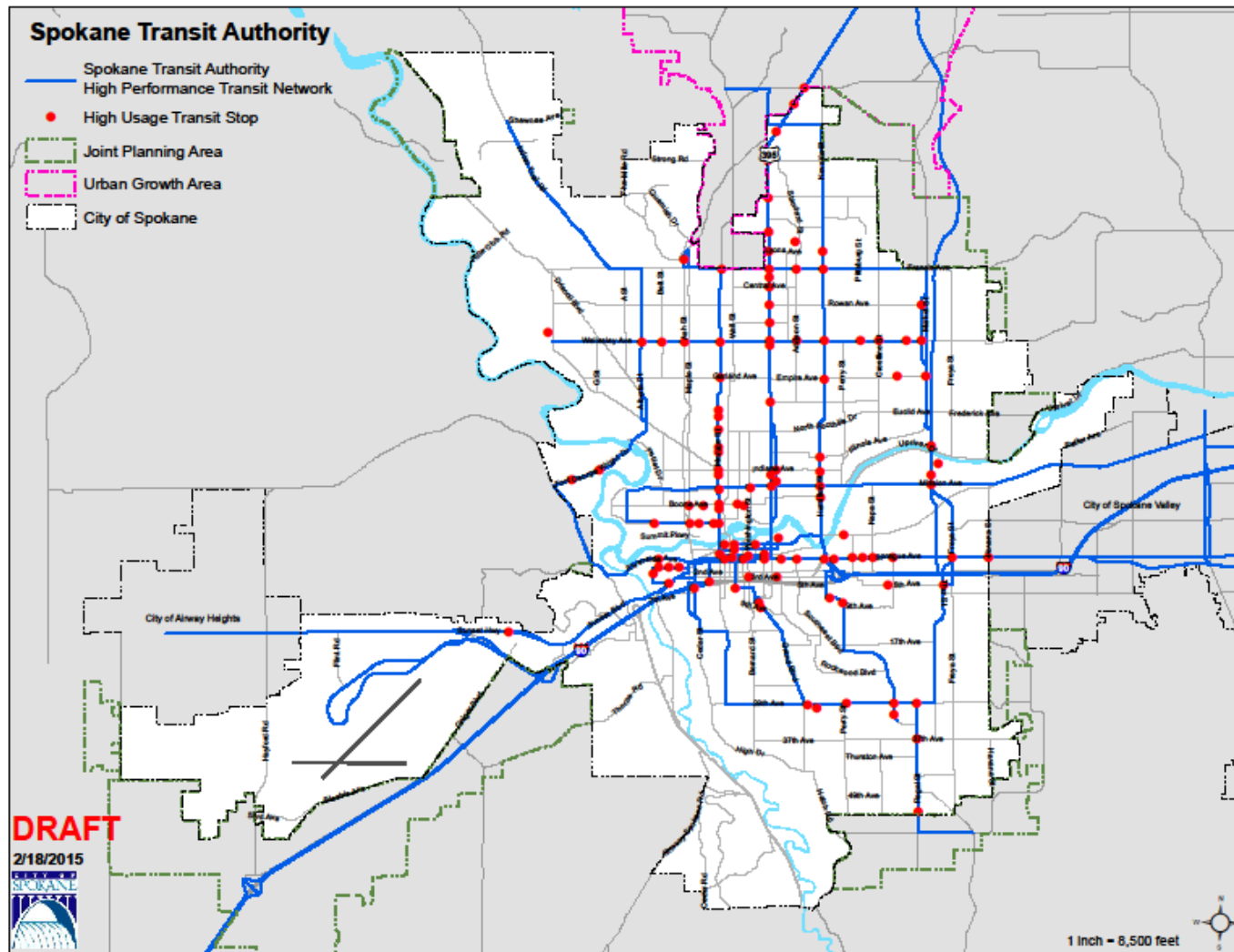


Figure 22 – Street Width

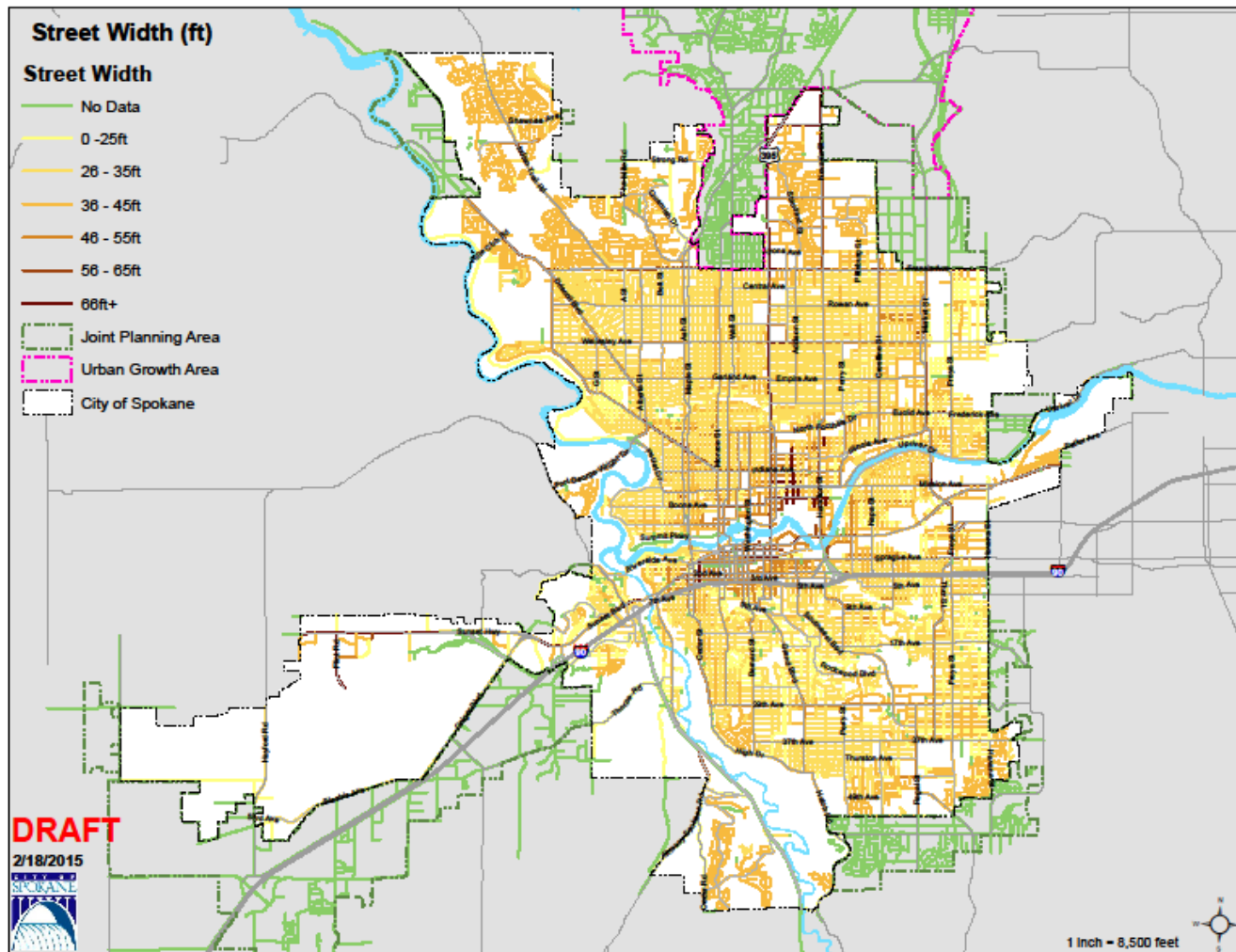


Figure 23 - Street Segment Length

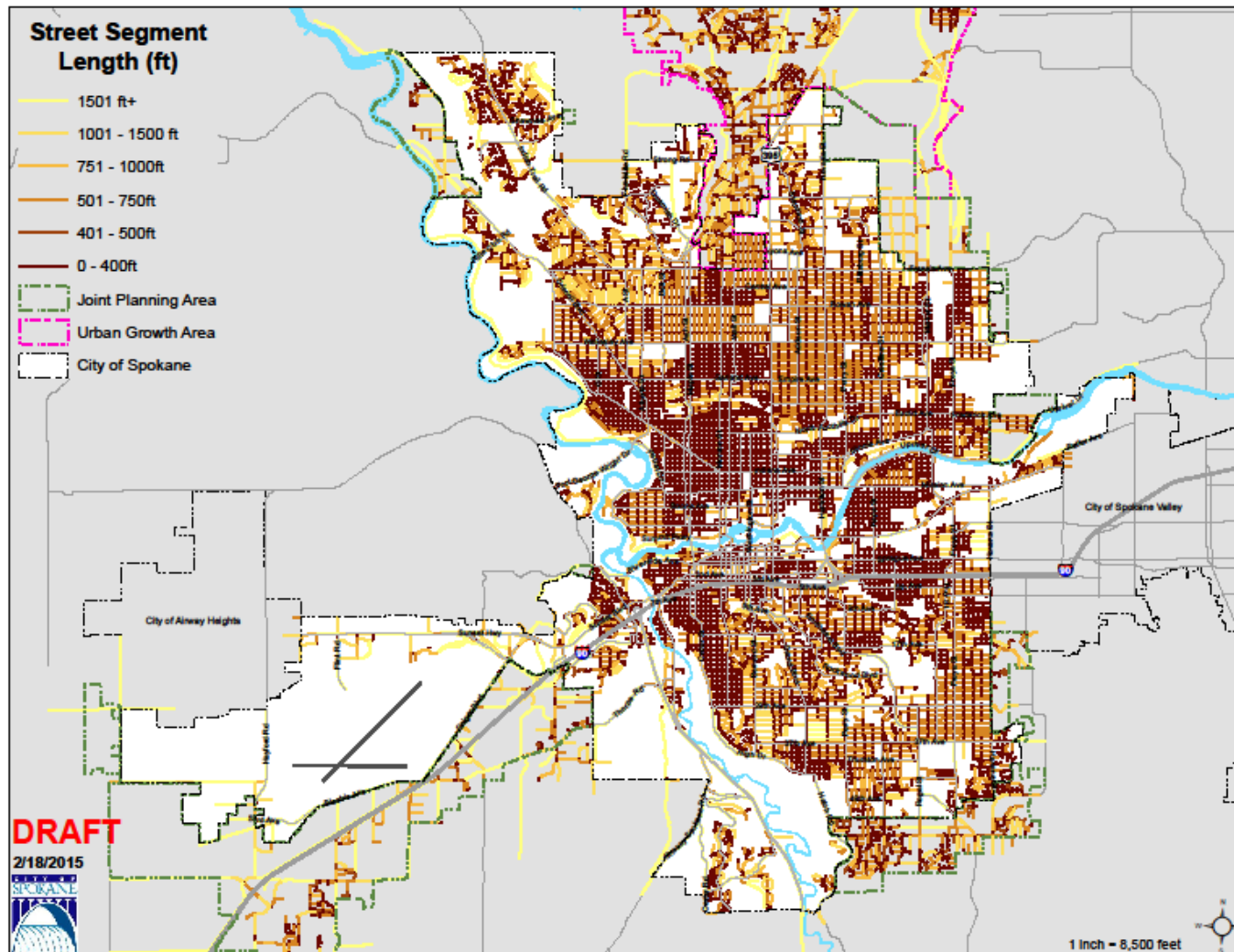


Figure 24 - Social Services

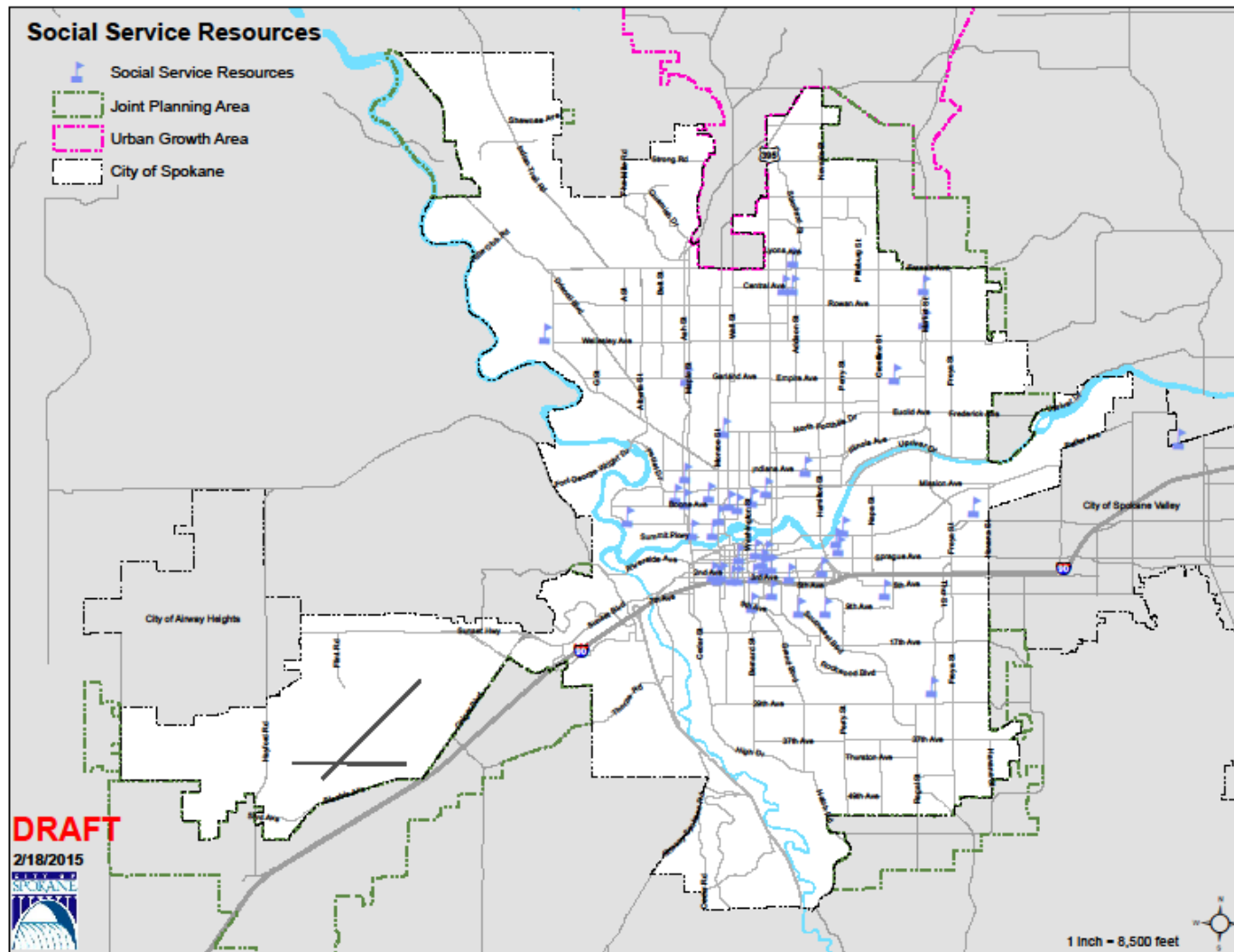


Figure 25 - Sidewalk Coverage

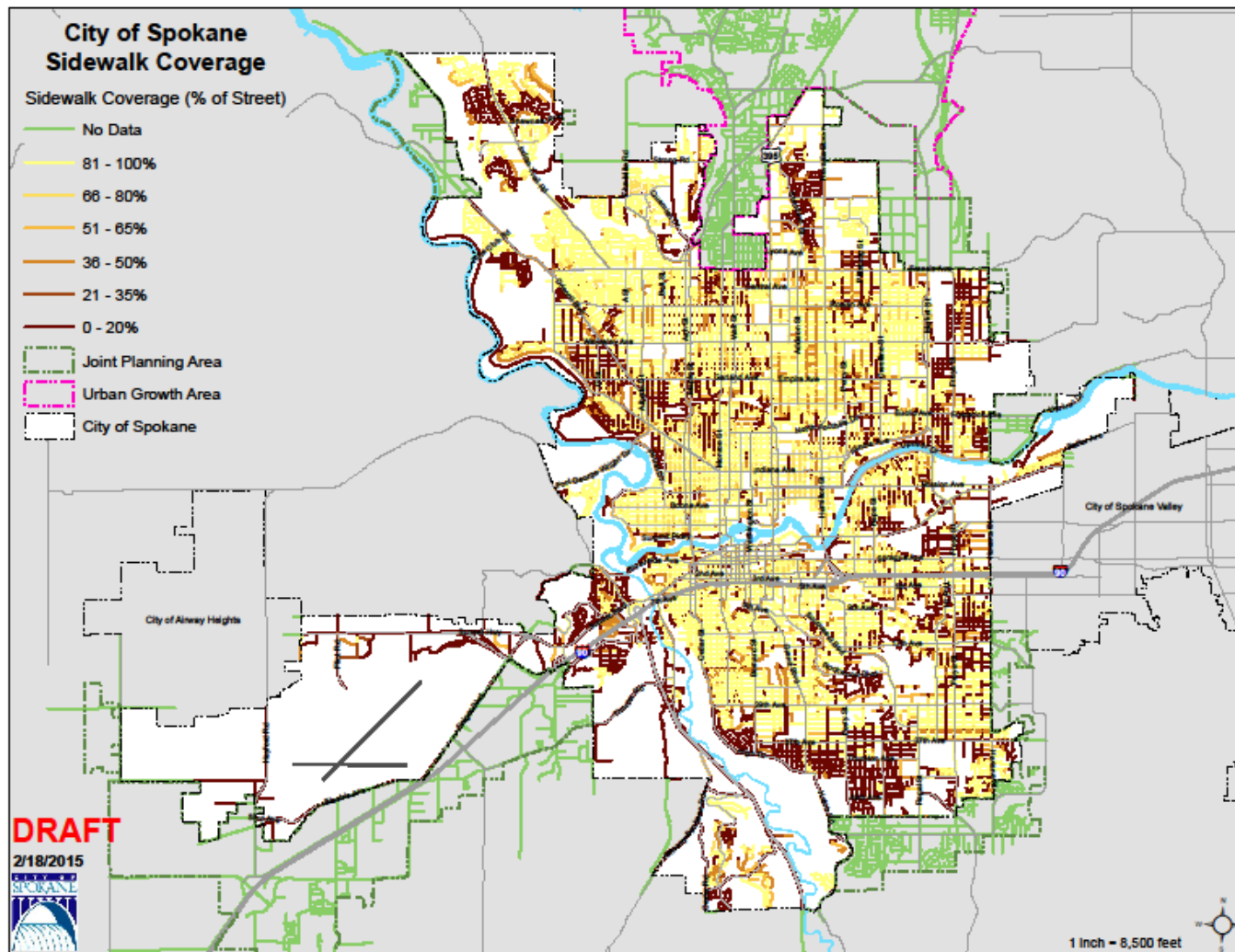


Figure 26 – Schools and Community Centers.

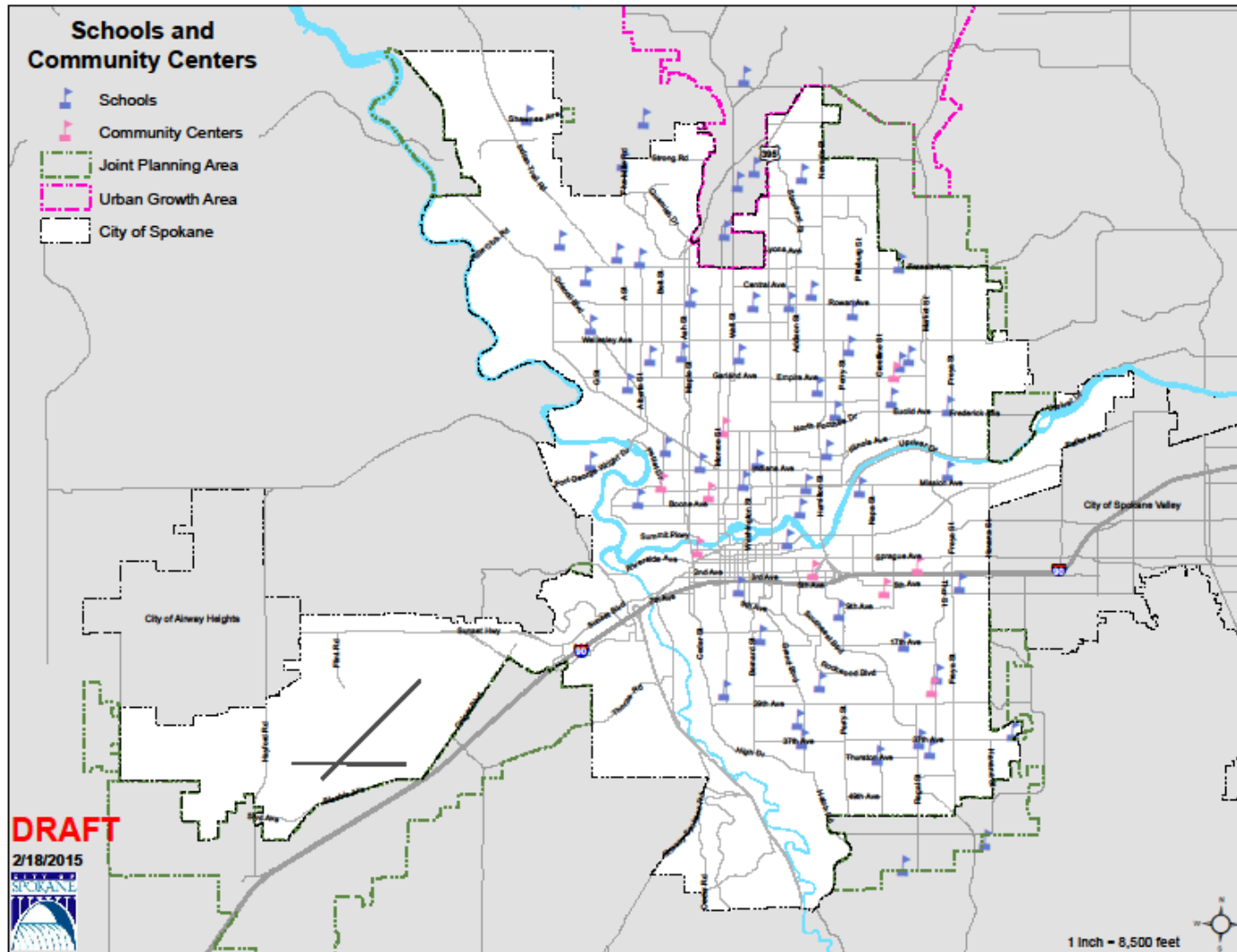


Figure 27 - Percentage of Population Below Poverty Level

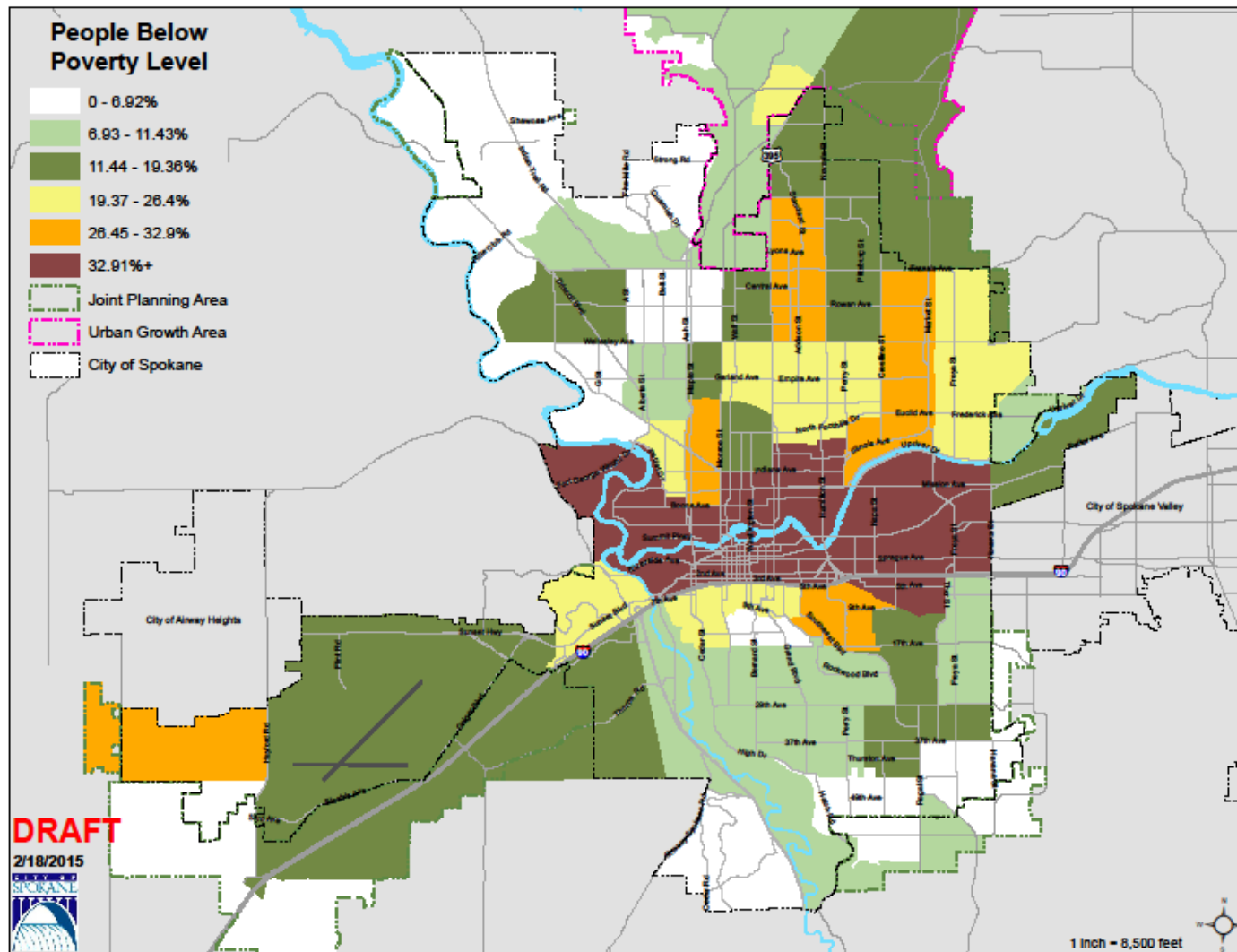


Figure 28 - Population Density

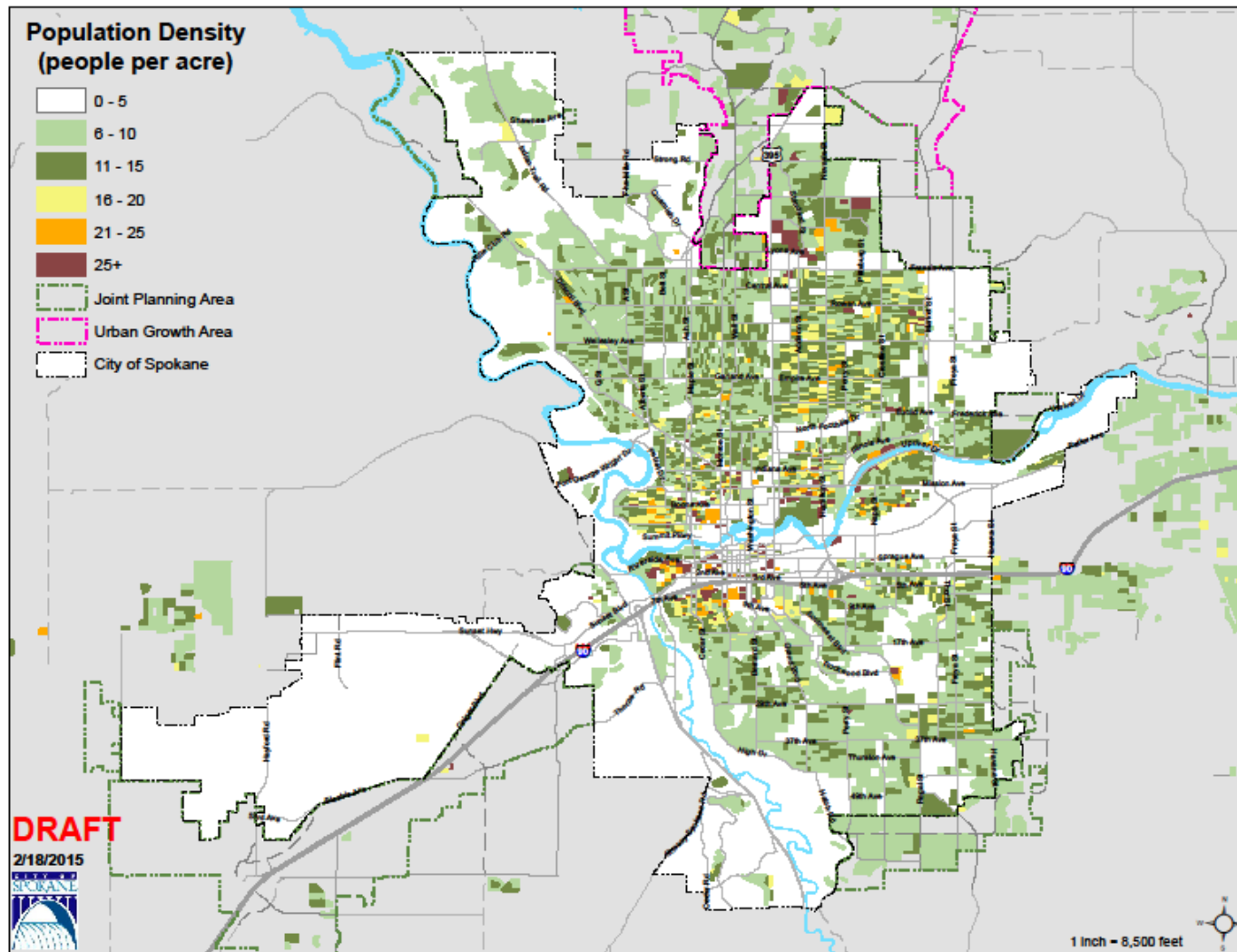


Figure 29 - Percentage of Population with No Vehicle Available

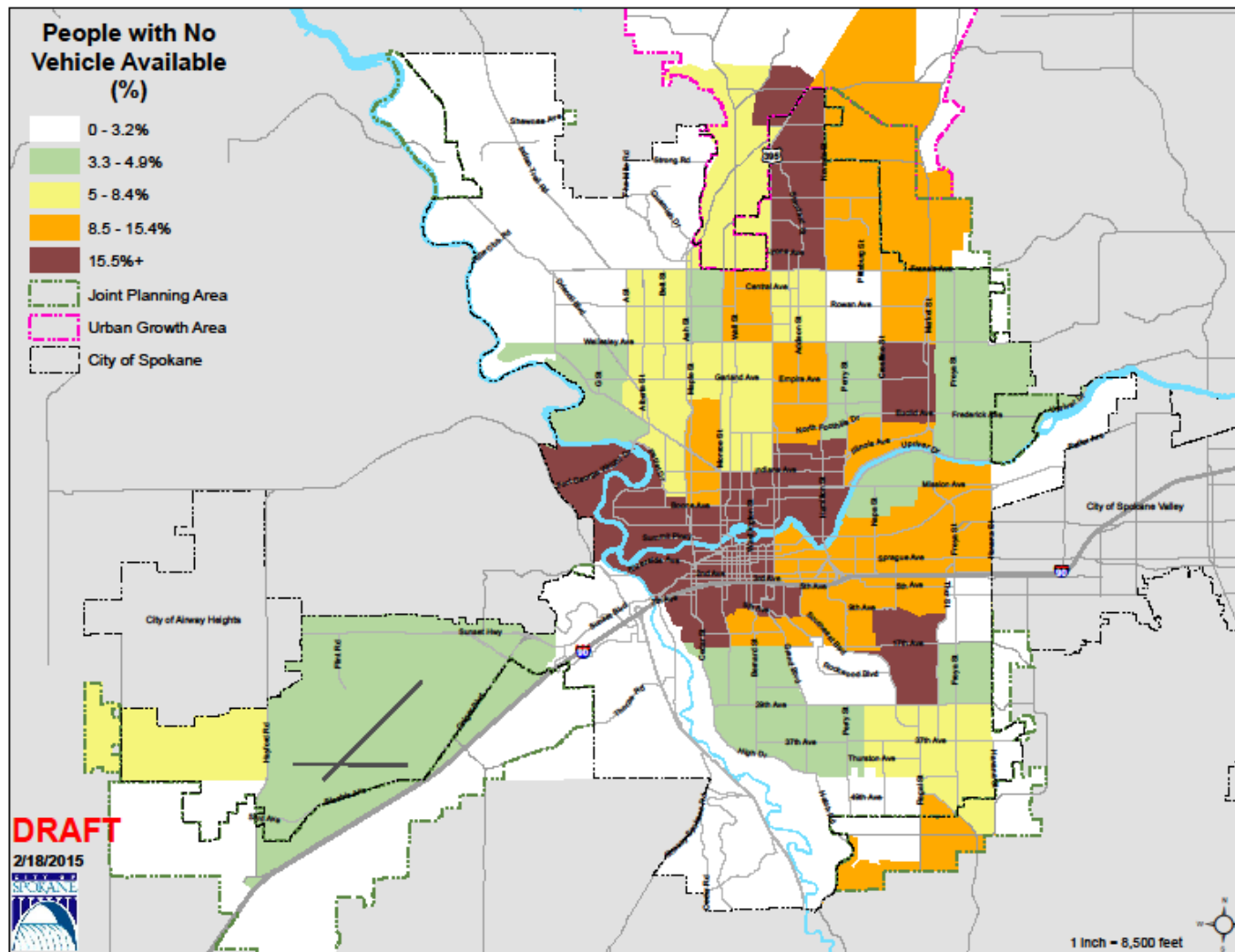


Figure 30 – Parks

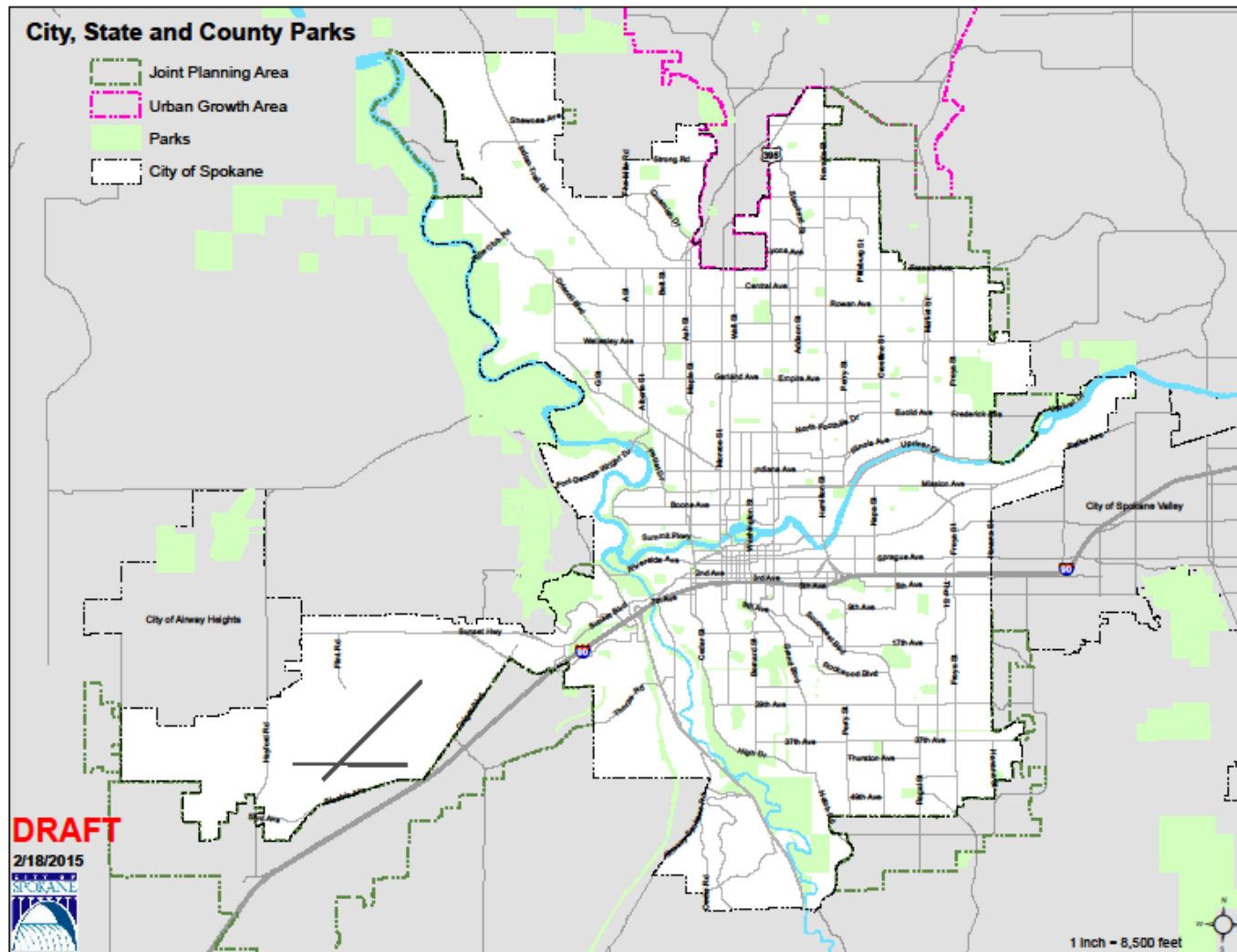


Figure 31 - Neighborhood Retail Zoned Areas

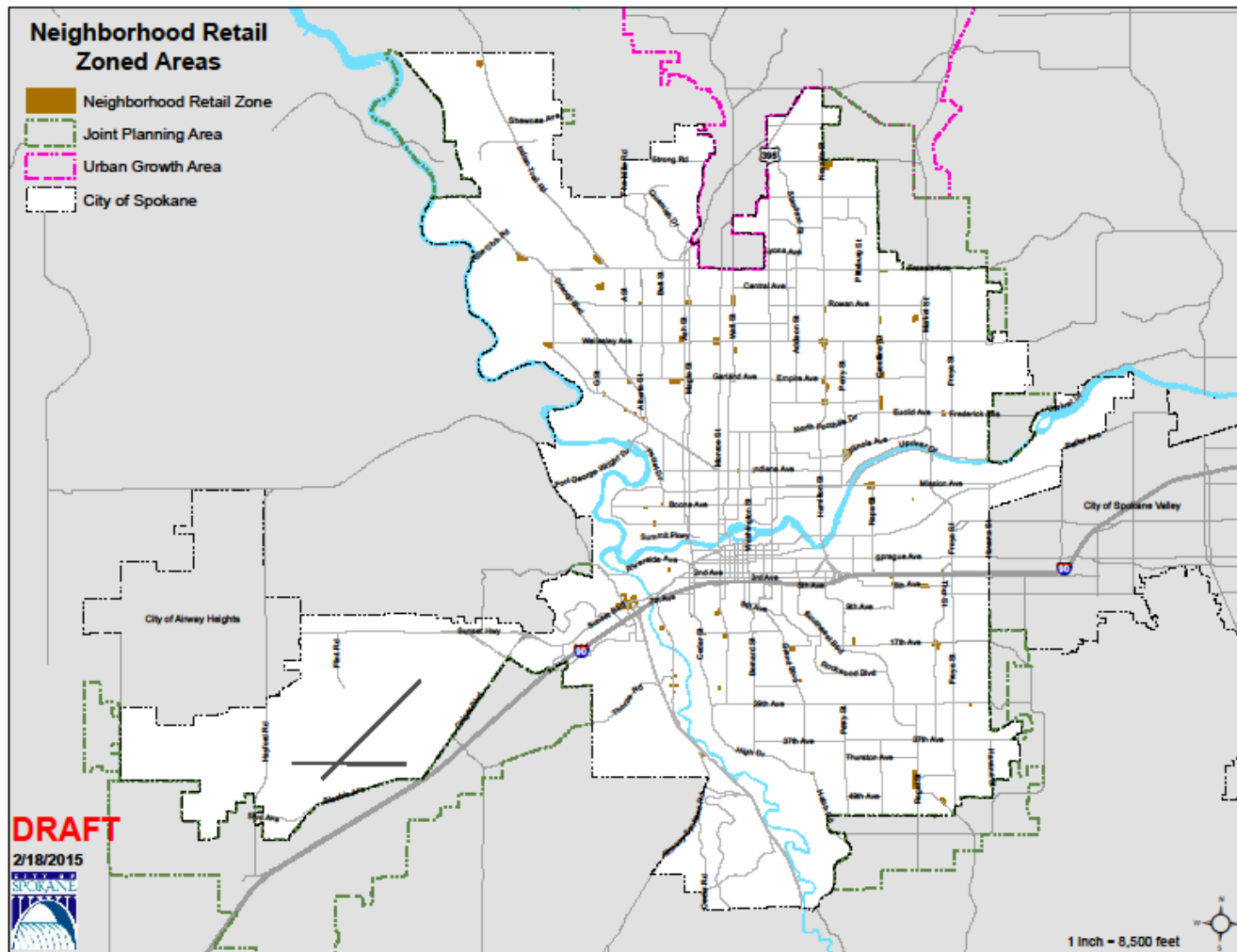


Figure 32 - Employment Density

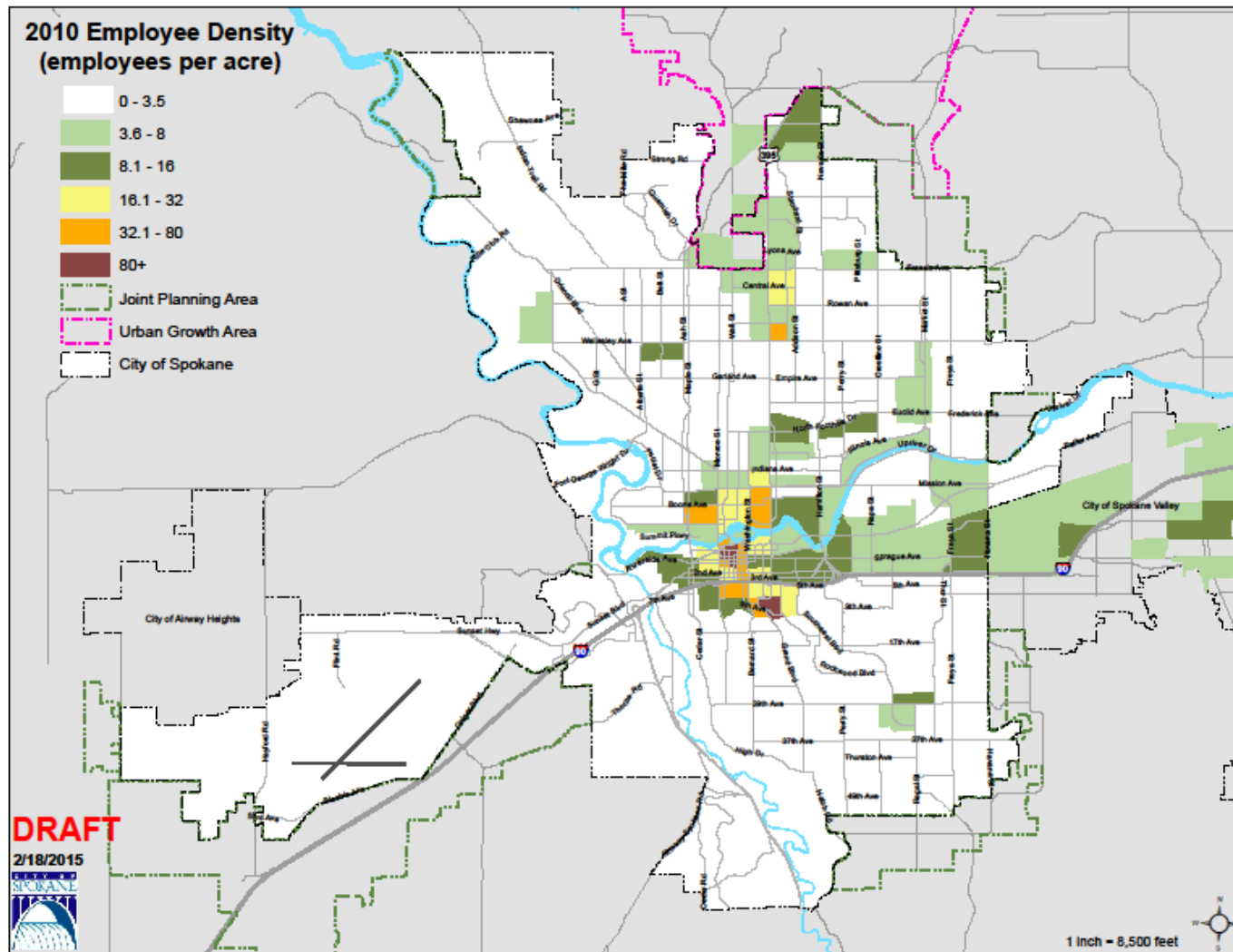


Figure 33 - Center and Corridor and Downtown Zoning

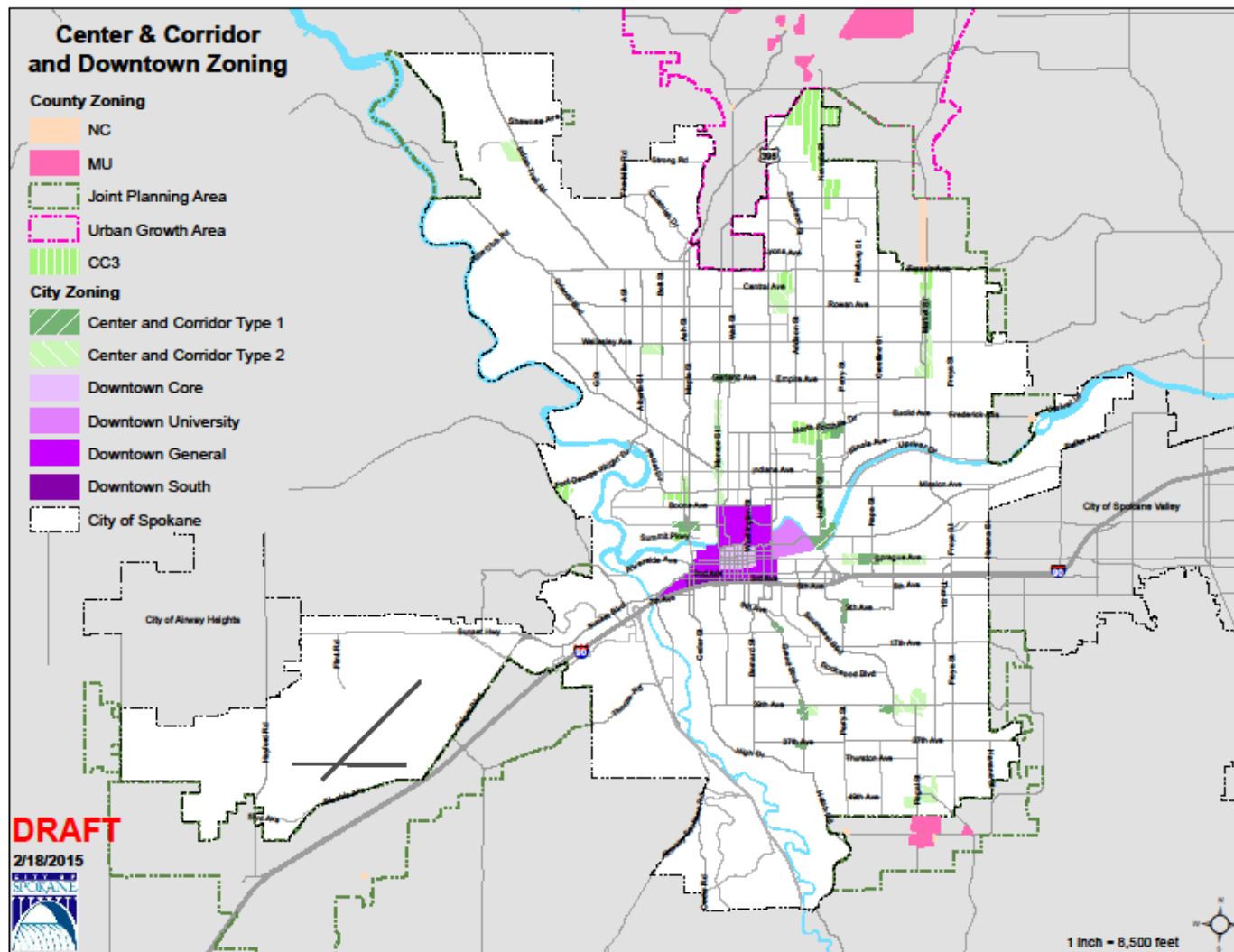
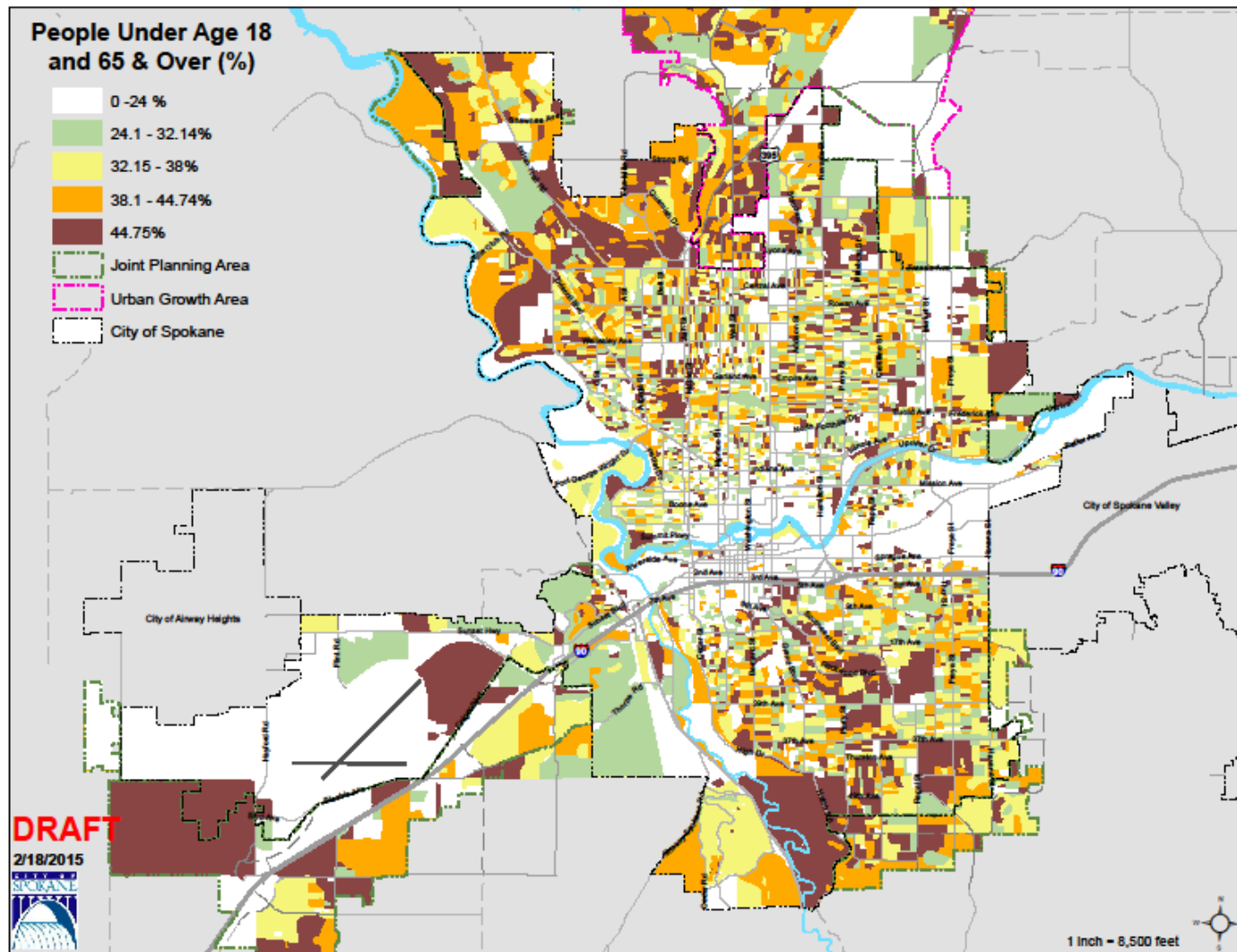


Figure 34 - Percentage of the Population Under 18 and 65 and Over



SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-970)

File # Z1400062-COMP

Determination of Nonsignificance (DNS)

NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(S): Z1400062-COMP

PROPONENT: Spurway Living Trust

DESCRIPTION OF PROPOSAL: This proposal is to change the land use of a portion of the parcel from "Residential, 4 to 10 units per acre" to "General Commercial". The parcel is currently split zoned (RSF/GC-70); Underlying lots are described as Lots 1 thru Lot 3 Riverside Peter Sapro Addition. The underlying Lot 3 is the subject site and zoned RSF. The approximate size of the proposal is 7500 square feet (0.17 acres). If approved, the zoning would be changed from RSF (Residential Single Family) to GC-70 (General Commercial, with 70-foot height limitation).

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: The subject site is at the west end of the parcel located at 2829 N. Market (parcel 35102.2003); (NW ¼ of Section 10, T25N, R43 EWM).

LEAD AGENCY: CITY OF SPOKANE, Planning & Development Department

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- [] There is no comment period for this DNS.
- [] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- [X] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for At least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than noon September 23, 2015, if they are intended to alter the DNS.

Responsible Official: Louis Meuler

Position/Title: Acting Director, Planning Services **Phone:** (509) 625-6300

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Date Issued: September 4, 2015 **Signature:** 

APPEAL OF THIS DETERMINATION, after it becomes final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane, WA 99201. The appeal deadline is fourteen (14) calendar days after the signing of the DNS. This appeal must be on forms provided by the Responsible Official, make specific factual objections and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

Environmental Checklist

File No. *SW Corner
Cleveland + Market*

Purpose of Checklist:

The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

RECEIVED

OCT 31 2014

A. BACKGROUND

1. Name of proposed project, if applicable: Comp Plan Amendment Map
2. Name of applicant: land Use Solutions and Entitlement, Dwight Hume Agent
3. Address and phone number of applicant or contact person: 9101 N Mt. View Lane Spokane WA 99218 509-435-3108
4. Date checklist prepared: 10-28-14
5. Agency requesting checklist: City of Spokane Planning
6. Proposed timing or schedule (including phasing, if applicable): Upon approval
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. No, remodel of existing commercial building and improvement of parking area.
b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. No
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. No
10. List any government approvals or permits that will be needed for your proposal, if known. Comp Plan Amendment, Zone change, building permits and on site drainage, landscaping and parking plans.

-
-
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. A .41 acre site consisting of 1 ½ lots zoned GC-70 and one lot zoned RSF. This request will change the westerly lot from R-6-10 to GC consistent with the rest of the ownership. The 1 ½ lots zoned GC-70 contain an existing 2700 sf building built in 1948.
-
-
-

12. Location of the proposal. Give sufficient information to a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist. The site is located in NE Spokane at the SW corner of Cleveland and Market Street. It is located directly south of Knight's Diner and adjacent to ABC Office Equipment located south of the subject. The site is also located in the interchange of Illinois, Market and Green Street.
-
-
-
-
-

13. Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atlas for boundaries.)
Yes
-
-
-

14. The following questions supplement Part A.

a. Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

- (1) Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).

Non-project Application, to be determined upon approval.

- (2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?

Non-project Application, to be determined upon approval.

- (3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.

Non-project Application, to be determined upon approval.

- (4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?

Non-project Application, to be determined upon approval.

b. Stormwater

- (1) What are the depths on the site to groundwater and to bedrock (if known)?

Unknown

- (2) Will stormwater be discharged into the ground? If so, describe any potential impacts?

Non-project Application, to be determined upon approval.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

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1. Earth

- a. General description of the site (circle one): *flat, rolling, hilly, steep slopes, mountains, other.*

- b. What is the steepest slope on the site (approximate percent slope)? N/A
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. GqA per SCS Atlas
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. No
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill:
Non-project Application, to be determined upon approval.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
No
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Non-project Application, to be determined upon approval.
- h. Proposed measures to reduce or control erosion or other impacts to the earth, if any: Non-project Application, to be determined upon approval.

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2. Air

- a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. Non-project Application, to be determined upon approval.

- _____
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. _____

Traffic on Market and Green Street. Train traffic east of subject. _____

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

None _____

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3. Water

a. SURFACE:

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No _____

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. No _____

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None _____

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No _____

- (5) Does the proposal lie within a 100-year floodplain? ____ If so, note location on the site plan.

No _____

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- (6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No _____

b. GROUND:

- (1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No _____

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sanitary waste treatment facility. Describe the general size of the system, the number of houses to be served (if applicable) or the number of persons the system(s) are expected to serve.

Non-project Application, to be determined upon approval. _____

c. WATER RUNOFF (INCLUDING STORMWATER):

- (1) Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Non-project Application, to be determined upon approval. _____

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

No

- d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water impacts, if any.

Non-project Application, to be determined upon approval.

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4. Plants

- a. Check or circle type of vegetation found on the site:

☒ Deciduous tree: *alder, maple, aspen, other.*

☐ Evergreen tree: *fir, cedar, pine, other.*

☒ Shrubs

☐ Grass

☐ Pasture

☐ Crop or grain

☐ Wet soil plants, *cattail, buttercup, bullrush, skunk cabbage, other.*

☐ Water plants: *water lilly, eelgrass, milfoil, other.*

☐ Other types of vegetation.

- b. What kind and amount of vegetation will be removed or altered? Non-project Application, to be determined upon approval.

- c. List threatened or endangered species known to be on or near the site. None

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: Non-project Application, to be determined upon approval.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site are known to be on or near the site:
birds: **hawk, heron, eagle, songbirds**, other: _____
mammals: **deer, bear, elk, beaver**, other: _____
fish: **bass, salmon, trout, herring, shellfish**, other: _____
other: _____
- b. List any threatened or endangered species known to be on or near the site.
None _____

- c. Is the site part of a migration route? If so, explain. _____
No _____

- d. Proposed measures to preserve or enhance wildlife, if any:
None _____

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6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. _____
Non-project Application, to be determined upon approval. _____

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. _____
No _____

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
Non-project Application, to be determined upon approval. _____

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. Non-project Application, to be determined upon approval.

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- (1) Describe special emergency services that might be required.

None

- (2) Proposed measures to reduce or control environmental health hazards, if any:

None

b. NOISE:

- (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic and trains

- (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Non-project Application, to be determined upon approval.

- (3) Proposed measure to reduce or control noise impacts, if any:

Non-project Application, to be determined upon approval.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?
Site: Retail and parking; North retail, South retail; East vacant retail, West, residential
- b. Has the site been used for agriculture? If so, describe. No
- c. Describe any structures on the site. 2700 sf building built in 1948
- d. Will any structures be demolished? If so, which? Not anticipated
- e. What is the current zoning classification of the site? GC-70 and RSF
- f. What is the current comprehensive plan designation of the site? GC and R 6-10
- g. If applicable, what is the current shoreline master program designation of the site?
N/A
- h. Has any part of the site been classified as a critical area? If so, specify. No
- i. Approximately how many people would reside or work in the completed project?
Non-project Application, to be determined upon approval.
- j. Approximately how many people would the completed project displace? None

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- k. Proposed measures to avoid or reduce displacement impacts, if any: N/A

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: This is a housekeeping amendment, no additional land is proposed. This eliminates a slit designation and zone.

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9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing. None

- b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or low-income housing. None

- c. Proposed measures to reduce or control housing impacts, if any: None

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? Single story

- b. What views in the immediate vicinity would be altered or obstructed? No

- c. Proposed measures to reduce or control aesthetic impacts, if any: None _____

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Non-project Application, to be determined upon approval. _____

- b. Could light or glare from the finished project be a safety hazard or interfere with views? No _____

- c. What existing off-site sources of light or glare may affect your proposal? None _____

- d. Proposed measures to reduce or control light and glare impacts, if any: Non-project Application, to be determined upon approval. _____

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12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? N/A _____

- b. Would the proposed project displace any existing recreational uses? If so, describe. No _____

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: None _____

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. None known
- b. Generally describe any landmarks or evidence of historic archaeological, scientific or cultural importance known to be on or next to the site.
None
- c. Proposed measures to reduce or control impacts, if any: None

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Agency Use
Only

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. Market street and Illinois and Cleveland access the site.
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? Yes
- c. How many parking spaces would the completed project have? How many would the project eliminate? Non-project Application, to be determined upon approval.
- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private). No
- e. Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. No impacts to rail

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak would occur. Non-project Application, to be determined upon approval.

(Note: to assist in review and if known indicate vehicle trips during PM peak, AM Peak and Weekday (24 hours).)

- g. Proposed measures to reduce or control transportation impacts, if any: Non-project Application, to be determined upon approval.

Evaluation for
Agency Use
Only

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe. No
- b. Proposed measures to reduce or control direct impacts on public services, if any: None

16. Utilities

- a. Circle utilities currently available at the site: **electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**
- b. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed. No new utility connections are needed

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the *agency* must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 10-28-14

Signature: 

Please Print or Type:

Proponent: Dwight J Hume

Address: N 9101 Mt. View Lane

Phone: 435-3108

Spokane WA 99218

Person completing
form (if different
from proponent): _____

Address: _____

Phone: _____

FOR STAFF USE ONLY

Staff member(s) reviewing checklist: _____

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- ☐ A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- ☐ B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- ☐ C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.

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D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS
(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage or release of toxic or hazardous substances; or production of noise?

The retail use has existed since 1948, no new expansion is contemplated, just improved on site parking.

Proposed measures to avoid or reduce such increases are:

N/A

2. How would the proposal be likely to affect plants, animals, fish or marine life?

No impacts

Proposed measures to protect or conserve plants, animals, fish or marine life are:

None

3. How would the proposal be likely to deplete energy or natural resources?

No new utility services are needed

Proposed measures to protect or conserve energy and natural resources are:

None

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4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands?

No impacts are anticipated

Proposed measures to protect such resources or to avoid or reduce impacts are:

None

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This could improve the transitional buffer by bringing the parking area into compliance with current screening requirements.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Compliance with current applicable development standards.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

No impacts are foreseen

Proposed measures to reduce or respond to such demand(s) are:

None

7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.

No conflicts are foreseen

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 10-28-14

Signature: Dwight Hume

Please Print or Type:

Proponent: Dwight Hume Address: 9101 N Mt. View Lane

Phone: 509 435 3108 Spokane WA 99218

Person completing form (if different from proponent): _____

_____ Address: _____

Phone: _____

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