



Spokane Plan Commission Agenda

May 25, 2016

2:00 PM to 5:00 PM

City Council Chambers

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Plan Commission on any topic not on the agenda

Commission Briefing Session:

2:00 - 2:15	1) Approve May 11, 2016 Meeting Minutes	
	2) City Council/Community Assembly Liaison Reports	
	3) President Report	Dennis Dellwo
	4) Transportation Subcommittee Report	John Dietzman
	5) Secretary Report	Lisa Key

Workshops:

2:15 - 3:00	1) Comp Plan Yearly Amendment (Avista Z1500078COMP)	Kevin Freibott
3:00 - 3:55	2) Comp Plan 2017 Update-Neighborhood Profiles & Chapter 11 Neighborhoods	Kevin Freibott

Hearing:

4:00 – 4:30	1) 6 Year Transportation Program	Brandon Blankenagel
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Adjournment:

1) Next Plan Commission meeting will be on June 8, 2016

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.

City of Spokane

Planning Services
Department



General Application

DESCRIPTION OF PROPOSAL:

Proposed Comprehensive Land Use Plan Map Revision from Residential 15-30 to Light Industrial and Zone Change from RMF to Light Industrial of approximately 2.78 acres.

ADDRESS OF SITE OF PROPOSAL: (if not assigned yet, obtain address from Public Works before submitting application)

Multiple addresses on Crescent Avenue and Ross Court between Center Street and Granite Street.

APPLICANT:

Name: Robin Bekkedahl, Avista Corporation
Address: PO Box 3727 MSC-21, 1411 East Mission Ave., Spokane, WA 99220
Phone (home): **Phone (work):** 509.495.8657
Email address: Robin.Bekkedahl@avistacorp.com

PROPERTY OWNER:

Name: Avista Corporation
Address: PO Box 3727 MSC-21, 1411 East Mission Ave., Spokane, WA 99220
Phone (home): **Phone (work):** 509.495.8657
Email address: Robin.Bekkedahl@avistacorp.com

AGENT:

Name: <Same as Applicant>
Address:
Phone (home): **Phone (work):**
Email address:

ASSESSOR'S PARCEL NUMBERS:

35093.1106-1107, 35093.1201-1212

LEGAL DESCRIPTION OF SITE:

See Attached.

SIZE OF PROPERTY:

Approx. 2.78

LIST SPECIFIC PERMITS REQUESTED IN THIS APPLICATION:

None.

Tom Ekkedahl

☒ Applicant ☒ Property Owner ☐ Property Purchaser ☐ Agent

In the case of discretionary permits (administrative, hearing examiner, landmarks commission or plan commission), if the applicant is not the property owner, the owner must provide the following acknowledgement:

I, _____, owner of the above-described property do hereby authorize _____ to represent me and my interests in all matters regarding this application.

ACKNOWLEDGMENT:

[illegible]

On this _____ day of _____, 20____, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared _____, to me known to be the individual that executed the foregoing instrument and acknowledged the said instrument to be free and his/her free and voluntary act and deed, for the uses and purposes therein mentioned.

Witness my hand and official seal hereto affixed the day and year first above written.

Notary Public in and for the State of Washington,
residing at _____

City of Spokane

Planning Services
Department



Notification Map

Application

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AGENT:

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ASSESSOR'S PARCEL NUMBERS:

35093.1106-1107, 35093.1201-1212

LEGAL DESCRIPTION OF SITE:

See Attached.

SIZE OF PROPERTY:

Approx. 2.78

LIST SPECIFIC PERMITS REQUESTED IN THIS APPLICATION:

None.

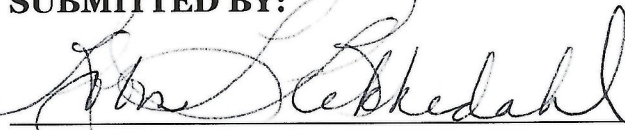
DOES OWNER/APPLICANT OWN PROPERTY ADJACENT TO SUBJECT PROPERTY?
If yes, provide all parcel numbers.

Yes.

35093.2006, 35093.2104-2105, 35093.1404, 35093.2103, 35093.0603-0605, 35093.0607, 35093.0609,
35093.0702-0704, 35093.0708-0709.

I acknowledge, as a part of this application, that I am responsible for all notification requirements as described in SMC 17G.060. for public hearing and community meeting. Copies of these instructions are available from the Planning Services Department or on www.spokaneplanning.org.

SUBMITTED BY:



☒ Applicant ☒ Property Owner ☐ Property Purchaser ☐ Agent



DESCRIPTION OF THE PROPOSED AMENDMENT Please check the appropriate box(es):

- | | |
|---|--|
| <input type="checkbox"/> Comprehensive Plan Text Change | <input type="checkbox"/> Land Use Designation Change |
| <input type="checkbox"/> Regulatory Code Text Change | <input type="checkbox"/> Area-wide Rezone |

Please respond to these questions on a separate piece of paper. Incomplete answers may jeopardize your application's chances of being reviewed during this amendment cycle.

1. Summarize the general nature of the proposed amendment.
2. Why do you feel this change is needed?
3. In what way(s) is your proposal similar to or different from the fundamental concepts contained in comprehensive plan?
4. For text amendments: What goals, policies, regulations or other documents might be changed by your proposal?
5. For map amendments:
 - a. What is the current Land Use designation and zoning for each affected parcel?
 - b. What is the requested Land Use designation and zoning for each affected parcel?
 - c. Describe the land uses surrounding the proposed amendment site(s); e.g., land use type, vacant/occupied, etc.
6. Do you know of any existing studies, plans or other documents that specifically relate to or support your proposal?
7. Why did you decide to pursue a comprehensive plan amendment rather than address your concern through some other aspect of the Planning Services department's work program (e.g., neighborhood planning, public input on new regulations, etc.)?
8. Has there been a previous attempt to address this concern through a comprehensive plan amendment?

☐ Yes ☐ No

If yes, please answer the following questions:

- a. When was the amendment proposal submitted?
- b. Was it submitted as a consistent amendment or an inconsistent amendment?
- c. What were the Plan Commission recommendation and City Council decision at that time?
- d. Describe any ways that this amendment proposal varies from the previously considered version.

**Responses to Questions on the City of Spokane Comprehensive Plan or Land Use Code
Amendment Pre-Application for Avista Comprehensive Plan Change from Residential 15-30 to
Light Industrial**

October, 2015

1. *Avista seeks a comprehensive plan change of property owned by Avista Corporation adjacent to the existing Avista main campus. The proposed comprehensive plan is proposed to change from Residential 15-30 to Light Industrial. Zoning is proposed to change from RMF to Light Industrial. The existing campus has been in operation at its current location since 1955. Avista has acquired all previous single-family dwellings that were located between the higher-intensity uses of Avista's Main Campus and the Riverview Retirement Community. This re-designation and rezone would reflect the ownership boundary and distinct change of use between the Avista campus and Riverview Retirement Community. The area of the proposed rezone is approximately 2.78 acres.*
2. *The Avista Corporate headquarters is currently zoned Light Industrial, which is essential for the long-term operation of the corporate headquarters and supportive uses associated with serving the public. In December of 1979 the Ross Park substation located at 2021 N. Hamlin St. was approved and construction began. Over time this area has developed in a land use more conducive to Light Industrial without impacting adjoining properties. Allowing the approval of the comprehensive plan and zone change will benefit the immediate area and continue the existing partnership Avista has developed with the neighborhood and community. This request is a natural extension of the Avista campus, improves safety, provides a logical boundary of the Light Industrial comprehensive plan and zoning designations, and ensures the Avista campus is compatible with the surrounding land uses. This change will provide a logical boundary and well-defined eastern boundary for the Light Industrial designation instead of one half block zoned low density residential between light industrial and multi-family zoned property.*
3. *This proposal is similar to the fundamental concepts of the comprehensive plan as it provides for a logical boundary between office/industrial uses and residential uses. Avista Corporation provides a vital utility service to residents within the City of Spokane. Uses anticipated within this area are compatible with existing Avista adjacent to this property. By approving the land designation to be changed to Light Industrial allows for "in-fill" of the residential uses that previously were located on the subject property and making provision for a proper buffer between Avista Corporation and Riverview Retirement Community ownerships and uses. This area has a developed street system from North Crescent Drive and Upriver Drive, as well as a developed recreational trail known as the Centennial Trail. Approving a zone change of the properties listed within the application allows for a contiguous, orderly growth that will not impact the area but allows Avista to operate the existing service center in a manner that meets the federal, state, and local regulations.*
4. *N/A*
5.
 - a. *Existing Comp Plan Designation: Residential: 15-30
Proposed Comprehensive Plan Designation: Light Industrial*
 - b. *Existing Zoning Designation: RMF
Proposed Comprehensive Plan Designation: LI*
 - c. *The surrounding land includes the Avista corporate headquarters, including associated uses to the west and south and retirement community to the east.*
6. *A similar proposal was approved for property owned by Avista Corporation immediately south of this proposal several years ago.*
7. *Uses associated with Avista Corporation operations are only allowed within the Light Industrial comprehensive plan category.*

8. *A previous attempt was made to address this request through a comprehensive plan amendment in 2011. The portion of property was removed once the residences requested that their property not be included in the Comp Plan request. The request for the block area was at that time removed from the application before continuing with the process. Avista is now requesting Lots 1-12, Holes Subdivision of Ross Park Addition Block 13, and Lots 6 and 7, Wilkinson Subdivision of a part of Ross Park Addition Block 1, including Crescent Avenue, Center Street, and Ross Court right-of-way adjacent thereto be considered for a Comp Plan and land use amendment change. All located in the Southwest Quarter (SW1/4) of Section 9, Township 25 North, Range 43 East of the Willamette Meridian, in the City of Spokane, Spokane County, State of Washington.*



Comprehensive Plan or Land Use Code Amendment

Application

DESCRIPTION OF THE PROPOSED AMENDMENT Please check the appropriate box(es):

(Inconsistent Amendments will only be processed every other year beginning in 2005.)

- | | |
|---|--|
| <input type="checkbox"/> Comprehensive Plan Text Change | <input type="checkbox"/> Land Use Designation Change |
| <input type="checkbox"/> Regulatory Code Text Change | <input type="checkbox"/> Area-wide Rezone |

Please respond to these questions on a separate piece of paper. Incomplete answers may jeopardize your application's chances of being reviewed during this amendment cycle.

1. General Questions (for all proposals):

- a. Describe the nature of the proposed amendment and explain why the change is necessary.
- b. How will the proposed change provide a substantial benefit to the public?
- c. Is this application consistent or inconsistent with the Comprehensive Plan goals, objectives and policies? Describe and attach a copy of any study, report or data, which has been developed that supports the proposed change and any relevant conclusions. If inconsistent please discuss how the analysis demonstrates that changed conditions have occurred which will necessitate a shift in goals and policies.
- d. Is this application consistent or inconsistent with the goals and policies of state and federal legislation, such as the Growth Management Act (GMA) or environmental regulations? If inconsistent, describe the changed community needs or priorities that justify such an amendment and provide supporting documents, reports or studies.
- e. Is this application consistent with the Countywide Planning Policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the Regional Transportation Improvement District, and official population growth forecasts? If inconsistent please describe the changed regional needs or priorities that justify such an amendment and provide supporting documents, reports or studies.
- f. Are there any infrastructure implications that will require financial commitments reflected in the Six-Year Capital Improvement Plan?
- g. Will this proposal require an amendment to any supporting documents, such as development regulations, Capital Facilities Program, Shoreline Master Program, Downtown Plan, critical areas regulations, any neighborhood planning documents adopted after 2001, or the Parks Plan? If yes, please describe and reference the specific portion of the affected plan, policy or regulation.
- h. If this proposal is to modify an Urban Growth Area (UGA) boundary, please provide a density and population growth trend analysis. Changes to the Urban Growth Area may occur only every five years and when the Board of County Commissioners (BoCC) reviews all UGA's countywide.

2. For Text Amendments:

- a. Please provide a detailed description and explanation of the proposed text amendment. Show proposed edits in “line in/line out” format, with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.
- b. Reference the name of the document as well as the title, chapter and number of the specific goal, policy or regulation proposed to be amended/added.

3. For Map Change Proposals:

- a. Attach a map of the proposed amendment site/area, showing all parcels and parcel numbers.
- b. What is the current land use designation?
- c. What is the requested land use designation?
- d. Describe the land uses surrounding the proposed amendment site (land use type, vacant/occupied, etc.)

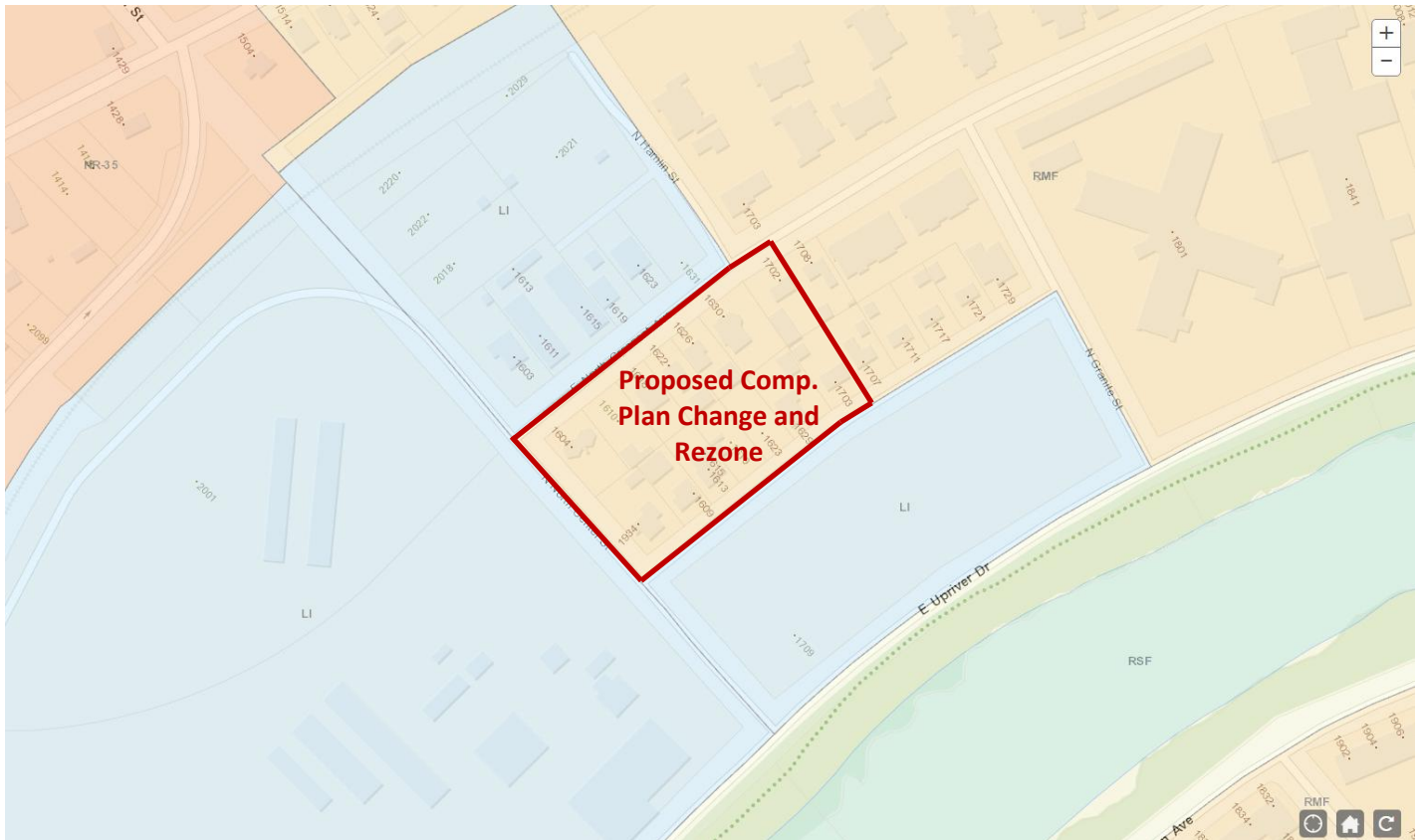
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**Avista Corporation Proposed Comprehensive Plan Amendment from
Residential 15-30 to Light Industrial
And
Zone Change from RMF to LI**



LEGAL DESCRIPTION

Lots 1-12, Holes Subdivision of Ross Park Addition Block 13, and Lots 6 and 7, Wilkinson Subdivision of a part of Ross Park Addition Block 1, including Crescent Avenue, Center Street, and Ross Court right-of-way adjacent thereto.

All located in the Southwest Quarter (SW1/4) of Section 9, Township 25 North, Range 43 East of the Willamette Meridian, in the City of Spokane, Spokane County, State of Washington.

PROPOSED COMPREHENSIVE PLAN MAP AMENDMENT

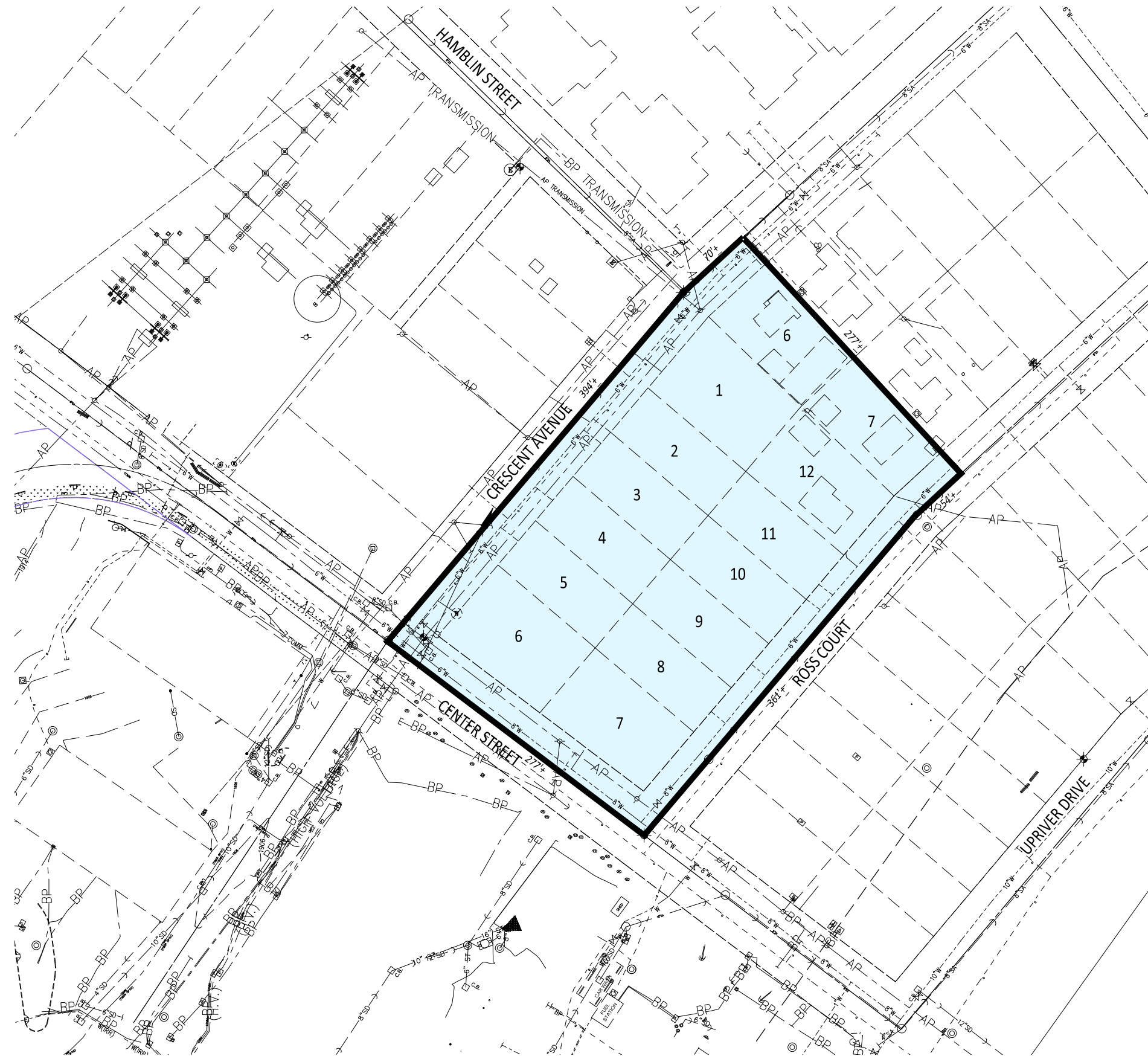
Avista Corporation
P.O. Box 3727 MSC-21
Spokane WA 99220-3727
495-8657 or 495-8074

LEGAL DESCRIPTION

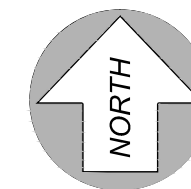
Lots 1-12, Holes Subdivision of Ross Park Addition Block 13, including Crescent Avenue, Center Street, and Ross Court right-of-way adjacent thereto.

Lots 6 and 7, Wilkinson Subdivision of a part of Ross Park Addition Block 1, lying westerly of the centerline of Center Street, as realigned.

All located in the Southwest Quarter (SW1/4) of Section 9, Township 25 North, Range 43 East of the Willamette Meridian, in the City of Spokane, Spokane County, State of Washington.



THIS MAP IS FOR EXHIBIT PURPOSES ONLY AND
DOES NOT CONSTITUTE A PROPERTY BOUNDARY
SURVEY



SCALE
1"=100'

 **Taylor Engineering, Inc.**
106 West Mission Avenue
Spokane, Washington 99201
(509) 328-3371

AVISTA CORPORATION
PROPOSED COMPREHENSIVE PLAN
MAP AMENDMENT

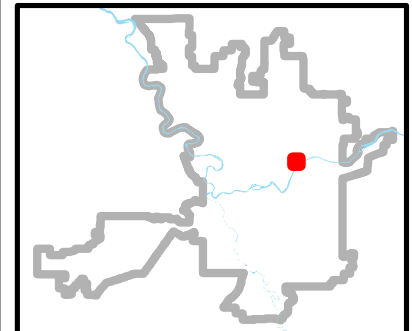
**Comprehensive
Plan Amendment
Z1500078COMP-
Avista Corporation
Proposed Amendment
Parcel with Aerial**

DATE: December 2015
USER: Planning & Development

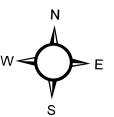
Legend

-  Parcel - Avista Corporation
Z1500078COMP
-  Parcel

Location Map

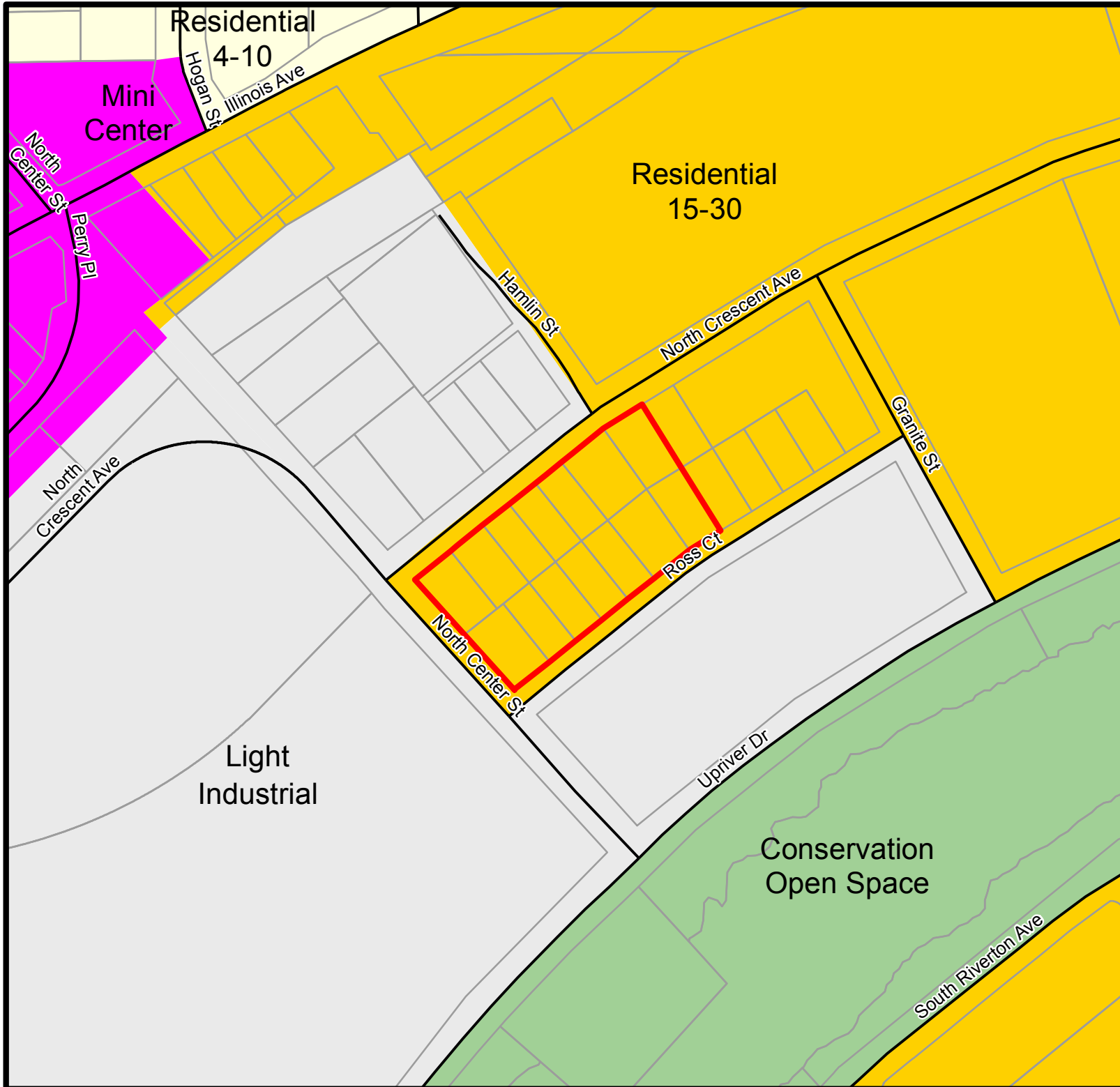


0 75 150 300
Feet



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.





Comprehensive Plan Amendment Z1500078COMP- Avista Corporation Existing Land Use Plan Map

DATE: December 2015
USER: Planning & Development

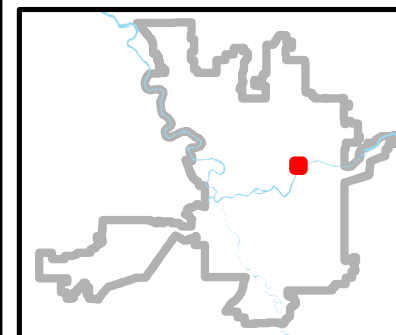
Legend

- Parcel - Avista Corporation Z1500078COMP
- Parcel

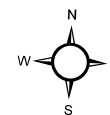
Existing Landuse Plan

- Conservation Open Space
- Residential 4-10
- Residential 15-30
- Mini Center
- Light Industrial

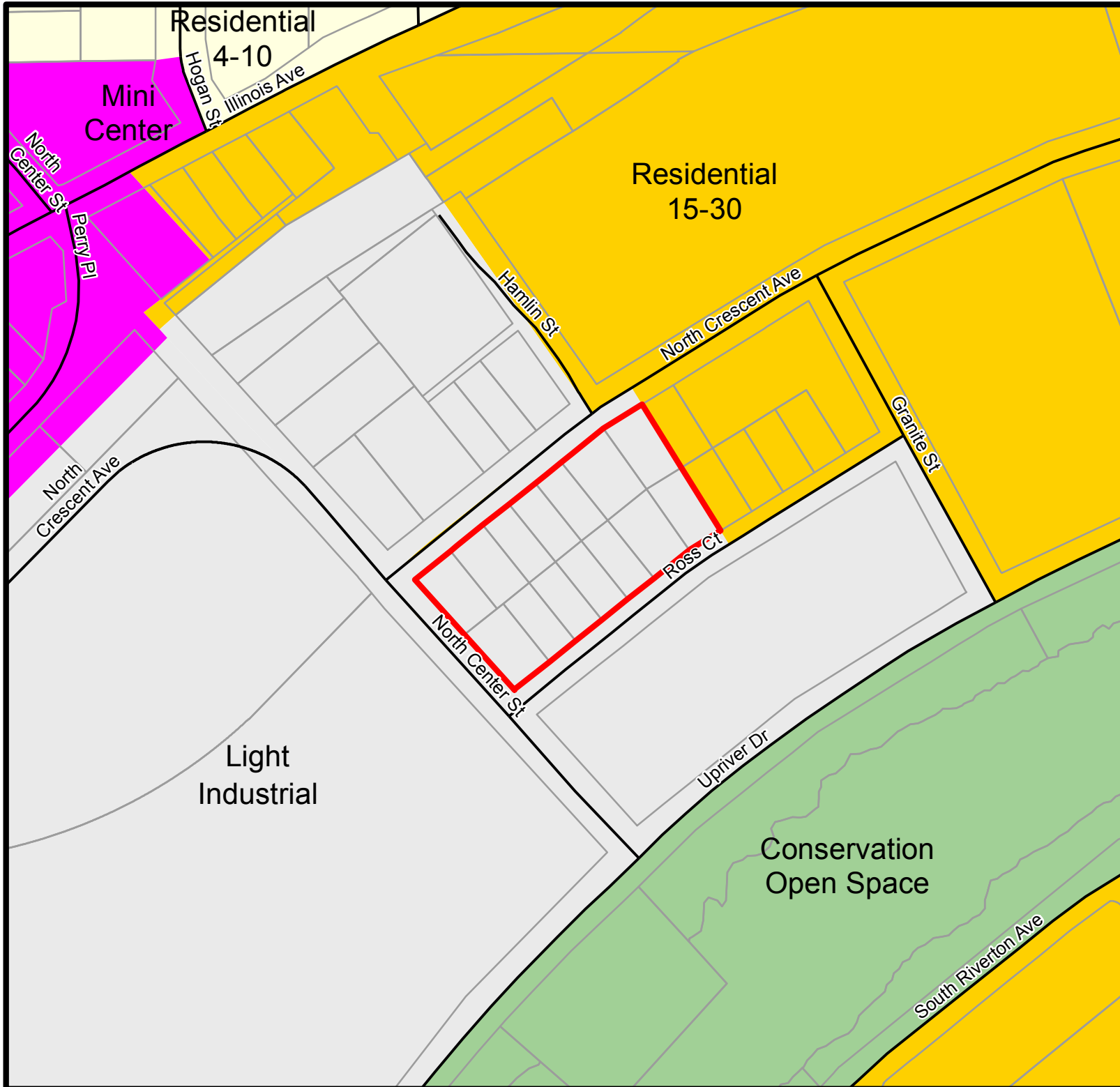
Location Map



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Comprehensive Plan Amendment Z1500078COMP- Avista Corporation Exhibit A - Proposed Land Use Plan Map

DATE: December 2015
USER: Planning & Development

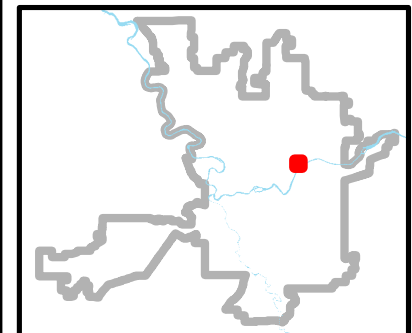
Legend

- Parcel - Avista Corporation Z1500078COMP
- Parcel

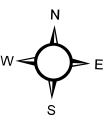
Proposed Landuse Plan

- Conservation Open Space
- Residential 4-10
- Residential 15-30
- Mini Center
- Light Industrial

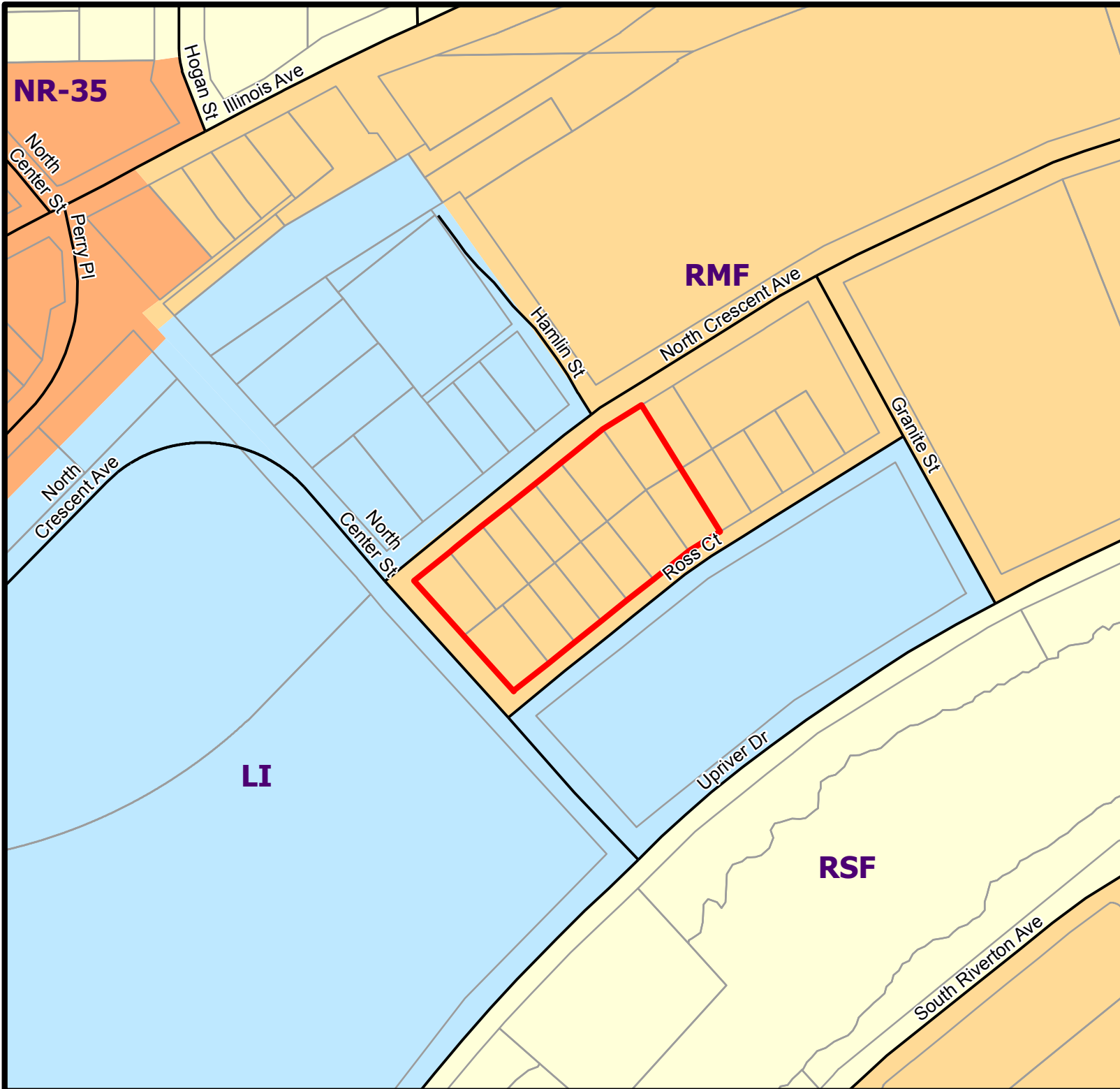
Location Map



0 75 150 300
Feet









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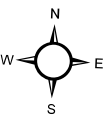
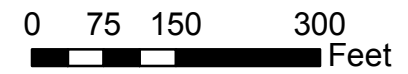
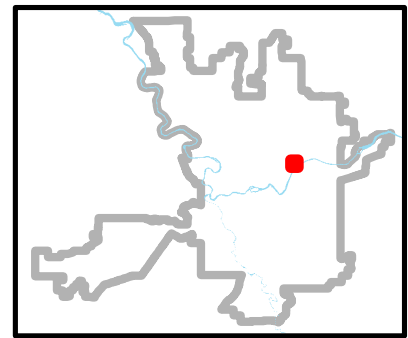
Comprehensive Plan Amendment Z1500078COMP- Avista Corporation Existing Zoning Map

DATE: December 2015
USER: Planning & Development

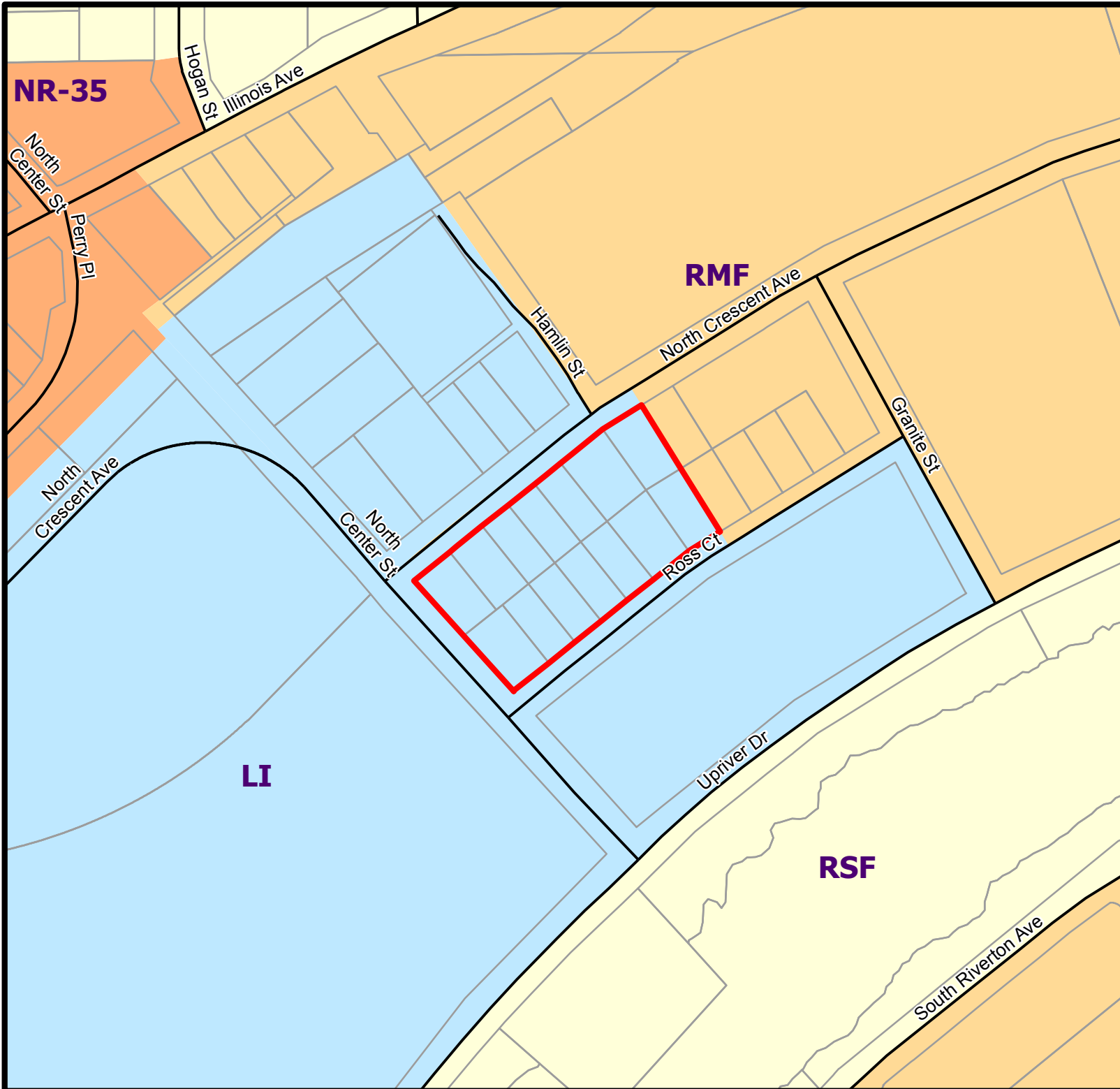
Legend

-  Parcel - Avista Corporation Z1500078COMP
-  Parcel
- Existing Zoning**
 -  Light Industrial
 -  Neighborhood Retail
 -  Residential Multifamily
 -  Residential Single-Family

Location Map




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Comprehensive Plan Amendment Z1500078COMP- Avista Corporation Exhibit B - Proposed Zoning Map


DATE: December 2015
USER: Planning & Development


Legend


 Parcel - Avista Corporation Z1500078COMP


 Parcel

Proposed Zoning

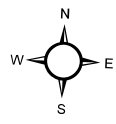
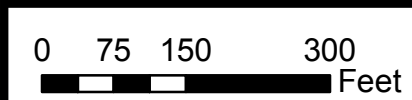
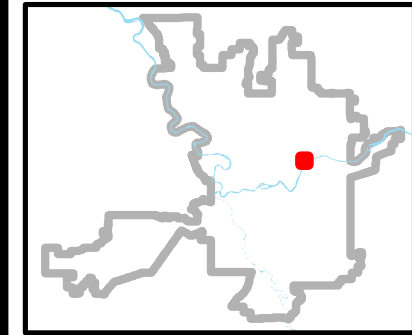
 Light Industrial

 Neighborhood Retail

 Residential Multifamily

 Residential Single-Family

Location Map



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May 25, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part I

Cover Letter

May 18, 2016

Information for May 25, 2016 Plan Commission Workshop on Comprehensive Plan Update

Dear Plan Commission Members:

As you are aware, the City is working on the eight-year periodic review and update to the City's Comprehensive Plan. Staff reviewed all of the chapters beginning in 2013 and again this year. This update is not a re-write of the Plan, but rather, a streamlining of the document through a process to shorten the amount of unnecessary discussion or explanation; clarify policy where needed; update any pertinent data, numbers, and facts; and eliminate redundant policies where warranted.

The City is on a state-mandated timeline to complete this update by June 30, 2017. Moving forward after adoption of this update, and as the City nears its 20-year anniversary of the Plan in 2021, the City's goal is to tackle some of the larger, substantive issues in the Comprehensive Plan that have not been addressed in this update due to time and resource constraints. The Land Use and Capital Facilities Chapters, in particular, warrant in-depth analyses to see what is working (or not) and to determine if changes are needed in order to meet the Plan's visions and goals. Staff will include future strategic actions for implementation in this 2017 updated plan - items that need much more public discussion and work than this current update allows. We will be gathering ideas over the remainder of this year on what items should be included in the list of future work. Please keep this in mind as we progress through the chapter reviews. Due to our strict timeline, substantive items that you and others believe should be addressed will more than likely go onto the docket of strategic action items for future consideration and work.

The following are general guidelines used during the review and editing process:

- This is an update, not a re-write.
- Introductions should be short and to the point.
- Individual chapter references to GMA Goals & Requirements and Countywide Planning Policies were moved to an appendix.
- References to the 2001 Horizon's Process (the six-year citizen participation process for the Plan) were replaced with references to citizen participation efforts because people may not recognize the name of this planning effort anymore.
- Streamline the document by removing redundant and duplicative language.
- Clarify goal or policy language when not easily understood.
- Shorten discussion sections where possible to make them easier to read.

Items not addressed:

- The "Visions & Values" sections of the chapters were not amended during this process.
- Goals and policies were generally not removed unless duplicative or no longer relevant. In some cases, they were simply moved to another part of the chapter. If they were removed, a comment box has been included to indicate why.

How to read the draft chapters:

- Prior to a scheduled workshop on a particular chapter or chapters, staff will send you two versions of each chapter to be reviewed. One version shows the "track changes," with new

additions or items that have been moved from another location underlined in red. Items that have been removed or moved to another location will be crossed out in red. The second version is a “clean” reformatted copy.

- Red text boxes contain comments for discussion purposes. They will not to be part of the final document.
- If no comment box exists, the changes are minor in nature.

May 25, 2016 Workshop Items

1. Draft Neighborhoods Chapter Review

Attached you will find the Draft Neighborhoods Chapter for review at your upcoming workshop on May 25. This is the first of several chapters that you will be reviewing over the next several months. In addition to staff review, focus groups were formed in 2013 to help staff review and edit six of the chapters. The Neighborhoods Chapter is one of those that received focus group review. Substantive changes to the chapter are rare; a few new goals or policies have been added with focus group input. I have attached a list of the focus group participants.

2. Neighborhood Profiles Review

In addition to the Draft Neighborhoods Chapter, we will discuss the profile process and outcomes. In 2015, each of our 28 neighborhood councils developed a neighborhood profile that showcases the unique characteristics and attributes of the neighborhood. These profiles include the history, life, treasures, physical features, tales, events, and activities that residents love about their neighborhoods. Together, they will serve as a guide to educate visitors about the opportunities for quality living within the city. I have attached one neighborhood council profile from each City Council District so that you can get a feel for their purpose and format: **District 1 – Logan, District 2 – Rockwood, and District 3 – North Hill**. The others are just as spectacular but I don’t have an easy way to send you all 28, so they are available for your viewing on our website at XXX.

Thank you all. See you on May 25.

Jo Anne Wright, AICP
Comprehensive Plan, Neighborhoods, and Codes Team Manager



Part II

Document:
Tracked Changes

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11.1 INTRODUCTION

The Future of Spokane's Neighborhoods

The neighborhoods chapter contains goals and policies that set the direction for citywide neighborhood growth and development. They establish basic principles that apply to all neighborhoods, ensuring an overall growth pattern that represents the interests and desires of the entire community.

~~The Neighborhood Planning Process section establishes the process for neighborhood planning after the comprehensive plan is adopted. Neighborhood planning is an important community process in the City of Spokane that will serve to fulfill the vision of the comprehensive plan while ensuring that neighborhoods continue to be the foundation of a strong community. To one degree or another, neighborhood planning has been present in Spokane over the past twenty years. While many of the complex issues and opportunities facing the city can be effectively addressed at a citywide level, others need more specific solutions. In addition, neighborhoods may face issues and opportunities different from other parts of the city. Neighborhood planning will help to address individual neighborhood issues and opportunities in order to maintain and enhance the City of Spokane's quality of life. Although the city will be conducting neighborhood planning activities, the city is not committed to recreating neighborhood specific plans per se. The city will be conducting neighborhood planning activities that implement the comprehensive plan through center planning, resolve joint planning issues in the city's unincorporated urban growth area, and address issues and opportunities identified by neighborhoods in an assessment process.~~

The Focus Group decided to remove discussion of the Neighborhood Planning Process because it is not a policy but rather an activity that is implemented through a separate process and subject to City Council funding. See N8 below.

Policies pertaining to neighborhood design and preservation are included in Chapter 8, Urban Design and Historic Preservation, DP 6, Neighborhood Qualities, and DP 7, Local Determination. Policies pertaining to land use can be found in Chapter 3, Land Use, LU 3.2, Centers and Corridors, LU 3.3, Planned Neighborhood Centers, LU 3.4, Planning for Centers and Corridors, and LU 3.5 Mix of Uses in Centers.

~~See the Draft Comprehensive Plan/EIS, Volume 2, Chapter 25, "Neighborhood Planning," for additional information on the history of neighborhood planning in the City of Spokane; also see Map N-1, "Community Development Neighborhoods" and Map N-2, "Neighborhood Councils."~~

References to the EIS were removed for streamlining purposes. The EIS remains as an appendix to the Comprehensive Plan.

Shaping the Future

~~In planning for the future of Spokane's neighborhoods, the overall objective of citizens participating in the Horizons comprehensive planning process was to find ways to improve and maintain the quality of life in the city's neighborhoods. Participants expressed several key issues of concern about today's neighborhoods and spent many hours discussing solutions. These issues and solutions greatly influenced the content of the plan and shaped the proposed directives for Spokane's future growth. These directives—the vision, values, goals, and policies of the neighborhoods element of the plan—provide guidance for decision-makers on the way neighborhoods will grow on a citywide level.~~

Key Issues and Solutions



Low-density development and segregated land uses have shaped the city's urban and suburban growth patterns for the past several decades. Problems of increased traffic congestion, air pollution, overburdened public facilities, increased housing and infrastructure costs, loss of open space, and loss of other valued community resources are typically associated with such patterns. Presently, the ability to walk or bicycle to daily destinations is not an option in most neighborhoods.

Designing neighborhoods that make it easier for people to walk or bicycle to shops and services is one solution for making city neighborhoods desirable living environments. A compact mix of retail, business, and residential activity in

neighborhood centers reduces the need for an automobile and reverses the growing problems of sprawl. As a result, fuel is conserved, less pollution is created, and communication between neighbors flourishes.

Furthermore, diverse housing within centers and corridors provides choices for singles, families, and the growing empty-nester and elderly populations. A network of sidewalks, paths, and transit linkages within

and between neighborhoods enables neighbors to connect with each other and the larger community.



To ensure the compatibility of existing neighborhood character with new development, neighborhood planning includes design guidelines and review. Neighborhood citizens and businesses will participate in decisions affecting neighborhood physical, economic, and social development and will work with other neighborhoods to ensure that visions and plans do not conflict. Spokane will be defined as a city of neighborhoods with an interwoven design plan and policies. The health, safety, and welfare of the larger community will always be paramount to

neighborhood decision-making.

This chapter's goals and policies are intended to enable Spokane to be a cohesive network of individual neighborhoods by providing residents with a wide range of choices of housing locations and options; the preservation of distinctive neighborhood character; attractive and safe streetscapes; transportation options; quality schools; inviting gathering places; proximity to a variety of public services; cultural, social, recreational, and entertainment opportunities; and finally, a sense of place and community – a city citizens can proudly call home – a city of neighborhoods. ÷

- ◆ A wide range of choices of housing locations and options
- ◆ The preservation of distinctive neighborhood character
- ◆ Attractive and safe streetscapes
- ◆ Transportation options
- ◆ Quality schools
- ◆ Inviting gathering places
- ◆ Proximity to a variety of public services
- ◆ Cultural, social, recreational, and entertainment opportunities
- ◆ A sense of place and community
- ◆ A city we proudly call home

This list was incorporated into the paragraph above and some items are discussed in other chapters of the Comprehensive Plan.

A City of Neighborhoods

~~11.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES~~

~~GMA Neighborhoods Planning Goals (RCW 36.70A.020)~~

~~While neighborhoods is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the GMA's provision for optional elements (RCW 36.70A.080). The neighborhoods chapter addresses a range of principles for neighborhood growth identified by the citizens who participated in the Spokane Horizons planning process. These principles are incorporated into the neighborhoods' goals and policies, most of which support or relate to several of the broader goals of the GMA. The chapter contains goals and policies relating to the GMA goals of: (Goal 1) Reduce Sprawl, (Goal 3) Transportation, (Goal 4) Housing, (Goal 9) Open Space and Recreation, (Goal 10) Environment, (Goal 11) Citizen Participation and Coordination, (Goal 12) Public Facilities and Services, and (Goal 13) Historic Preservation. Refer to the Growth Management Act, RCW 36.70A.020, Planning Goals, for a description of each goal.~~

For all chapters, the GMA Goal and Requirements and Countywide Planning Policies have been moved to an appendix.

~~Countywide Planning Policies~~

~~The neighborhoods chapter also addresses the protection of neighborhood character, one of the principles from the "Statement of Principles," which introduces the Countywide Planning Policies (CWPPs). These principles, identified by the Steering Committee of Elected Officials, embody the overall tone and viewpoint of the policies.~~

~~In addition, the neighborhoods chapter contains policies relating to the CWPP topics of Promotion of Contiguous and Orderly Development and Provision of Urban Services, Parks and Open Space, Transportation, Siting of Essential Public Facilities, Affordable Housing, and Economic Development. Refer to the Countywide Planning Policies and Environmental Analysis for Spokane County for the full content of each policy, adopted December 22, 1994.~~

11.23 VISION AND VALUES

Spokane ~~volunteers working to develop the 2001 Comprehensive Plan~~ ~~Horizons~~ ~~volunteers~~ identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

~~Neighborhoods are sub-districts of the community and identify, create, promote, protect, and respect integration of the total community, service needs, and operations.~~

Vision

"Spokane's neighborhoods will be safe, inclusive, diverse, and livable with a variety of compatible services. Existing neighborhoods will be preserved or enhanced and new distinctive neighborhoods, including the downtown area, will be established so that a sense of community is promoted."

Values

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

- ◆ Preserving or enhancing older neighborhoods that make Spokane unique.
- ◆ Developing new neighborhoods that have individual character and identity.
- ◆ Encouraging the development of neighborhoods that feel like small towns, that provide a variety of compatible services, and that have schools and community centers.
- ◆ Preserving or enhancing inner city neighborhoods.
- ◆ Recognizing downtown Spokane as a mixed-use neighborhood with a diversity of housing.
- ◆ Ensuring safe, relaxing, attractive, livable, enjoyable, economically diverse neighborhoods."

All references to the "Horizons" process were deleted throughout the chapter, given the length of time that has elapsed since that process occurred – reducing the name recognition. The Comprehensive Plan now references the efforts of volunteers, including those that helped with "Horizons."

The Visions and Values of the "Horizons" process remain virtually untouched.

11.34 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 25, Neighborhoods.



N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: ~~Recognize~~**Promote** downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

Policies

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

Discussion: Enhancing downtown Spokane as a vital and desirable neighborhood in which to live attracts a diverse and stable resident population. The vitality of the downtown neighborhood is key to the success of preserving the quality of life in city neighborhoods, particularly those neighborhoods that are close to the city core. Healthy neighborhoods provide the downtown area with a market support base for its retail, services, restaurants, and entertainment sectors.



N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ~~e~~nsure the city's residential quality, cultural opportunities, and economic vitality.

Policies

N 2.1 Neighborhood Quality of Life

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

This is a new policy developed during the Focus Group process in order to highlight the importance of neighborhood quality of life.

Discussion: Spokane enjoys a rich variety of living opportunities within its individual neighborhoods, each with its unique character. Maintaining and enhancing our neighborhood assets is key to providing stability within neighborhoods and Spokane citizens with a prolonged sense of pride.

~~N 2.1-2 Mixed-Use~~ Neighborhood Centers

Develop ~~a~~ neighborhoods ~~infrastructure~~ that enables citizens to live, work, shop, socialize, and receive other essential services within their own neighborhood.

Discussion: Mixed-use neighborhood centers in designated areas throughout the city ~~will~~ provide neighborhood services as well as economic and cultural opportunities that are centrally

located, easily accessible, and affordable. A center might include an elementary school, community center, church, small grocery store, laundromat, barber, delicatessen, and other neighborhood-scale services. A center will be within walking and bicycling distance of most neighborhood residents, preferably within a half mile.

This discussion was removed because it is already included in the Land Use Chapter.

Within the hierarchy of centers, neighborhood centers should serve a single neighborhood whereas district centers should serve several nearby neighborhoods, as well as the people living near the center itself. The range of available services, as well as the scale of the service offered, is broader in a district center than a neighborhood center. Thus, the character of the available service depends not only on the needs of the particular neighborhood(s) but also on the type of center.

N 2.23 Special Needs

Provide neighborhood-based services that address special needs and that are in proximity to public transit routes so as to be accessed easily by local residents. Ensure that neighborhood-based services are available for special needs and located in proximity to public transit routes in order to be accessible to local residents.



Discussion: ~~Special needs services include adult day care, child care, long-term elderly care, special needs housing, and transitional housing. Special needs services can include child/adult care services, long-term care for special needs, special needs housing, and other related services which recognize self-direction and participation by all residents and/or recipients of the services.~~

~~N 2.3 Neighborhood Redevelopment~~

~~Identify specific areas in neighborhoods where redevelopment is appropriate, and program the manner in which those changes are to occur, consistent with the neighborhood planning process.~~

This policy was deleted by the focus group because the process of neighborhood planning is continually changing.

N 2.4 Neighborhood Improvement

Encourage revitalization ~~rehabilitation~~ and improvement programs to conserve and upgrade existing properties and buildings.

Discussion: ~~Neighborhood citizen groups should focus on home and neighborhood maintenance and improvement through the neighborhood planning process. To stimulate property owners to maintain or improve their properties, the city should fund improvement programs for inadequate or deteriorating parks, streets, utilities, libraries, community centers, and other public facilities, particularly in older areas.~~



N 2.5 Neighborhood Arts

Devote space in all neighborhoods downtown Spokane and neighborhoods for public art, including sculptures, murals, special sites, and facilities.

Discussion: ~~Examples of public art space include artist gallery/market places, art studios where artists both live and work (live-work space), "arts incubator" projects, and sculptural or architectural entrances to neighborhoods, airports, and downtown areas.~~

N 2.6 Housing Options

~~Provide a variety of housing options within neighborhoods to attract and retain neighborhood residents, consistent with the neighborhood planning process.~~

~~**Discussion:** A mixture of low, moderate, and high income housing should be available within the neighborhood or neighborhood center.~~

~~Various types of housing that provide lifestyle choices for our diverse population should also be available. Apartments, condominiums, townhouses, rowhouses, duplexes, and single family homes are examples of housing options.~~

~~The housing in downtown Spokane primarily consists of multifamily units targeted for low-income and elderly occupancy. While it is important to continue to meet the needs of the low-income and elderly, downtown Spokane can also benefit from meeting the housing needs of a wide range of consumers, from affordable, below market rate housing to luxury units. Other downtown areas across the nation have discovered a demand for market rate units, particularly with young professionals and empty nesters. Increasing the number and diversity of downtown residents helps to support retail and neighborhoods services and generates day and night activity in downtown Spokane.~~

This policy was deleted by the focus group because the Downtown Plan already covers part of it (second paragraph) and it was redundant with the Housing Chapter (See Goal H2 and its associated policies).



N 3 NEIGHBORHOOD FACILITIES

Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.

Policies

N 3.1 Multipurpose Use of Neighborhood Buildings

Work with neighborhoods to develop a ~~strategy plan~~ for the multipurpose use of existing structures and the extension of services within neighborhoods for neighborhood activities.

Discussion: Rather than constructing new buildings for neighborhood services and activities, the city should make better use of existing buildings and parks. The city should extend facility hours, hire additional staff, or provide the opportunity for neighborhood volunteers to staff the facilities. The City of Spokane and neighborhoods can also partner with private resources to acquire needed space for neighborhood activities such as performances, exhibitions, classes, and neighborhood meetings.



N 3.2 Major Facilities

Use the siting process outlined under “Adequate Public Lands and Facilities” (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils ~~and/or interest-specific steering~~ committees to explore mitigation measures, public amenity enhancements, and alternative locations.-

Steering Committees are no longer separate committees in some neighborhoods.

Discussion: Traffic and noise are just two negative impacts of locating a major facility within a neighborhood. The city needs to examine the benefits of centralizing these large facilities so that

neighborhoods are not negatively impacted. The city can look to mitigation measures or a public amenity in exchange for major facility siting. In addition, the fact that property is city-owned is not a sufficient reason for choosing a site for a large facility, and alternative locations should be explored. The Land Use Policy 6.11, “Siting Essential Public Facilities,” ~~describes outlines the a~~ siting process ~~contained in the “Spokane County Regional Siting Process for Essential Public Facilities.” that supplements the model siting process described in the Growth Management Siting of Essential Public Facilities Technical Committee Report.~~ This process should also be applied to siting decisions relative to essential public facilities of a local nature within neighborhoods, such as libraries, schools, and community centers.



N 4 TRAFFIC AND CIRCULATION

Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

Policies

N 4.1 Neighborhood Traffic Impact

Consider impacts to neighborhoods when planning the city transportation network.

Discussion: City growth has impacted many older, established neighborhoods, particularly those that are close to the city core. The primary impact to these established neighborhoods is from traffic passing through them from new developments. Streets are often widened to accommodate the additional traffic, which produces more traffic, air pollution, and safety concerns.

N 4.2 Neighborhood Streets

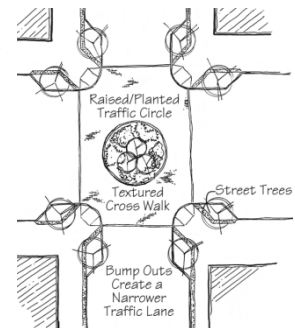
Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

Discussion: Though designed to increase convenience to outlying housing, the addition of major arterials is compromising older neighborhoods. In addition to increasing traffic congestion, reducing air quality, and posing safety hazards, arterials that pass through neighborhoods physically divide, disrupt, and diminish the character and social fabric of the neighborhood.

N 4.3 Traffic Patterns

Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

Discussion: When arterials become congested, drivers look for alternative routes and often use neighborhood streets for short-cuts. This habit has increased the volume of automobile traffic in city neighborhoods and has caused increased safety, noise, and air pollution concerns for neighborhood residents. To help deter the inappropriate use of neighborhood streets by non-neighborhood traffic, the city should take steps to alter traffic patterns and redesign neighborhood streets by implementing a program that includes large street trees, bicycle lanes, sidewalks, traffic circles, stop signs, and narrower streets.



N 4.4 Neighborhood Business Traffic

Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.

Discussion: Neighborhood businesses should be of the size and type to fit neighborhood character and to serve the needs of neighborhood residents. Larger businesses within

neighborhoods often attract community and regional traffic. By limiting the size of businesses within neighborhoods, fewer trips are generated through the neighborhood by non-local traffic.

N 4.5 Multimodal Transportation

Promote *a variety alternative forms of transportation options to reduce automobile dependency and neighborhood traffic.*

Discussion: To reduce automobile dependency and neighborhood traffic, the city should promote a variety of transportation options, such as ride-sharing, walking, bicycling, or riding the bus. This can be accomplished by such means as encouraging trip reduction programs for businesses, enabling the development of neighborhood centers so that neighborhood residents can walk or bicycle for daily service needs, and designing pedestrian-friendly streets and neighborhoods.



Some neighborhoods have essential public facilities that draw a large amount of traffic from outside of the neighborhood. Measures to help alleviate this traffic include satellite parking on the periphery of the neighborhood, enhanced transit service, or shuttle and van service.

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

~~N 4.7 Transit Access~~

~~Encourage the transit authority to increase transit accessibility.~~

Discussion: ~~Mobility and accessibility within neighborhoods can be increased by making transit more convenient. Suggested methods include more bus stops in neighborhoods, improved schedules, shorter commute times, cross-city routes, and more express routes. Shelters and stops should be well illuminated and have benches and adequate route information. Satellite sites (off-site connecting stations) and more park-and-ride lots are additional ways to make transit more user-friendly and inviting.~~

Policies 4.7 and 4.8 will be addressed in the new Transportation chapter (LINK Spokane).

~~N 4.8 Transportation Services~~

~~Work with the Spokane Transit Authority or other transit carriers to augment the bus system through the use of small van services (paratransit) within and between neighborhoods.~~

The Focus Group removed this policy because it is the responsibility of STA to provide transit services.

~~N 4.9 Funding Programs for Neighborhood Transportation~~

~~Work with neighborhoods to explore funding programs for neighborhood-based transportation for residents who do not drive.~~

This policy was deleted by the focus group because transportation funding is not under the purview of neighborhood planning and is better addressed in the Transportation chapter.

N 4.10 Pedestrian Design

Design neighborhoods for pedestrians.

Discussion: Neighborhoods become more stable, desirable living environments through the use of basic community building design principles that include more transportation options, convenience, safety, social interaction, and aesthetically pleasing streetscapes.



~~Neighborhoods that possess these qualities provide a sense of place and community for neighborhood residents. Pedestrian-friendly neighborhoods can be created through the use of parking strips, street trees, sidewalks, pedestrian and bicycle paths, pedestrian malls, landscaping, traffic calming devices, rear parking for businesses, screened or underground parking for multifamily housing, and systems routing traffic away from neighborhoods.~~

N 4.**811** Sidewalk Program

Develop a sidewalk program to maintain, repair or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods, concurrent with development.

~~N 4.12 Pedestrian Buffer Strips~~

~~Require that sidewalks be separated from the street by a pedestrian buffer strip on all new or redeveloped streets to provide a safe place to walk.~~

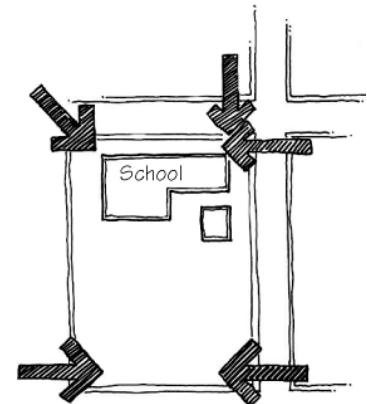
This is already addressed in Chapter 3, Land Use, and Chapter 4, Transportation.

~~**Discussion:** New or redeveloped neighborhoods should be required to incorporate pedestrian buffer strips along sidewalks in order to provide a buffer between the sidewalk and street. Buffer strips protect pedestrians from street traffic and also serve as areas where snow can be plowed during the winter months rather than being plowed directly onto sidewalks, which impedes walking. The city will work with neighborhoods that do not have separated sidewalks to help them develop a sidewalk snow removal program.~~

N 4.**913** Pedestrian Safety

Design neighborhoods for pedestrian safety.

Discussion: Pedestrian safety can be achieved through such means as adequate pedestrian lighting and landscape design, sidewalk systems, pathways, building access that is visible from the street, and open views.



N 4.1**04** School Walking and Bus Routes

Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the highest degree of most pedestrian safety.



N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

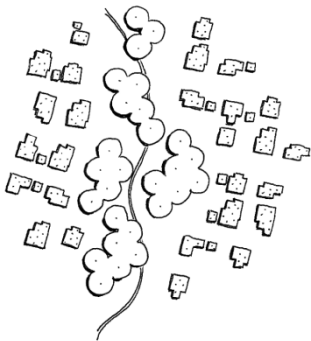
Policies

N 5.1 Future Parks Planning

Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing strategiesplans that meet the level of service standards for neighborhood parks and/or open spaceneighborhood squares.

Discussion: Parks, squares, or other open space within neighborhoods provide neighborhood families with areas for recreation and gives neighbors the opportunity to gather and socialize, reinforcing a sense of home and community. A public-private collaboration to find supplemental funding for parks on an individual neighborhood basis is a possible way to ensure that

neighborhoods have adequate open space. Another ~~possible~~ use of open space is for the development of community gardens, which can also serve as a tool for developing a sense of community.



N 5.2 Parks and Squares in Neighborhood Centers

Include a park and/or square in each neighborhood center.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and

bicycle paths.

Discussion: Linking neighborhoods allows for reduced automobile use and increased opportunities for alternative forms of transportation.



N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

Policies

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods ~~through neighborhood planning that considers environmental impacts from development.~~

Discussion: Efforts must continue to be made to preserve the environment when introducing new projects into established neighborhoods, when developing new neighborhoods, and as a daily exercise in maintaining a clean living environment for health, safety, and aesthetic purposes. ~~Clean air and water, energy conservation, adequate public facilities and utilities, city services, open space, clean yards and streets, well-preserved and maintained housing, and an efficient, multimodal transportation system are just some of the requirements for sustaining a healthy environment.~~

The Focus Group removed part of the discussion because it is already covered by SEPA.

N 6.2 Code Enforcement

Enforce the city codes for public nuisances impacting neighborhood properties.

Discussion: It is the duty of local government to pursue compliance with codes with a. ~~Assess the Code Enforcement budget to determine the potential for self-funding of an expanded, proactive code enforcement program.~~

See Policy LGC 76.1, Enforcement of Land Use and Development Codes. *Refer to the Spokane Municipal Code, Section 10.08.010, "Litter and Rubbish," and Section 10.08.030, "Nuisance," for applicable regulations.*

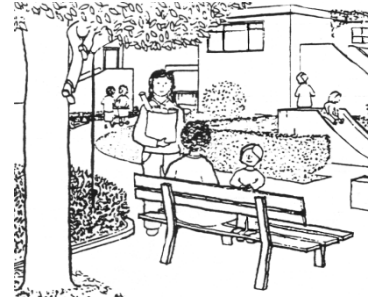
N 6.3 Open Space and Nature Corridors

Identify and protect nature and wildlife corridors within and between neighborhoods.

N 6.4 Maintenance of City Property

Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.

Discussion: It is imperative that the city maintains its property within neighborhoods at a level that serves as a good example to citizens. Properly caring for city property protects the health, safety, and welfare of its citizens while improving aesthetic values and quality of life.



N 7 SOCIAL CONDITIONS

Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

Policies

N 7.1 Gathering Places

Increase the number of public gathering places within neighborhoods.-

Discussion: Increasing the number of public gathering places in neighborhoods encourages neighborhood socialization, resulting in a more cohesive and safe neighborhood. A park, plaza, or a favorite retail establishment within a mixed-use neighborhood center can serve as a gathering place. Sites outside a center, such as a neighborhood ~~poeket~~ park, church, or community center, ~~or fire station~~ are also suitable for neighborhood meetings and social gatherings.

The Focus Group added the word “public” to this policy in order to ensure that these places would be open to the general public.

N 7.2 City Hall Outreach

Encourage City Hall outreach efforts in neighborhoods.

Discussion: Outreach efforts might include such activities as providing neighborhoods with public information regarding neighborhood and city announcements, newsletters, or other information. The city will work with neighborhoods to determine the need, if any, and the preferred venue for outreach activities.

N 8 NEIGHBORHOOD PLANNING PROCESS

~~The city is committed to neighborhood-based planning. Although the city will be conducting neighborhood planning activities, the city is not committed to recreating neighborhood-specific plans per se. The city will be conducting neighborhood planning activities that implement the comprehensive plan through center planning, resolve joint planning issues in the city’s unincorporated urban growth areas, and address issues and opportunities identified by neighborhoods in an assessment process.~~

The Focus Group decided to remove discussion of the Neighborhood Planning Process because it is not a policy but rather an activity that is implemented through a separate process and subject to City Council funding.

~~Neighborhood planning is defined as any planning activity conducted in the city’s Urban Growth Area (UGA) that implements or is more focused and detailed than the comprehensive plan. Examples of neighborhood planning may include center and corridor planning, downtown or district planning, developing design guidelines that address the unique character of historic neighborhoods, developing neighborhood operational plans or programs, and developing new neighborhood plans in the city’s unincorporated UGA. Neighborhood planning shall be conducted within the framework of the comprehensive plan, and further, the Growth Management Act requires that these plans be consistent with the comprehensive plan. The neighborhood planning processes within the city neighborhoods and the neighborhoods within the city’s UGA shall be consistent. Neighborhood planning for city neighborhoods~~

~~will be conducted collaboratively between the city neighborhood councils, the City of Spokane Planning Services Department, and the City of Spokane Neighborhood Services Department.~~

~~For those neighborhoods outside of the city but within the city's UGA, the Spokane County Planning Department and the Neighborhood Alliance will also collaborate on the planning process. Neighborhood planning documents directing growth and development are an official part of the comprehensive plan.~~

~~Immediately following adoption of the comprehensive plan, the city will simultaneously conduct neighborhood assessments; discussions among the city, the county and unincorporated urban growth area neighborhoods regarding joint planning; and center and corridor planning pilot projects, if warranted. Following these activities, the city will focus on planning for centers/corridors and neighborhood planning activities identified as a result of the assessments. The city is committed to providing the necessary resources to implement this neighborhood planning process.~~

Goal: Ensure a sense of identity and belonging for each neighborhoods throughout the city and the city's Urban Growth Area ~~by developing through~~ a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.

Policies

N 8.1 Inclusive Neighborhood Planning

~~Establish an inclusive planning process in which~~ Ensure that neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.

Discussion: The City of Spokane Planning and Development Services, Office of Neighborhood Services, Community Assembly, and Neighborhood Councils will participate in community outreach efforts to help ensure neighborhood representation during neighborhood planning. Sufficient resources will be used in the process to allow accessible, full and fair participation by citizens, making special efforts to accommodate participation by everyone.

N 8.2 Neighborhood Planning Process

~~Establish a collaborative~~ Ensure that the neighborhood planning process ~~that~~ carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.-

Discussion: While many of the complex issues and opportunities facing the city can be effectively addressed at a citywide level, others need more specific solutions. In addition, neighborhoods may face issues and opportunities different from other parts of the city. Neighborhood planning helps to address individual neighborhood issues and opportunities in order to maintain and enhance the City of Spokane's quality of life.

The discussion here was originally in the chapter introduction, but the Focus Group felt it was better included here.

~~The City is committed to continuing its long tradition of neighborhood planning activities that implement the comprehensive plan, even though the planning process is not static – it evolves over time to reflect both the need for additional neighborhood planning and city resources. Development of the neighborhood planning process is ongoing. The city will continue to coordinate with the Spokane County Planning Department, the Community Assembly, the Joint-Task Group of the Community Assembly and the Alliance of Spokane County Neighborhoods to ensure consistency between the city and county neighborhood planning processes.~~

~~The City of Spokane Neighborhood Planning Process is as follows:~~

A. Planning Boundaries

Determine, with the help of neighborhoods, logical planning boundaries for the neighborhood assessment and planning processes.

Discussion: The neighborhood planning process respects the established boundaries of organized neighborhoods. However, the boundaries established for purposes of neighborhood planning may, in some instances, include several neighborhood councils. The following must be taken into consideration when establishing planning area boundaries:

- ◆ Areas defined by strong historical, cultural, geographic, or business relationships.
- ◆ Natural or built barriers (e.g., planning for drainage systems on a watershed basis).
- ◆ Manageable size of area and manageable complexity of issues for resources available.
- ◆ Generally agreed upon neighborhood boundaries.

B. Neighborhood Planning Assessment

Develop and facilitate a neighborhood planning assessment process.

Discussion: For all city neighborhoods, the city will initiate a planning assessment process with the Community Assembly and the respective Neighborhood Councils. For those neighborhoods within the city's unincorporated UGA, the city will work with the Alliance of Spokane County Neighborhoods. The assessment will identify neighborhood issues and needs that are not addressed in the new citywide comprehensive plan. The assessment process should begin immediately following the adoption of the comprehensive plan. Some issues may be resolved by additions or revisions to city codes, some may be addressed by changing city operational practices, and some may suggest that further refinement or additions to the citywide plan are warranted. Any residual needs or issues that are unique to a specific neighborhood can then be addressed by a neighborhood planning process. The city shall work with the neighborhoods to develop a program to complete this task that is both equitable and efficient.

C. Planning Resources

Establish priorities for the allocation of city planning resources among neighborhoods.

Discussion: The priorities shall be based on:

- ◆ The results of the neighborhood assessment process.
- ◆ The need to protect critical areas.
- ◆ The location or neighborhood where the greatest degree of change is expected, i.e., where a neighborhood, district, or employment center is designated.
- ◆ Interest among the residents and businesses in an area to participate in a neighborhood plan process.
- ◆ Potential to attract a large activity generator.

D. Planning Guidelines

Develop guidelines for neighborhood planning processes, content, and technical analysis, promoting neighborhood plans or other neighborhood planning documents of a consistent level of quality for both city neighborhoods and city UGA neighborhoods.

Discussion: The guidelines shall be developed through a collaborative process with the city, stakeholders, neighborhood representatives, and in the case of the city's unincorporated UGA neighborhoods, Spokane County. It is anticipated that separate guidelines may be developed for city neighborhoods and city unincorporated UGA neighborhoods because the needs of these neighborhoods and jurisdictions may differ. Guidelines will also be developed for mixed-use centers and corridors planning.

E. Planning Process Roles

Define mutually acceptable roles for citizens, city staff, and all other stakeholders or interested groups in the neighborhood planning process.

Discussion: In addition to a detailed description or outline of how to create a neighborhood plan, the guidelines will outline ways for those involved in the planning process to gain a better understanding of issues and to share knowledge in order to seek solutions to neighborhood problems that are in the best interest of the entire neighborhood as well as the city.

F. Planning Kit

Support the neighborhood planning process by providing neighborhoods with a planning kit.

Discussion: The planning kit will include the necessary tools for neighborhoods to conduct neighborhood planning and may include such items as a guidebook describing city regulations, programs, and capital facility plans for growth management and community building. The kit may also include a list of city resources or contacts for each neighborhood, the skills required for neighborhood planning tasks, surveys, maps, and neighborhood inventories. The kit is also designed to facilitate the education and development of neighborhood “citizen planners,” so that they are sufficiently prepared to participate and plan for their neighborhood’s future.

G. Pilot Centers and Corridors Planning Process

Conduct a pilot centers and corridors planning process, if warranted.

Discussion: If there are opportunities to conduct a pilot process, one to three locations within neighborhoods will be chosen to participate in the pilot planning process. Opportunities can be described as developer readiness, neighborhood interest, and available city and community resources. The purpose of the pilot planning process will be to successfully plan for and implement one or more centers and corridors and help determine an effective and efficient process for planning and designing centers and corridors for the rest of the city. The pilot process will be an open process that includes all interested stakeholders.

H. Planning Process Initiation

Permit both neighborhoods and the city to initiate neighborhood planning, with the city providing support.

Discussion: Any initiation should be based on neighborhood planning priorities as established in Section C, “Planning Resources.”

N 8.3 City Participation in Neighborhood Planning

Require neighborhoods to coordinate and consult with the City of Spokane Planning and Development Services when conducting neighborhood planning.

Discussion: It is important that neighborhoods coordinate with the city when developing their plans to ensure that the plans do not conflict with the comprehensive plan or federal, state, and/or local regulations. Only those neighborhoods that coordinated with the city will have reasonable assurance of neighborhood plan review, adoption, or action by the city. ~~The city encourages neighborhoods to seek outside funding to assist in neighborhood planning.~~ The city will provide staff to coordinate and consult with the neighborhoods to ensure that neighborhood goals, policies, and implementation measures are viable.

N 8.4 Consistency of Plans

Maintain consistency between neighborhood planning documents and the comprehensive plan.

Discussion: Neighborhood planning shall be conducted within the framework of the comprehensive plan, and further, the Growth Management Act requires that these plans be consistent with the comprehensive plan. The “framework” comprehensive plan guides all aspects of the city’s growth and development for the next twenty years. The plan provides the overall scheme of city development: the major land uses, transportation systems, parks, recreation, and open spaces, and centers of shopping and employment. The comprehensive plan establishes the framework for all other planning activities and documents.

~~It is recognized that in some cases neighborhood planning may result in recommended changes to the comprehensive plan. Comprehensive Plan changes will be reviewed and decided upon once each year~~

This language was originally sourced from the introduction to Goal N 8.

N 8.5 Neighborhood Planning Coordination

Require neighborhoods to coordinate planning and review of individual neighborhood plans so that neighborhood projects have minimal negative impacts on other neighborhoods.

Discussion: Neighborhoods need to work cooperatively with each other to ensure that visions and plans do not conflict. In the past, solutions to one neighborhood's traffic, safety, air pollution, noise, and design problems often negatively impacted another neighborhood. Spokane should be defined as a city of neighborhoods with interwoven plans and policies.

N 8.6 Neighborhood Planning Recommendations

Consider recommendations from neighborhood planning in the context of the city as a whole.

Discussion: Incorporate recommendations into city prioritization processes for capital expenditures or other decision-making, and only after any required studies, analyses, review, public process, and proper procedure have been performed in a city-wide context.

N 8.7 Agreement for Joint Planning

Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.

~~This task should be completed soon after comprehensive plan adoption yet prior to beginning neighborhood planning in these neighborhoods. The process should be initiated by convening all interested stakeholders and neighborhoods to discuss how best to form an agreement. The agreement will attempt to reach resolution on these topics:~~

- ~~◆ Neighborhood planning resources~~
- ~~◆ Application of city and county comprehensive plan directives~~
- ~~◆ Neighborhood planning boundaries~~
- ~~◆ Planning timeline~~
- ~~◆ Citizen participation~~
- ~~◆ Other topics~~

The Focus Group decided to remove this discussion as it is already covered in other parts of the Comprehensive Plan and the policy is self-explanatory. Furthermore, the discussion included excessive detail that may or may not occur.

N 8.8 Neighborhood Planning Outside the City

Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city's unincorporated UGA.

Discussion: It is anticipated that neighborhood plans shall be completed for neighborhoods within the city's unincorporated UGA.

N 8.9 Consistency of Plans Outside the City

Maintain consistency between the city's unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.

Discussion: The city and county will work with these neighborhoods to help them develop a document that is consistent with both comprehensive plans, yet achieves the goals of the neighborhood. It is expected that this process will result in the development of one neighborhood plan, even though the neighborhood may be in both jurisdictions.



Part III

Document:
Clean / Reformatted

11.1 INTRODUCTION

The Future of Spokane's Neighborhoods

The neighborhoods chapter contains goals and policies that set the direction for citywide neighborhood growth and development. They establish basic principles that apply to all neighborhoods, ensuring an overall growth pattern that represents the interests and desires of the entire community.

Policies pertaining to neighborhood design and preservation are included in Chapter 8, Urban Design and Historic Preservation, DP 6, Neighborhood Qualities, and DP 7, Local Determination. Policies pertaining to land use can be found in Chapter 3, Land Use, LU 3.2, Centers and Corridors, LU 3.3, Planned Neighborhood Centers, LU 3.4, Planning for Centers and Corridors, and LU 3.5 Mix of Uses in Centers.



This chapter's goals and policies are intended to enable Spokane to be a cohesive network of individual neighborhoods by providing residents with a wide range of choices of housing locations and options; the preservation of distinctive neighborhood character; attractive and safe streetscapes; transportation options; quality schools; inviting gathering places; proximity to a variety of public services; cultural, social, recreational, and entertainment opportunities; and finally, a sense of place and community – a city citizens can proudly call home – a city of neighborhoods.



11.2 VISION AND VALUES

Spokane volunteers working to develop the 2001 Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Vision

"Spokane's neighborhoods will be safe, inclusive, diverse, and livable with a variety of compatible services. Existing neighborhoods will be preserved or enhanced and new distinctive neighborhoods, including the downtown area, will be established so that a sense of community is promoted."

Values

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

- Preserving or enhancing older neighborhoods that make Spokane unique.
- Developing new neighborhoods that have individual character and identity.
- Encouraging the development of neighborhoods that feel like small towns, that provide a variety of compatible services, and that have schools and community centers.
- Preserving or enhancing inner city neighborhoods.
- Recognizing downtown Spokane as a mixed-use neighborhood with a diversity of housing.
- Ensuring safe, relaxing, attractive, livable, enjoyable, economically diverse neighborhoods."



11.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 25, Neighborhoods.

N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

Policies

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

Discussion: Enhancing downtown Spokane as a vital and desirable neighborhood in which to live attracts a diverse and stable resident population. The vitality of the downtown neighborhood is key to the success of preserving the quality of life in city neighborhoods, particularly those neighborhoods that are close to the city core. Healthy neighborhoods provide the downtown area with a market support base for its retail, services, restaurants, and entertainment sectors.

N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.

Policies

N 2.1 Neighborhood Quality of Life

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

Discussion: Spokane enjoys a rich variety of living opportunities within its individual neighborhoods, each with its unique character. Maintaining and enhancing our neighborhood assets is key to providing stability within neighborhoods and Spokane citizens with a prolonged sense of pride.



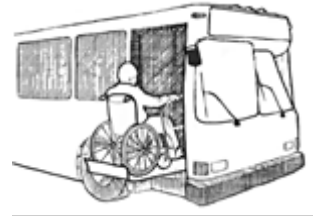
N 2.2 Neighborhood Centers

Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.

Discussion: Mixed-use neighborhood centers in designated areas throughout the city provide neighborhood services as well as economic and cultural opportunities that are centrally located, easily accessible, and affordable.

N 2.3 Special Needs

Ensure that neighborhood-based services are available for special needs and located in proximity to public transit routes in order to be accessible to local residents.



Discussion: Special needs services can include child/adult care services, long-term care for special needs, special needs housing, and other related services which recognize self-direction and participation by all residents and/or recipients of the services.



N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 2.5 Neighborhood Arts

Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

N 3 NEIGHBORHOOD FACILITIES

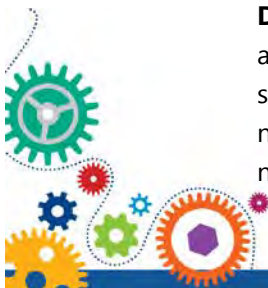
Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.

Policies

N 3.1 Multipurpose Use of Neighborhood Buildings

Work with neighborhoods to develop a strategy for the multipurpose use of existing structures and the extension of services within neighborhoods for neighborhood activities.

Discussion: Rather than constructing new buildings for neighborhood services and activities, the city should make better use of existing buildings and parks. The city should extend facility hours, hire additional staff, or provide the opportunity for neighborhood volunteers to staff the facilities. The City of Spokane and neighborhoods can also partner with private resources to acquire needed space for



neighborhood activities such as performances, exhibitions, classes, and neighborhood meetings.

N 3.2 Major Facilities

Use the siting process outlined under “Adequate Public Lands and Facilities” (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils and/or interest-specific committees to explore mitigation measures, public amenity enhancements, and alternative locations.



Discussion: Traffic and noise are just two negative impacts of locating a major facility within a neighborhood. The city needs to examine the benefits of centralizing these large facilities so that neighborhoods are not negatively impacted. The city can look to mitigation measures or a public amenity in exchange for major facility siting. In addition, the fact that property is city-owned is not a sufficient reason for choosing a site for a large facility, and alternative locations should be explored. The Land Use Policy 6.11, “Siting Essential Public Facilities,” describes the siting process contained in the “Spokane County Regional Siting

Process for Essential Public Facilities.” This process should also be applied to siting decisions relative to essential public facilities of a local nature within neighborhoods, such as libraries, schools, and community centers.

N 4 TRAFFIC AND CIRCULATION

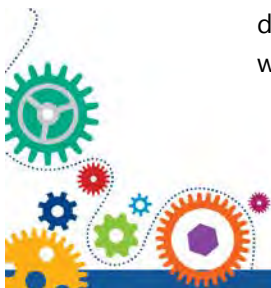
Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

Policies

N 4.1 Neighborhood Traffic Impact

Consider impacts to neighborhoods when planning the city transportation network.

Discussion: City growth has impacted many older, established neighborhoods, particularly those that are close to the city core. The primary impact to these established neighborhoods is from traffic passing through them from new developments. Streets are often widened to accommodate the additional traffic, which produces more traffic, air pollution, and safety concerns.



N 4.2 Neighborhood Streets

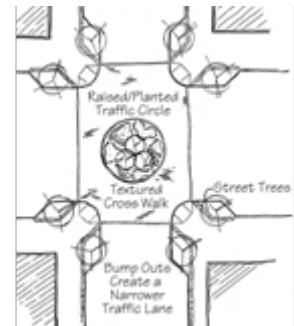
Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

Discussion: Though designed to increase convenience to outlying housing, the addition of major arterials is compromising older neighborhoods. In addition to increasing traffic congestion, reducing air quality, and posing safety hazards, arterials that pass through neighborhoods physically divide, disrupt, and diminish the character and social fabric of the neighborhood.

N 4.3 Traffic Patterns

Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

Discussion: When arterials become congested, drivers look for alternative routes and often use neighborhood streets for short-cuts. This habit has increased the volume of automobile traffic in city neighborhoods and has caused increased safety, noise, and air pollution concerns for neighborhood residents. To help deter the inappropriate use of neighborhood streets by non-neighborhood traffic, the city should take steps to alter traffic patterns and redesign neighborhood streets by implementing a program that includes large street trees, bicycle lanes, sidewalks, traffic circles, stop signs, and narrower streets.



N 4.4 Neighborhood Business Traffic

Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.

Discussion: Neighborhood businesses should be of the size and type to fit neighborhood character and to serve the needs of neighborhood residents. Larger businesses within neighborhoods often attract community and regional traffic. By limiting the size of businesses within neighborhoods, fewer trips are generated through the neighborhood by non-local traffic.

N 4.5 Multimodal Transportation

Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.





N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Pedestrian Design

Design neighborhoods for pedestrians.

Discussion: Neighborhoods become more stable, desirable living environments through the use of basic community building design principles that include more transportation options, convenience, safety, social interaction, and aesthetically pleasing streetscapes.

N 4.8 Sidewalk Program

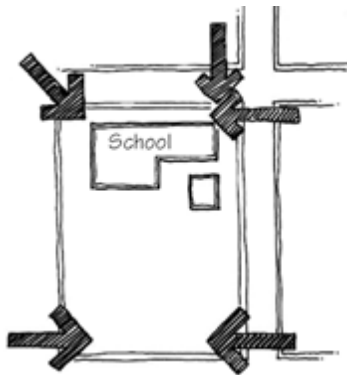
Develop a sidewalk program to maintain, repair or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods, concurrent with development.



N 4.9 Pedestrian Safety

Design neighborhoods for pedestrian safety.

Discussion: Pedestrian safety can be achieved through such means as adequate pedestrian lighting and landscape design, sidewalk systems, pathways, building access that is visible from the street, and open views.



N 4.10 School Walking and Bus Routes

Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the highest degree of pedestrian safety.

N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

Policies

N 5.1 Future Parks Planning

Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing strategies that meet the level of service standards for neighborhood parks and/or open space.



Discussion: Parks, squares, or other open space within neighborhoods provide neighborhood families with areas for recreation and gives neighbors the opportunity to gather and socialize, reinforcing a sense of home and community. A public-private collaboration to find supplemental funding for parks on an individual neighborhood basis is a possible way to ensure that neighborhoods have adequate open space. Another use of open space is for the development of community gardens, which can also serve as a tool for developing a sense of community.

N 5.2 Parks and Squares in Neighborhood Centers

Include a park and/or square in each neighborhood center.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

Discussion: Linking neighborhoods allows for reduced automobile use and increased opportunities for alternative forms of transportation.



N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

Policies

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods.

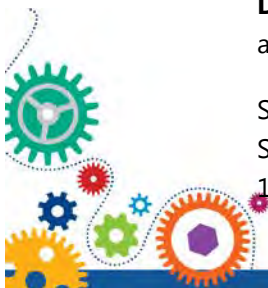
Discussion: Efforts must continue to be made to preserve the environment when introducing new projects into established neighborhoods, when developing new neighborhoods, and as a daily exercise in maintaining a clean living environment for health, safety, and aesthetic purposes.

N 6.2 Code Enforcement

Enforce the city codes for public nuisances impacting neighborhood properties.

Discussion: It is the duty of local government to pursue compliance with codes with a proactive code enforcement program.

See Policy LGC 6.1, Enforcement of Land Use and Development Codes. Refer to the Spokane Municipal Code, Section 10.08.010, "Litter and Rubbish," and Section 10.08.030, "Nuisance," for applicable regulations.





N 6.3 Open Space and Nature Corridors

Identify and protect nature and wildlife corridors within and between neighborhoods.

N 6.4 Maintenance of City Property

Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.

Discussion: It is imperative that the city maintains its property within neighborhoods at a level that serves as a good example to citizens. Properly caring for city property protects the health, safety, and welfare of its citizens while improving aesthetic values and quality of life.

N 7 SOCIAL CONDITIONS

Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

Policies

N 7.1 Gathering Places

Increase the number of public gathering places within neighborhoods.

Discussion: Increasing the number of public gathering places in neighborhoods encourages neighborhood socialization, resulting in a more cohesive and safe neighborhood. A park, plaza, or a favorite retail establishment within a mixed-use neighborhood center can serve as a gathering place. Sites outside a center, such as a neighborhood park, church, or community center are also suitable for neighborhood meetings and social gatherings.



N 7.2 City Hall Outreach

Encourage City Hall outreach efforts in neighborhoods.

Discussion: Outreach efforts might include such activities as providing neighborhoods with public information regarding neighborhood and city announcements, newsletters, or other information. The city will work with neighborhoods to determine the need, if any, and the preferred venue for outreach activities.



N 8 NEIGHBORHOOD PLANNING PROCESS

Goal: Ensure a sense of identity and belonging for each neighborhood throughout the city and the city's Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.

Policies

N 8.1 Inclusive Neighborhood Planning

Ensure that neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.

Discussion: The City of Spokane Planning and Development Services, Office of Neighborhood Services, Community Assembly, and Neighborhood Councils will participate in community outreach efforts to help ensure neighborhood representation during neighborhood planning. Sufficient resources will be used in the process to allow accessible, full and fair participation by citizens, making special efforts to accommodate participation by everyone.

N 8.2 Neighborhood Planning Process

Ensure that the neighborhood planning process carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.

Discussion: While many of the complex issues and opportunities facing the city can be effectively addressed at a citywide level, others need more specific solutions. In addition, neighborhoods may face issues and opportunities different from other parts of the city. Neighborhood planning helps to address individual neighborhood issues and opportunities in order to maintain and enhance the City of Spokane's quality of life.

The City is committed to continuing its long tradition of neighborhood planning activities that implement the comprehensive plan, even though the planning process is not static – it evolves over time to reflect both the need for additional neighborhood planning and city resources.

N 8.3 City Participation in Neighborhood Planning

Require neighborhoods to coordinate and consult with the City of Spokane Planning and Development Services when conducting neighborhood planning.



Discussion: It is important that neighborhoods coordinate with the city when developing their plans to ensure that the plans do not conflict with the comprehensive plan or federal, state, and/or local regulations. Only those neighborhoods that coordinated with the city will have reasonable assurance of neighborhood plan review, adoption, or action by the city. The city will provide staff to coordinate and consult with the neighborhoods to ensure that neighborhood goals, policies, and implementation measures are viable.

N 8.4 Consistency of Plans

Maintain consistency between neighborhood planning documents and the comprehensive plan.

Discussion: Neighborhood planning shall be conducted within the framework of the comprehensive plan, and further, the Growth Management Act requires that these plans be consistent with the comprehensive plan.

N 8.5 Neighborhood Planning Coordination

Require neighborhoods to coordinate planning and review of individual neighborhood plans so that neighborhood projects have minimal negative impacts on other neighborhoods.

Discussion: Neighborhoods need to work cooperatively with each other to ensure that visions and plans do not conflict. In the past, solutions to one neighborhood's traffic, safety, air pollution, noise, and design problems often negatively impacted another neighborhood. Spokane should be defined as a city of neighborhoods with interwoven plans and policies.

N 8.6 Neighborhood Planning Recommendations

Consider recommendations from neighborhood planning in the context of the city as a whole.

Discussion: Incorporate recommendations into city prioritization processes for capital expenditures or other decision-making, and only after any required studies, analyses, review, public process, and proper procedure have been performed in a city-wide context.

N 8.7 Agreement for Joint Planning

Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.



N 8.8 Neighborhood Planning Outside the City

Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city's unincorporated UGA.

Discussion: It is anticipated that neighborhood plans shall be completed for neighborhoods within the city's unincorporated UGA.

N 8.9 Consistency of Plans Outside the City

Maintain consistency between the city's unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.

Discussion: The city and county will work with these neighborhoods to help them develop a document that is consistent with both comprehensive plans, yet achieves the goals of the neighborhood. It is expected that this process will result in the development of one neighborhood plan, even though the neighborhood may be in both jurisdictions.





Part IV
Neighborhood Profiles
Selection of Three Samples



North Hill - Days of Yore

The Monroe Street Hill once marked the northern border of the city. With the development of a street railway system in the early 1900s North Hill began to transform from a forested rural community into a residential neighborhood served by businesses, schools, churches and parks. Many homes were built in North Hill during the early 1900s near streetcar lines along Howard and Madison Streets. Styles include Craftsman bungalows, cabins, Tudor and Swiss Chalets and two-story farmhouses. More contemporary homes and low-rise apartment buildings were built throughout the 50s, 60s and 70s in the northern part of the neighborhood. Infill housing and new businesses continue to transform our diverse neighborhood.



The Garland District began in 1910 with the building of the street railway system, particularly the Post Street line. By the late 1920's, the district started to take shape. Three buildings in particular are eligible for the Historic Register. The Masonic Temple, built in 1922, is an example of late Romanesque revival style with gabled parapets, round arches and decorative motifs in the brickwork. In 1935, the Milk Bottle was built as part of the Benewah Creamery Chain. The Garland Theater, established in 1945, an example of Art Deco architecture opened on Thanksgiving Day. This theater had almost 1,000 seats & a gift shop. At the time it was considered a very modern movie house. In 1954 they installed a wide screen, stereophonic sound system, new seats & curtains for \$20,000. Some businesses still have their original neon signs dating back to the 1950's.



Parks began about the same time. B.A. Clark Park at Division & Garland was named for B.A. Clark, the Supervisor of Playgrounds who helped execute the Park Fund to partially implement the Olmsted Brothers firm's recommendations in 1913. History of our largest park, Franklin Park at Queen and Division, records the grading and planting occurred from 1910 to 1912.



Ruth Park was adjacent to the Byrne's Addition School, built in 1910. Dr. Patrick S. Byrne, donated the land for the school at Whitehouse Street and Dalke Avenue in 1908. Dr. Byrne's daughter's name was Ruth.

The history of the neighborhood is partially reflected in the construction of the three public elementary schools: Madison, Willard and Ridgeview. The first, Frances Willard Elementary School, opened in 1908 as a small brick building with four rooms, and quickly tripled in size by 1911. The old Willard Elementary School building was replaced in 1980 with



the new school facing Longfellow Avenue. Dr. Patrick S. Byrne, a mayor of Spokane, helped plan an early part the North Hill neighborhood. In 1908 he donated about one-half acre for the Byrne's Addition School, built in 1910 at Whitehouse Street and Dalke Avenue; later renamed the Madison School in 1915. A new Madison School opened four blocks to the south in 1949 adjacent to Franklin Park. Following a successful bond initiative, a third elementary school was added to the neighborhood when Ridgeview opened in September 1953 as Ridgeview Primary School, which then rapidly expanded over the next few years.

Life in North Hill - Today



The North Hill neighborhood draws people who want to live in a, well-established neighborhood, with many peaceful, quiet streets, unique older homes, reasonably priced housing options, and walkable destinations. Other reasons people choose to live here are proximity to work, neighborhood shopping, parks, and schools. Yards and houses are kept tidy and neighbors watch out for and take care of each other.

A diverse mixture of families and single people of all ages live here, including many who are characteristically easy-going and casual. Neighbors greet each other while working in their yards and occasionally get together for neighborhood activities like basketball games, yard sales and children's playdates.



The Garland Avenue business district is a unique commercial district. This area provides the neighborhood with walkable, nearby entertainment, art-oriented shops, services, restaurants, and nightlife, as well as some funky shops. Notable businesses and attractions include Ferguson's Café, the Garland Theater (a popular independent movie theater), and the Blue Door Theater, which bills itself as "The Inland Northwest's Premier Improv Company." Ferguson's Café, described as "a neighborhood staple" which first opened in the 1930s, appeared in three feature films: *Why Would I Lie?* (1980), *Vision Quest* (1985), and *Benny & Joon* (1993).

Our main arterials serve the basic needs of our residents. For example, on the western Maple-Ash Street corridor, a cluster of businesses serves nearby residents at the Rowan Business Center. This area features hardware and auto supply stores, a gas station, 'take out' pizza, and a small café. Friendly staff and basic supplies and services, similar to a small town, offer the neighborhood a convenient alternative to the big box shopping centers. Similar clusters that exist on other arterials offer a blend of residential homes and businesses.



Many professional and small business enterprises line Francis Avenue, which defines a corridor along the northern edge of the neighborhood. The Division commercial area, on the eastern edge, fulfills needs for banking, health care, office equipment, restaurants, coffee shops, a new health food store, and other retail needs. Weekly needs such as



supermarkets are a short drive away and there is a nearby summer farmers' market in the adjacent Emerson-Garfield Neighborhood. Plans for a similar market in the Garland District are underway.

Active churches in the neighborhood make a big impact on the community. One church parking lot is used as a staging area for neighborhood cleanup events for people from throughout the neighborhood to gather and help out.

Neighbors head to the bluff south of Garland to walk and enjoy the view (including downtown's Fourth of July fireworks), or to one of the neighborhood's three bustling parks: B.A. Clark, Franklin and Ruth. Commuting to downtown takes only minutes by bus, or about a five-minute drive or bike ride. Some residents can walk downtown in as few as twenty minutes.

North Hill - Treasures

- Numerous older Craftsman style homes, built in the early 1900s.
- The Milk Bottle, formerly the drive-up Benewah Dairy, an iconic restaurant and ice cream parlor set within a two-story white-and-cream-colored bottle shaped building built in 1935 on Garland Avenue.
- The refurbished Garland Movie Theater, which opened in 1945 as Spokane's first cinema outside downtown, sports a prominent neon sign, seats more than 600 people, and since the 1980s has shown discount movies. Its location is a defining feature of the neighborhood.
- The southern bluff offers neighborhood views of Spokane, sunsets, and wildflowers. The area defines a gateway to the neighborhood. The Monroe Street Hill once marked the northern border of the city. Both sides of the Post Street Hill feature the presence of this wildlife corridor that extends west to the Spokane River. The area is filled with natural vegetation and gives a sense of wilderness within the city.
- Great parks, churches and schools.
- Ruth Park is a hidden gem in the north part of the neighborhood, mainly used by people who live nearby.
- Franklin Park is a favorite destination with diverse uses that invite people to use it: sports fields, a pathway, covered gazebo, children's play area, pine grove, and more.
- BA Clark Park provides a defining feature, with a preserved grove of pines, colorful trees and inviting features, such as a picnic shelter, play area, ball fields and a perimeter walkway.





North Hill - Natural & Built Identity

- The Garland Avenue Business District's interesting buildings, featuring café windows, where customers view daily life in the street, and specialty businesses that offer visual, performing & musical arts, retail and a range of services.
- Southern bluff with a walkway offering great views open to the public
- Brick building materials that highlight some of our historic buildings.
- Large, mature street trees and neighborhood trees that provide green space for neighbors to enjoy, shade in summer and nesting for a variety of birds.
- A pedestrian-friendly grid pattern of level, tree-lined streets with sidewalks to parks, schools and business areas.
- Access to rear yards from alleys



North Hill - Neighborhood Tales

"I like living near the Garland district, to have a destination to walk to, and that the historic architecture has been preserved."

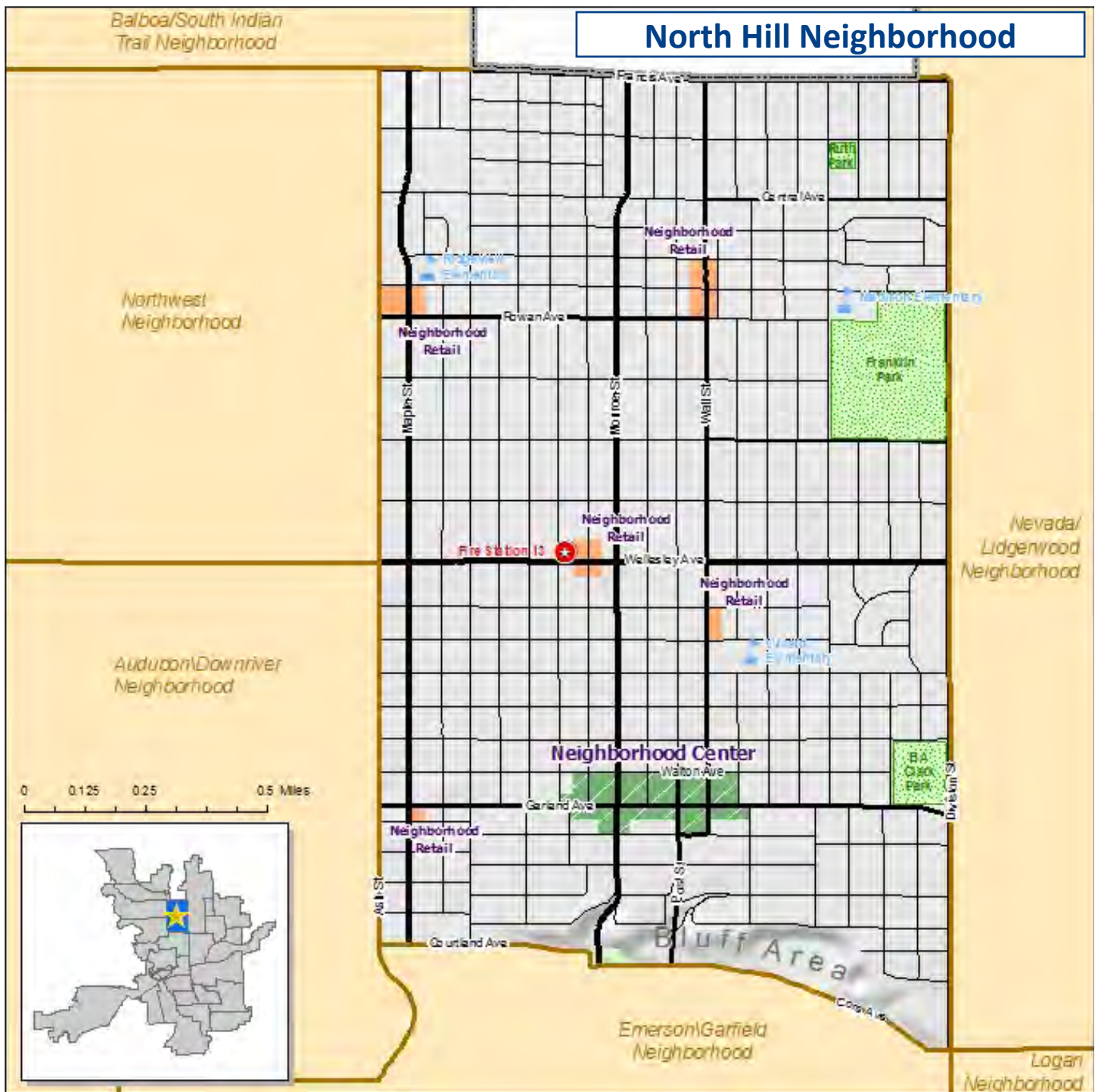
-- Anji Mertens

North Hill - Annual Events or Activities

Throughout the summer, Clark and Franklin Parks host ball games. Franklin Park has many events including horseshoe tournaments, soccer games and picnics. It includes a gazebo for large gatherings and playground equipment including a splash pad during the summer.

Neighbors attend the Garland Street Fair, a festival held each summer in the Garland Avenue business district.





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Logan - Days of Yore

Situated close to the heart of Spokane, the Logan Neighborhood has developed as one of the oldest residential neighborhoods in the community. Platted and developed between 1884 and 1889 by Sylvester and Ida Heath and the Jesuits of Gonzaga College, the area developed as a “suburb” of downtown Spokane. The pattern of wide streets and boulevard landscaping was introduced by the priests as a reflection of popular trends in Europe and cities of the eastern United States. The wide streets, in particular, served the function of parade grounds for college men enrolled in the Reserve Officer Training Corp. These were horse and buggy days and the generous platting accommodated the mix of pedestrian, horse and occasional “horseless” carriage with only minor conflict.



Gonzaga College was established with a land purchase in 1887. In 1892 Gonzaga College, later Gonzaga University, started to receive electricity and city water. The University has continued to grow and now is a nationally recognized, liberal arts university with an enrollment of more than 7,800 students. The Logan neighborhood has a strong tie with Gonzaga University and continues to serve as the home for faculty, staff, and students.



The McGoldrick Lumber Company was the city's largest employer for many years. J.P. McGoldrick purchased the mill from A.M. Fox in 1905 and relocated here from Minnesota. Although the business no longer exists, the company had a strong influence on the neighborhood. The company was located adjacent to Gonzaga and on the Spokane River. Logs were floated on the river to the lumber mill. Gonzaga's present day baseball field and Lake Arthur were all once part of the company's operations. Mr. McGoldrick made it a point to see that all of his employees were able to own a home and was one of Spokane's most beloved employers. A devastating fire in 1945 caused the mill's closure the following year.

The Model Pharmacy, owned by the Armstrong family, was once featured as the first drive-through pharmacy in the United States in an industry magazine. They sold malts, nuts, and candies at the counter along with filling prescriptions and retailing other sundry goods. The family later sold the pharmacy, which then became the legendary Donut Parade.



The Logan neighborhood has evolved to contain a mix of residential structure types. Two Historic Districts lay within the neighborhood boundaries: the Mission Avenue Historic District and Desmet Avenue Warehouse District, both of which are listed on the National Historic Register. Logan Elementary is one of the founding schools of School District 81.

Life in Logan – Today

Logan boasts verdant canopies of overarching trees, four parks, three major retirement centers, the Hamilton Street Business District, two elementary schools, a high school, a university and a law school.



A competitive cost of living and close proximity to universities and downtown attract people to the Logan neighborhood. It is an established neighborhood where many enjoy peace and quiet in daily life. People sometimes bike or walk to meet their shopping or travel needs.

Logan - Treasures

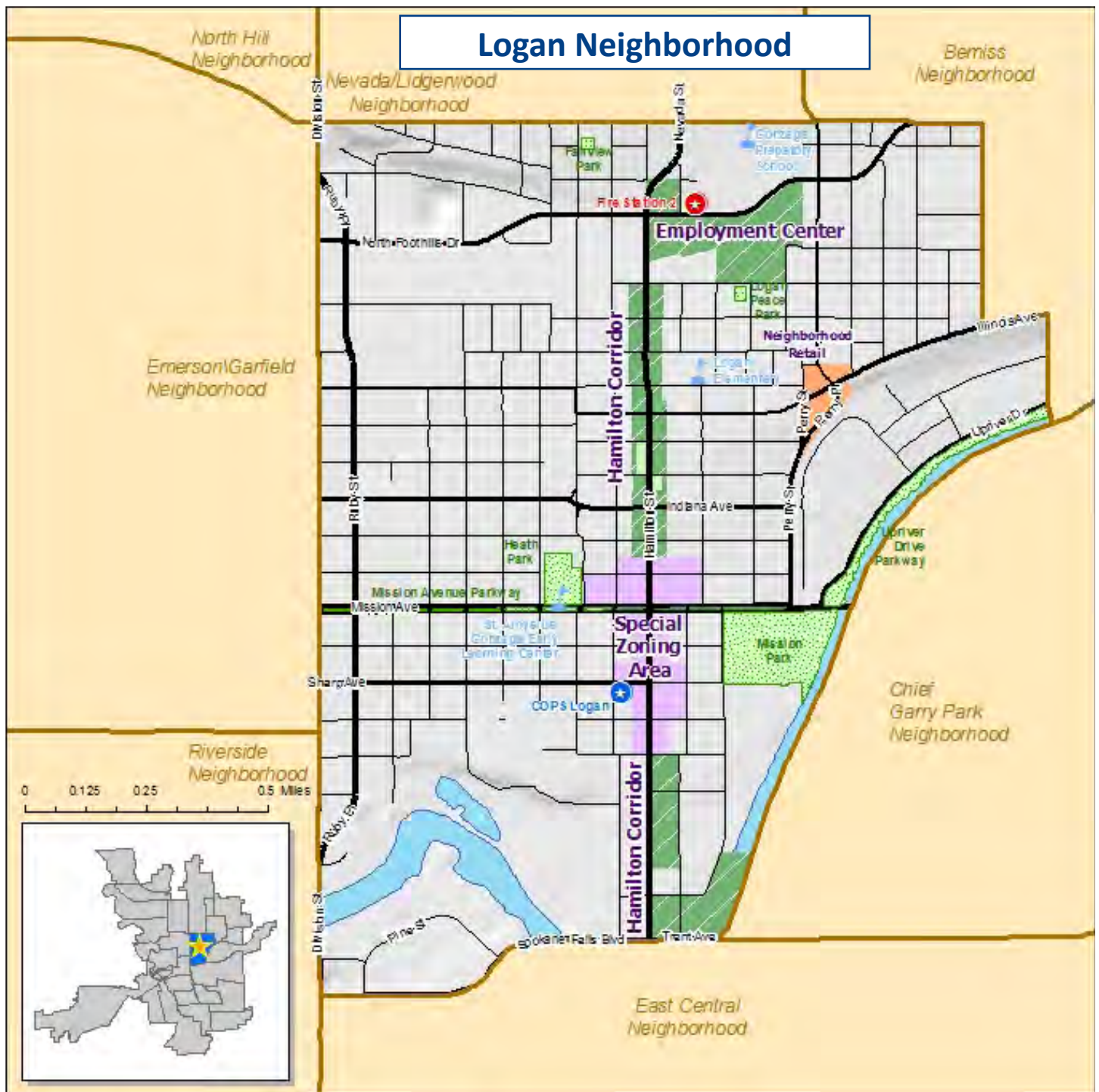
- Many historic homes and other buildings from the early 1900s possess distinguished architectural character in the Queen Anne and Craftsman styles. These add cherished value to the Logan neighborhood.
- “The Crosby House” Bing Crosby museum at 508 East Sharp Avenue
- The Donut Parade was featured in the film *Different Drummers* (1993).



Logan - Natural & Built Identity

- The Spokane River is the most outstanding physical feature of the neighborhood. Recent development has taken advantage of showcasing the river’s qualities. The river defines the neighborhood’s south and east boundaries.
- The Division-Ruby Street corridor along the west boundary hosts regional commercial destinations in the neighborhood’s backyard.
- The Hamilton Street corridor serves as the neighborhood’s central mixed-use district, including several historic industrial and commercial buildings. Pedestrian streetscape amenities such as special paving, street lighting, street signs, and art are important components of this corridor.
- Gonzaga University is a major educational institution with many iconic structures, such as the Administration Building and St. Aloysius Church
- The Centennial trail is a favorite destination for recreation in the neighborhood, providing river views and a link between Mission Park and Gonzaga University. It crosses above Hamilton Street on an overpass that allows distant views both ways along Hamilton.
- The Iron Bridge provides a spur from the Centennial Trail and river crossing that offers a different view of the river.





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Rockwood - Days of Yore

Francis Cook, founder of Spokane's first newspaper and one of its most important developers, migrated to Eastern Washington in 1878 and soon acquired the 680 acres that have become a major part of the modern-day Rockwood and Manito neighborhoods. Because the rough, forested land with huge basalt outcroppings included distinctive stands of wild roses, Cook called his tract Montrose, literally Mount Rose.

Cook's holdings spanned a wide swath directly south of the bluff that sits above the center of the city's downtown. He had big plans. He built a fine home and created the first powered streetcar line, the Spokane and Montrose Motor Railway. He and his wife, Laura, were founding members of First Presbyterian Church. However, as was the case with many of the early real-estate, banking and business figures, the Panic of 1893 cost Cook dearly. He sold most of his holdings to pay his debts and lost the rest through foreclosure.



Mining and railroad magnate Jay P. Graves and his Spokane-Washington Improvement Company acquired the southern and eastern portions of Cook's land and supplemented them with parcels along the eastern edge. He added the streetcar route to his Spokane Traction lines and extended it to a proposed development at Lincoln Heights. In 1904, after a few of his associates bought parcels on either side of Grand Boulevard, Graves and the group donated rough-hewn Montrose Park to the city, which developed it into Manito Park.



Three years later, Graves associate Aubrey White, first president of the newly formed Spokane Park Board, hired the Olmsted Brothers of Brookline, Massachusetts, to upgrade existing parks and design new ones that would leave every citizen within walking distance of a public park. The Olmsteds, successors to legendary Frederick Law Olmsted, operated the nation's pioneer urban planning firm. Champions of the City Beautiful movement, they were deeply involved in Pacific Northwest projects, primarily the Alaska-Yukon-Pacific Exposition site that became the University of Washington campus.



In 1910, with Spokane in the midst of its greatest growth spurt, voters approved a \$1 million bond issue that effectively funded the Olmsted plan. Within three years, city park acreage expanded tenfold. By then, Graves and David Brown, the Hazelwood Dairy owner who had bought former Cook land between 14th and 17th avenues, had engaged the Olmsteds to design their own developments. Graves, with far more real estate at his disposal, funded a Rockwood Boulevard project that became the city's most desirable residential neighborhood and, in time, was recognized on the national register as the Rockwood Historic District.

Sweeping east and south from the foot of the Grand Boulevard hill to 29th Avenue, the district ranges from Hatch Street on the west and Arthur on the east, typifying Olmsted concepts by following the terrain with curved streets that wind through the remnants of the original ponderosa-pine and Douglas-



fir forest. Three small triangular parks dot the southern portion along Garfield Road. A fourth triangular park sits not far from the district's northern Rockwood Boulevard entrance. The district's 350 homes, built over half a century in a variety of styles and sizes, are set well back from the curb and are fronted by large deciduous street trees.

The Rockwood Neighborhood Council represents nearly all of the historic district, as well as another Graves development, Rockwood Terrace, to its east and postwar tracts built north and south as Rockwood Boulevard expanded to the east along the former streetcar right-of-way. Council boundaries extend in a funnel shape from Grand, just above Providence Sacred Heart Medical Center in the northwest corner, east to Southeast Boulevard and south to the southern boundary at 29th Avenue.



Neighborhood features include the magnificent Cathedral of St. John the Evangelist, two pairs of Rockwood Boulevard entrance pillars, Hutton School, Lindaman's Bistro and Rockwood Bakery.

Life in Rockwood - Today

The Rockwood neighborhood is a mature, stable neighborhood that residents describe as clean, well-maintained, friendly, and community-oriented. Professionals, families of all ages, retirees, and health-conscious individuals call it home. People enjoy the outdoors in the park-like neighborhood, walking with or without a dog, bicycling, or gardening. One favorite gathering place is the Rockwood Bakery on 18th Avenue. Many also enjoy the historic and extensive Manito Park. The neighborhood is close to downtown Spokane for those residents who work there with bus routes and a major bicycle route on Southeast Boulevard that help serve transportation needs. Rockwood retains a sense of grandeur and distinctiveness within Spokane. Hutton Elementary School helps anchor the community, particularly for young families. If you're a visitor, don't expect to navigate the area easily. The hilly terrain is responsible for streets that seldom follow a straight path. The meandering streets with their tree-lined canopies will take you on an ever-changing scenic journey.



Rockwood - Treasures

St. John's Cathedral

In the early 1920s, the city's Episcopalian parishioners began to consider an appropriate home base for the denomination's growing regional membership. Under the leadership of Edward Makin Cross, who had become the bishop in 1924, the concept became reality with a major boost from prominent Spokane architect Harold C. Whitehouse.



Whitehouse, a member of the All Saints Cathedral west of downtown, was building a wide reputation as a designer of Northwest churches. After touring Europe, he recommended an English and French-inspired structure that fit the chosen location, a flat-topped bluff where Francis Cook's home once had a commanding view of Grand Boulevard. Work on the limestone and sandstone edifice, one of the few American examples of classic Gothic architecture, began in November 1925. On Oct. 20, 1929, three Spokane parishes, All Saints, St. Peter's and St. James, merged to form the Cathedral of St. John the Evangelist and held the first service.





The façade includes a distinctive rose window that measures 23 feet in diameter. The cathedral houses a 4,039-pipe Aeolian-Skinner organ and one of the region's few carillons. Its stained glass windows were created by nationally prominent designers.

The primary convention of the Diocese of Spokane, previously a missionary district, met in the cathedral on Nov. 1, 1964. Diocesan offices are located in the nearby August Paulsen House, which also serves as home for the bishop.

Other Rockwood Treasures

- Entrance pillars on lower Rockwood Boulevard and at Highland Boulevard and Hatch Street
- Large basalt outcroppings
- Numerous historic homes. In 1966, Rockwood Boulevard was designated an historic district on the National Register of Historic Places.
- Olmsted triangle parks

Hutton School



In response to the city's rapid growth before World War I, construction of Hutton Elementary School began in 1920. Designed by partners Archibald Rigg and Roland Vantyne and built of masonry block with a tile roof and a stucco exterior, its Spanish colonial style building replaced the one-room Rockwood School at the corner of 24th Avenue and Hatch Street. Before the school opened in 1921, the Spokane School District named it for philanthropist Levi (Al) Hutton, who had struck it rich in North Idaho's Hercules Mine.



Before long, neighborhood growth overwhelmed the new facility. Compatible wings were added to the original structure and, after World War II, temporary classroom buildings expanded the campus in front of and behind it. However, the temporary buildings remained in place until the school underwent a major restoration and expansion in 2014.

Rockwood - Natural & Built Identity

The Rockwood neighborhood is elevated well above the Spokane River valley in south-central Spokane. It includes severe hillsides, ridges, gentle slopes, and, mostly to the south, some level expanse. Basalt rock outcroppings are found throughout, further dictating the layout of roadways and residential lots when the neighborhood was designed a century ago. Many lots are large but have a limited buildable area because of the topography. This helps create a great variety of site design and building architecture. A number of native rock walls serve a functional and decorative purpose. Existing specimen native trees, particularly ponderosa pines, are mixed with large, mature shade and street trees. Both create an urban forest setting that provides shade during the hot summer months. Extensive and detailed landscape planting are common on many of the homesites. The original neighborhood entrance pillars remain at the north end of Rockwood Boulevard and at the corner of Highland Boulevard and Hatch Street, adding to the historical identity. Pockets of open space and larger lots provide habitat for turkeys, quail, squirrels, and an occasional raccoon or skunk.





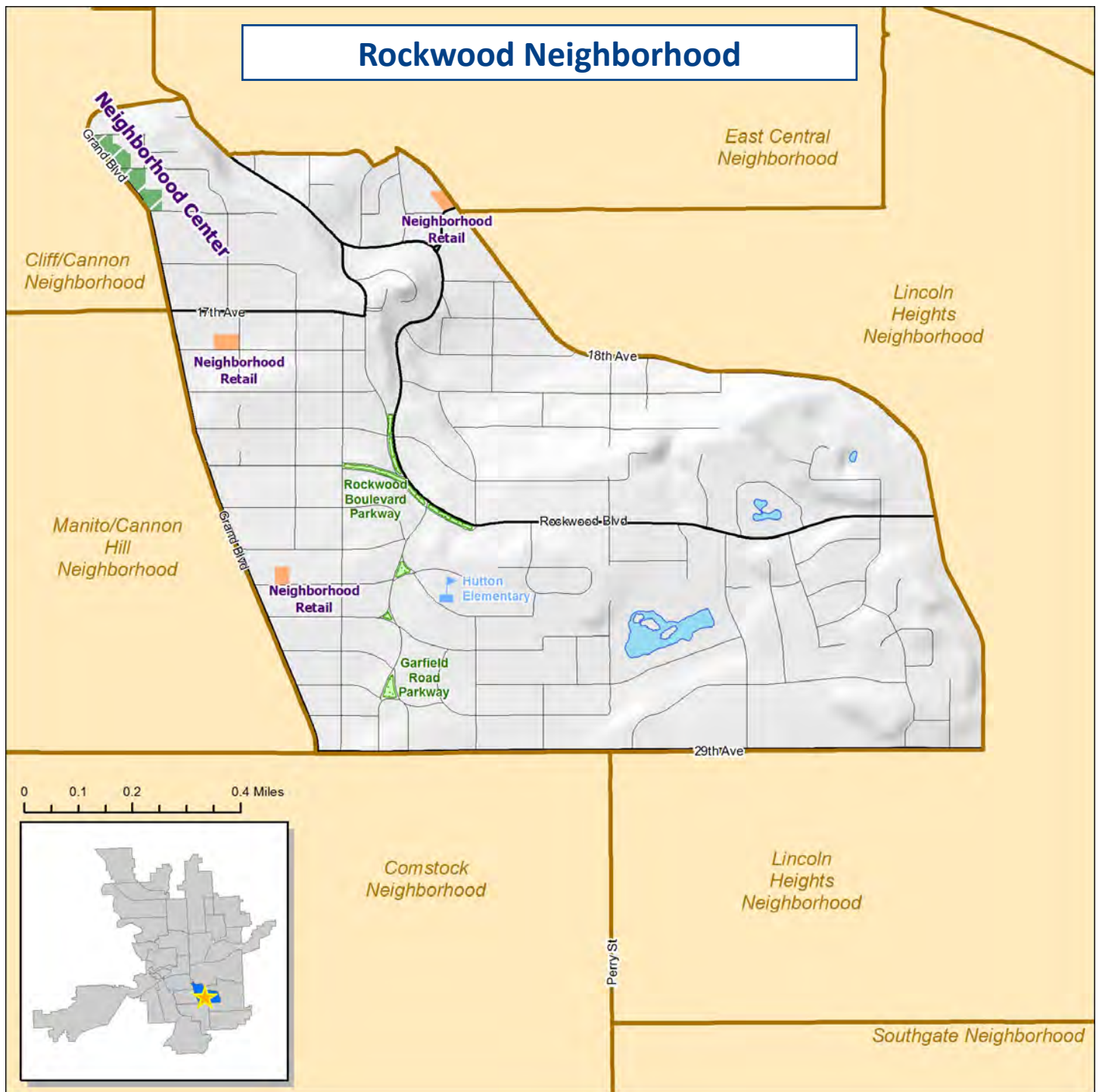
Of the Rockwood Historic District's 350 homes, 279 were classified as contributing properties – more than 50 years old with most or all of their exterior design features intact – when the National Register of Historic Places certified the district in 1997. Since then, a few dozen of the remaining 71, the vanguard of those built after World War II, have become contributors in theory by reaching the 50-year mark. Almost two dozen district homes have been placed on the Spokane City/County Historic Register.

Although time has blurred some of the details, district homes did not spring up overnight. The first houses, near the northwest end of Rockwood Boulevard, and scattered smaller houses on side streets near the boulevard's southeast end, were built in 1910. By 1918, Spokane's housing boom had come to an end. As a consequence, Jay Graves put 400 unsold Manito- and Rockwood-addition lots up for auction. Despite the deflated prices, only one-third of them sold. Many of Rockwood's lots sat vacant until the second half of the century.



Prominent local architects William Hyslop, Gustav Pehrson, Archibald Rigg, John E Anderson and Earl Morrison joined top contractors in development of the mansions that line the boulevard and adjacent blocks on Highland Boulevard and Upper Terrace Road. Tudor Revival and Colonial Revival predominate among the varied architectural styles. Smaller bungalows and cottages characterize the adjoining numbered streets. Many Rockwood neighborhood homes outside the district, ranging from early 20th-century Arts and Crafts bungalows to custom-designed Mid-century Modern homes, also might be eligible for listing on the local register.

Evidence of Spokane Traction's streetcar line remains along the central and southern portions of the original Rockwood Boulevard. Cars operated on a parklike shoulder along the south edge of the roadway. Clearly visible stretches begin at Upper Terrace and follow the sharp bend that begins South Rockwood. The berm continues almost to Arthur Street, where the boulevard ended. However, tracks continued eastward before terminating near the present site of Lincoln Heights shopping center. Streetcar service in the city ended in 1935.



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Special thanks to Jim Price who wrote most of this profile.





Part V

Focus Group Members

**COMPREHENSIVE PLAN REVIEW AND UPDATE
NEIGHBORHOODS POLICY FOCUS GROUP PARTICIPANTS**

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5	Jennifer Hansen	Spokane Regional Health District
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7	Rod Minarik	Office of Neighborhood Services
8	Kevin Morrison	Spokane School District #81
10	Jeff Stevens	Northwest District 3 Neighborhood Rep.
11	Luke Tolley	Hillyard District 1 Neighborhood Rep.
12	Chris Tornquist	Comstock District 2 Neighborhood Rep.
13	Jo Anne Wright	City Planning and Development

BRIEFING PAPER
Plan Commission
Integrated Capital Management
May 25, 2016

Subject

2017 - 2022 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

A Consistency Review Workshop was conducted to assure compliance with the Comprehensive Plan for all new projects brought into the 6-Year Street Program this year. Through this Hearing the workshop effort will be validated and the Plan Commission will make a formal recommendation to the City Council.

STREET PROGRAM CONSISTENCY SHEET New Projects Added to Six-Year Program (2017-2022)		Cincinnati																																													
		1.1 Transportation Priorities	2.1 Physical Features	2.2 TDM Strategies	2.3 Pedestrian/Bicycle Coordination	2.4 Parking Requirements	2.5 Parking Facility Design	2.6 Viable Walking Alternative	2.7 Safe Sidewalks	2.8 Sidewalk Repair and Replacement	2.9 Crosswalks	2.10 Pedestrian Linkages Across Barriers	2.11 Pedestrian Access on Bridges	2.12 Pedestrian Access to Schools	2.13 Viable Bicycling	2.14 Bikeways	2.15 Bicycles on Streets	2.16 Bicycle Lanes and Paths	2.17 Facilities to Support Bicycling	2.18 Viable Transit	2.19 Service and Facility Support	2.20 Transit Shelters and Other Features	2.21 Transit Level of Service (LOS)	2.22 High Capacity Mass Transit	3.1 Transportation and Development Patterns	3.2 Reduced Distances to Neighborhood Services	3.3 Walking and Bicycling-Oriented Neighborhood Centers	3.4 Increased Residential Densities	3.5 Healthy Commercial Centers	3.6 Use of Design	4.1 Street Design and Traffic Flow	4.2 Self-Enforcing Street Design	4.3 Narrow Streets	4.4 Arterial Location and design	4.5 External Connections	4.6 Internal Connections	4.7 Holistic Plans	4.8 Freight and Commercial Goods	4.9 Downtown Accessibility	4.10 Downtown Street Network	4.11 Consistency of Rules	4.12 Law Enforcement	4.13 Traffic Signals	4.14 Signs			
TR:																																															
Cincinnati Greenway		X	X	X	X	X	X	X	X	X			X	X	X	X	X						X	X		X		X	X		X	X									X			X			
Sunset Highway Bike Path		X	X	X	X			X	X		X			X	X	X	X			X	X	X								X					X						X				X		
Bike Share Feasability Study		X	X	X	X									X		X		X	X		X	X			X	X	X	X												X					X		
Fish Lake Trail Connection Study		X	X	X	X	X	X	X	X		X	X	X		X	X		X	X								X				X						X			X					X		
Regal, Bemiss, Shaw Ped Safety		X	X	X	X		X	X	X	X	X	X		X											X		X			X	X	X	X				X					X				X	
Ridgeview Elementary Ped Safety		X	X	X	X		X	X	X	X	X			X												X		X			X	X	X	X				X					X				X
Sprague Ave., Cedar St to Division St		X	X	X	X	X	X	X	X	X	X			X	X	X	X	X		X	X	X				X	X		X	X	X	X					X			X	X	X	X			X	X
1st Ave, Maple St to Bernard St		X	X	X	X	X	X	X	X	X	X			X	X	X	X				X					X	X	X		X	X		X						X	X	X				X	X	
Riverside Ave, Maple St to Monroe St		X	X	X	X	X	X	X	X	X	X			X	X		X	X			X					X	X	X		X	X		X							X	X	X				X	X
Riverside Ave, Monroe St to Division St		X	X	X	X	X	X	X	X	X	X	X								X	X	X		X	X		X		X	X	X	X								X	X	X	X			X	X
Napa St, Sprague Ave to 2nd Ave		X				X	X	X		X	X			X												X		X			X	X	X					X								X	
Maple St, Riverside Ave to Pacific Ave		X			X			X	X	X	X				X			X													X	X	X								X					X	
4th Ave, Sunset Hwy to Maple St		X							X	X	X	X				X	X														X	X	X									X				X	X
Fort George Wright, Government Way to River		X	X	X	X			X	X	X	X	X	X	X	X		X			X	X	X				X	X	X		X	X	X	X			X	X	X	X			X			X	X	
2016 & 2017 ADA Ramp Replacement		X	X		X			X	X		X	X		X						X								X						X				X		X	X	X					
Main Avenue, Bernard to Pine		X	X	X	X	X	X	X	X		X	X				X	X									X	X	X		X	X	X	X	X	X				X		X	X	X				X
Sprague Ave at Sherman Pedestrian Plaza		X	X	X	X			X	X		X	X	X	X	X	X	X	X	X		X				X	X	X	X	X		X	X		X				X	X	X		X		X	X		
Greene St at Ermina Ave Signalization		X	X	X	X			X			X	X		X						X										X	X								X			X		X			
TBD Sidewalk Program		X	X					X	X					X															X								X										
Centennial Trail Gap at Mission Ave Phase II		X	X	X	X	X	X	X	X	X	X				X	X		X	X									X					X						X							X	

STREET PROGRAM CONSISTENCY SHEET New Projects Added to Six-Year Program (2017-2022)		EIGHTY-THREE CATEGORIES OF STREET PROGRAM ELEMENTS																																															
		4.15 Lighting	4.16 Safety Campaigns	4.17 Street Maintenance	4.18 Sidewalk Maintenance	4.19 Awareness of ROW Streetscape Elements	4.20 Design and Maintenance of ROW Streetscape Elements	4.21 Maintenance Responsibility for ROW Streetscape Elements	4.22 Awareness of Maintenance Responsibility for ROW Streetscape Elements	4.23 Transportation LOS	4.24 Transportation LOS Coordination and Consistency	4.25 Pedestrian Access to Parks	5.1 Neighborhoods for Pedestrians	5.2 Neighborhood Transportation Options	5.3 Neighborhood Traffic Issues	5.4 Traffic Calming Measures	5.5 Arterials and Neighborhoods	5.6 Neighborhood Traffic Speed	5.7 Neighborhood Parking	6.1 Pollution	6.2 Land Respect	6.3 Transportation Alternatives and the Environment	6.4 Street Cleaning	6.5 Traffic Congestion	6.6 Vehicle-Related Air Pollution	6.7 Street Paving	6.8 City Hall Goes Green	7.1 Character and Pride	7.2 Street Life	7.3 Street Trees	7.4 Pedestrian Buffer Strips	7.5 Building Setbacks	7.6 Sidewalk Use	8.1 Plan Collaboratively	8.2 Efficient Regional Transportation	8.3 Countywide Planning Policies	8.4 Airfields	8.5 Sharing Information	9.1 Cost Information for Citizens	9.2 Environmental Impact Information	9.3 Dedicated Funds for Retrofitting	10.1 Planning Integration	10.2 Innovation to Meet Spirit	10.3 Education					
TR:																																																	
Cincinnati Greenway		X		X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X					X	X		X	X				X	X			X	X				X					
Sunset Highway Bike Path				X			X			X	X	X				X	X			X	X	X						X			X	X				X	X				X	X							
Bike Share Feasability Study						X							X							X		X						X	X	X	X	X				X	X			X	X				X				
Fish Lake Trail Connection Study						X						X		X						X	X	X							X						X	X	X			X	X				X				
Regal, Bemiss, Shaw Ped Safety			X		X	X	X	X				X		X	X	X		X		X		X						X										X	X			X	X			X			
Ridgeview Elementary Ped Safety			X		X	X	X	X				X		X	X	X		X		X		X							X									X	X				X	X			X		
Sprague Ave., Cedar St to Division St		X		X	X	X	X	X			X	X	X	X	X	X			X	X		X		X		X		X	X	X	X	X			X	X			X				X	X					
1st Ave, Maple St to Bernard St		X		X	X	X	X	X	X			X	X		X			X		X		X	X	X	X		X	X	X	X						X	X					X	X						
Riverside Ave, Maple St to Monroe St		X		X	X	X	X	X	X	X		X	X		X		X		X		X	X	X	X		X	X	X	X							X	X			X				X	X				
Riverside Ave, Monroe St to Division St		X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X		X		X	X	X	X		X	X	X	X	X	X			X	X			X				X	X			X		
Napa St, Sprague Ave to 2nd Ave		X		X	X							X		X	X		X	X	X				X					X											X					X	X				
Maple St, Riverside Ave to Pacific Ave				X	X	X	X	X				X	X	X	X		X		X		X	X						X			X	X							X					X	X				
4th Ave, Sunset Hwy to Maple St		X		X	X		X	X	X			X	X	X	X		X		X		X	X						X			X	X							X				X	X					
Fort George Wright, Government Way to River				X	X		X	X	X			X	X	X	X		X	X		X			X					X			X	X							X					X	X				
2016 & 2017 ADA Ramp Replacement												X	X			X						X						X							X										X	X			
Main Avenue, Bernard to Pine		X				X	X	X	X	X						X	X			X	X	X	X	X				X	X	X	X	X			X	X				X	X			X	X				
Sprague Ave at Sherman Pedestrian Plaza		X				X	X	X		X	X		X	X								X						X	X	X	X					X				X	X			X					
Greene St at Ermina Ave Signalization			X							X	X				X		X					X		X					X						X	X	X	X			X	X			X				
TBD Sidewalk Program							X			X			X									X						X				X													X				
Centennial Trail Gap at Mission Ave Phase II		X				X	X					X	X	X	X				X		X	X						X	X	X	X				X				X				X	X			X		

<u>STREET PROGRAM RECONCILIATION SHEET</u>					
(Comparing 2017-22 against 2016-21 6yr. Program)					
New Projects Added to Six-Year Program (2017-2022)					
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate	
<i>Pedestrian & Bikeways (CMAQ Grant & TBD Funds) 2018</i>	Cincinnati Greenway, Spokane Falls Blvd to Euclid Ave	This project will incorporate Greenway street enhancement concepts. The project limits encompass 1.7 miles within the Cincinnati Street Right-of-Way.	This project is intended to create an environment that encourages non-motorized modes of transportation and provide a more tranquil alternative to the heavily utilized Hamilton Street corridor, running one block to the east of Cincinnati. By focusing on non-motorized modes of transportation	\$969,860	
<i>Pedestrian & Bikeways (CMAQ Grant) Design Only 2021</i>	Sunset Highway Bike Path - Royal to Deer Height (Design Only)	This 3.2-mile project will improve the bicycle and pedestrian connections along Sunset Highway. Bicycle lanes that will be incorporated to the east of Royal Street in 2018, will be continued to the west, and will be merged into one shared-use path. The pathway will serve as a pedestrian and bicycle connection along this busy stretch of roadway. Strategic sidewalk segments will be placed to support transit stop locations. Also, strategic pedestrian crossings will be incorporated by providing directional refuge islands.	This project will provide a direct bicycle connection to businesses along US 2. The generators on the corridor include restaurants, hotels, a casino, a nearby university, airport, and recreational activities. The project will also create a complete bicycle connection to downtown Spokane and the regional bike network, providing commute and recreational opportunities that do not exist presently	\$1,710,000	
<i>Pedestrian & Bikeways (CMAQ Grant) Study Only 2018</i>	Bike Share Feasability Study	This project will complete the preliminary engineering phase of a paid bike-share program for the City of Spokane. The scope of work will include a feasibility study with a forecast of user demand, financial assessment, risk analysis, operating model and recommendations of how the City should proceed towards implementation.	The project will make bicycle riding more accessible to residents, workers, students and visitors in the city core. The bikeshare stations will be located at several key destinations including Riverfront Park, STA Plaza, the downtown library, the U-District, etc. within a 2-mile radius.	\$80,000	
<i>Pedestrian & Bikeways (Transportation Alternatives Grant) Study Only 2019</i>	Fish Lake Trail Connection Study	Design a connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. This project will study route options for a multi-use path between these endpoints and then design the preferred option. The preferred route will include an enhanced trail crossing in the vicinity of Riverside Avenue/Clarke Avenue and a short connection through People's Park to the Sandifur Bridge.	The purpose of this project is to design a connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge.	\$250,000	
<i>Safety Program (Safe Routes to School Grant) 2016</i>	Regal, Bemiss, Shaw Pedistrian Safety	This project will provide and/or improve pedestrian facilities along the primary walking routes for the three schools, Regal Elementary, Bemiss Elementary and Shaw Middle School. Improvements include sidewalk infill, bumpouts, and crosswalk improvements.	To provide a safe route for students and faculty for traveling to and from Regal, Bemiss, and Shaw Schools.	\$723,000	
<i>Safety Program (Safe Routes to School Grant) 2016</i>	Ridgeview Elementary Pedestrian Safety	This project will provide and/or improve pedestrian facilities along the primary walking routes for Ridgeview Elementary School. Improvements include sidewalk infill, bumpouts, and crosswalk improvements.	To provide a safe route for students and faculty for traveling to and from Ridgeview Elementary School	\$829,200	
<i>Capital Improvements (Levy, Utility, Parking Funds) 2021</i>	Sprague Ave, Cedar St to Browne St.	Construct full depth roadway, repair sidewalk (Including vaults), stripe bike lanes, upgrade lighting. This project is integrated with waterline replacement and with some CSO work.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$6,500,000	
<i>Capital Improvements (Levy, Utility, Parking Funds) 2020</i>	1st Ave, Maple St to Bernard St.	Construct full depth roadway, reappear sidewalk, stripe bike lanes, upgrade lighting, and replace water distribution main from Madison to Howard Streets.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$6,100,000	
<i>Capital Improvements (Levy, Utility, Parking Funds) 2022</i>	Riverside Ave, Maple St to Monroe St.	Construct full depth roadway, repair sidewalk, upgrade lighting, replace water line, and there is CSO work from Jefferson St to Monroe St.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$2,600,000	
<i>Capital Improvements (Levy, Utility, Parking Funds) 2023</i>	Riverside Ave, Monroe St to Division St.	Construct full depth roadway, repair sidewalk, upgrade lighting, replace water line, stormwater upgrades.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$4,200,000	
<i>Capital Improvements (Levy and Utility Funds) 2022</i>	Napa St, Sprague Ave to 2nd Ave.	Construct full depth roadway, repair sidewalk, upgrade lighting, replace distribution main and provide storm water seperation.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$4,300,000	
<i>Capital Improvements (Levy and UtilityFunds) 2020</i>	Maple St, Riverside Ave to Pacific Ave.	Construct full depth roadway, repair sidewalk, and replace distribution main.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$200,000	
<i>Capital Improvements (Levy and Utility Funds) 2022</i>	4th Ave, Sunset Hwy to Maple St.	Construct full depth roadway, repair sidewalk, replace distribution main and storm water seperation.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$600,000	
<i>Capital Improvements (Levy and Utility Funds) 2021</i>	Fort George Wright, Government Way to River	Construct full depth roadway, repair sidewalk, replace distribution main and storm water seperation.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	\$3,800,000	
<i>Pedestrian and Bikeways (Remaining Bond) 2016 & 2017</i>	2016 & 2017 ADA Ramp Replacement	Update ADA compliance at select locations throughout the city. Project locations selected in coordination with neighborhood needs and the Pedestrian Master Plan.	ADA compliant curb ramps are important to safe and convenient travel for aged and disabled populations.	\$900,000	
<i>Capital Improvements (Parking and Private Funds) 2016</i>	Main Ave, Bernard to Pine	Pilot project to implement diagonal parking in the center of the roadway.	This project will reconfigure Main Avenue in the vicinity of Browne and Division streets to offer additional downtown parking.	\$160,000	

New Projects Added to Six-Year Program (2017-2022) (Continued)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Pedestrian and Bikeways (Transportation Alternatives) 2017 - 2018</i>	Sprague Ave at Sherman Pedestrian Plaza	Construct a plaza connecting the south landing of the University District Gateway Bridge to East Sprague with a distinctive plaza entrance. The Plaza will prioritize pedestrian, bicycle, and transit modes of transportation.	Tie the Gateway Bridge to Sprague Avenue and open up opportunities for development and investment at this connection hub. The plaza also provides a functional alternative for the STA Medical Shuttle to quickly connect students to the Medical District.	\$1,052,485
<i>Safety Program (Arterial Funds) 2016</i>	Greene St at Ermina Ave Signalization	Design and ultimately construct a traffic signal at the subject intersection. The signal will incorporate necessary turning movement phases to allow traffic to flow into and out of the college campus. The intersection will also function to safely allow pedestrian crossings.	Presently traffic inefficiencies plague this intersection when vehicles or buses attempt to turn out into traffic on Greene St. Also there is a safety concern for pedestrian crossings at or near this intersection that needs to be addressed.	\$750,000
<i>Neighborhoods (TBD Revenue) 2016 - 2022</i>	TBD Sidewalk Program	Sidewalk improvements across the city as generally selected and prioritized by the Citizens Transportation Advisory Board, and approved by Council.	To fulfill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.	\$3,186,000
<i>Pedestrian and Bikeways (Transportation Alternatives) 2017</i>	Centennial Trail Gap at Mission Ave Phase II	This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by implementing grade separation improvements. This project will implement the recommendations of the feasibility study to bridge over Mission Avenue and tunnel under the railroad tracks.	This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities of the crossing. Separation of pedestrian facilities from the traveled way is important to both comfort and safety.	\$160,000

Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Bond Gap Project</i>	25th Ave from Southeast Blvd to 230' East of Lacey St.	This reconstruction project will involve rebuilding the full depth roadway section for this section of roadway. ADA curb ramps will be installed where necessary. This project also includes intigrated stormwater improvements. A private developer will install sidewalk on the south side of 25th Ave where missing (Approx.1000 LF)	This section of road is deteriorating and needs repair.	\$600,000
<i>Capital Improvements</i>	Adaptive Signal System, Division St. from Bridgeport to 'Y'	Install Adaptive Signal Control system that includes upgrade to fiber optic cable and integrates CCTB cameras along with DMS technology to provide a real-time interactive traffic control system.	Difficult re-timing due to aging communication system and frequently fluctuating traffic levels. Lack of ITS on the corridor compounds the issue.	
<i>Capital Improvements</i>	Erie St, from Martin Luther King Junior Way to 1st Ave.	Pave the unpaved portion of Erie St. from where the pavement ends on 1st Ave to where the pavement will be tying into Erie from Martin Luther King Junior Way. To include Sprague way to where the pavement currently ends. ADA curb ramps are included.	This is intended to be an alternate route between Martin Luther King Junior Way and Sprague Ave. This section of road is currently unpaved and will expect a significant increase in daily traffic upon completion of the MLKJ Way project.	\$410,000
<i>Bond Project</i>	High Drive from Scott to 29th Ave	This project bond project will reconstruct the roadway and rebuild pavement to updated standards	This section of road is deteriorating and needs repair.	
<i>Pedestrian & Bikeways</i>	High Drive Pedestrian and Bicycle Linkage	This project will provide travel lane width reduction and removal of on-street parking to construct bicycle and pedestrian facilities on High Drive from Hatch Rd to 29th Ave.	Improve the safety of pedestrians and cyclist traveling on High Drive between Hatch Rd. and 29th Ave and will also connect to the bicycle lanes currently terminating at High drive and 29th Ave.	\$513,000
<i>Capital Improvements</i>	I-90 Division Street Gateway Enhancement Project	Design and construct aesthetic and functional streetscape improvements including: landscaping, irrigation, walls, fencing/screening, traffic barriers, original art or sculpted art elements, and misc. hardscape features.	This project is meant to create an inviting "front door" to the city. The design is based on direction established in the draft I-90 Architectural Master Plan, which describes the desired architectural and landscape character for the I-90 corridor and exit areas The Spokane River is identified as the theme for this gateway corridor.	\$610,000
<i>Bond GAP Project</i>	Mission EB from Hamilton St. to Perry St.	This reconstruction project will involve rebuilding the full depth roadway section for this section of roadway. ADA curb ramps will be installed where necessary.	This section of road is deteriorating and needs repair.	\$328,725
<i>Capital Improvements</i>	Ray St, 29th to 17th	Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.	This section of road is deteriorating and needs repair.	\$3,368,942

Notice of Plan Commission Public Hearing Proposed City of Spokane Proposed 2017-2022 Six Year Comprehensive Street Program

Notice is hereby given that the City of Spokane is seeking to adopt the proposed 2017-2022 Six Year Comprehensive Street Program. A hearing is scheduled for **Wednesday, May 11, 2016 at 4:00 p.m. in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., Spokane, WA 99201.** The hearing may be continued to a later date at the discretion of the Plan Commission. Any person may submit written comments on the proposed actions or call for additional information.

City of Spokane Integrated Capital Management, Attn: Marcia Davis
808 West Spokane Falls Boulevard
Spokane, WA 99201-3333
(509) 625-6398; mdavis@spokanecity.org

Documents relating to this proposal are
at: <https://static.spokanecity.org/documents/projects/capitalprograms/six-year-street-program-2017-2022-draft.pdf>

Location: The program references projects city-wide.

Description of Proposal: The Six Year Comprehensive Street Program documents transportation projects with basic project descriptions, funding summaries and delivery schedules. Street Maintenance reports are also included. Projects that have received funding since the last publishing of the program are included in this draft.

SEPA: These items have been reviewed under the threshold requirement of the State Environmental Policy Act (SEPA) and a determination of non-significance (DNS) was issued on March 15th 2016. The Deadline for public comment was March 29th, 2016.

Only persons submitting written comments and persons testifying at a hearing may appeal the decision.

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.

CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2017-2022 SIX YEAR STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2017-2022 Six Year Street Program is in conformance with the City of Spokane's Comprehensive Plan.

FINDINGS OF FACT:

A. In May 2001, the City of Spokane adopted its Comprehensive Plan under the Growth Management Act (Chapter 36.70A RCW or "GMA").

B. The City's Comprehensive Plan is required to be consistent with the GMA.

C. The GMA requires that the City's annual Six Year Street Program shall be in conformance with the City's Comprehensive Plan.

D. The 2017-2022 Six Year Street Program identifies capital project activity which has implications on the growth of the community.

E. The City Plan Commission Transportation Subcommittee held workshops on March 29, 2016 and May 3, 2016 to review new projects for consistency with the goals and policies of the City's Comprehensive Plan, and made a recommendation to the Plan Commission to accept the new projects into the 2017-2022 Six Year Street Program.

F. The City Plan Commission held a workshop on April 13, 2016, and also held a public hearing on May 25, 2016, to obtain public comments on the 2017-2022 Six Year Street Program.

G. The City Council must receive a recommendation from the City Plan Commission to certify that the 2017-2022 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.

ACTION: Motion to accept the staff's Findings of Fact A through F.

CONCLUSIONS:

A. The 2017-2022 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.

B. The 2017-2022 Six Year Street Program 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 Arterial Street Plan.

ACTION: Motion to accept conclusions A and B by staff as conclusions of the Plan Commission.

RECOMMENDATIONS:

A. The Spokane City Plan Commission agrees that the 2017-2022 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010 and recommends adoption by the Spokane City Council.

B. By a vote of ?? to ??, the Plan Commission recommends the approval of these amended documents by the City Council.

**Dennis Dellwo, President
Spokane Plan Commission**