



# Spokane Plan Commission Agenda

September 14, 2016

2:00 PM to 5:00 PM

City Council Briefing Center

**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 <a href="#">August 24, 2016 meeting minutes</a> |               |
|             | 2) City Council/Community Assembly Liaison Reports         | Dennis Dellwo |
|             | 3) President Report  | John Dietzman |
|             | 4) Transportation Subcommittee Report                      | Lisa Key      |
|             | 5) Secretary Report  |               |

## Workshop:

- |             |   |                  |
|-------------|---|------------------|
| 2:15 - 2:45 | 1) <a href="#">Citywide Capital Improvement Program Consistency Review</a>  | Crystal Marchand |
| 2:45 - 3:45 | 2) <a href="#">Comprehensive Plan 2017 Update</a> <ul style="list-style-type: none"><li>• <a href="#">Chapter 4: LINK Spokane</a></li></ul> | Louis Meuler     |

## Hearing:

- |             |  |                                |
|-------------|--|--------------------------------|
| 4:00 - 5:00 | 1) <a href="#">Comprehensive Plan Annual Amendments</a> <ul style="list-style-type: none"><li>• <a href="#">Queen B Radio</a></li><li>• <a href="#">Avista</a></li></ul> | Tirrell Black & Kevin Freibott |
|-------------|--|--------------------------------|

## Adjournment:

Next Plan Commission meeting will be on September 21, 2016 at 4:00 pm

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](mailto: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.

# Spokane Plan Commission

August 24, 2016

Meeting Minutes: Meeting called to order at 2:01pm

## Attendance:

- Board Members Present: Dennis Dellwo, FJ Dullanty, John Dietzman, Christy Jeffers, Jacob Brooks, Patricia Kienholz, Greg Francis; Community Assembly Liaison, Lori Kinnear; City Council Liaison
- Board Not Members Present: Michael Baker, Christopher Batten, Todd Beyreuther
- Staff Members Present: Lisa Key, Shayne Schoonover, Amy Mullerleile, JoAnne Wright

## Public Comment:

None

## Briefing Session:

Minutes from the August 10, 2016 approved unanimously.

1. City Council Liaison Report-Lori Kinnear
  - Next week at the council meeting, council will be looking at confirmation of department heads.
  - Looking into changing Columbus Day to Indigenous Peoples Day.
2. Community Assembly Liaison Report- Greg Francis
  - None
3. Transportation Subcommittee Report - John Dietzman
  - Katherine Miller with Integrated Capital Management presented a proposal to address the need for heavy freight improvements in areas that have strong economic development.
4. Commission President Report-Dennis Dellwo
  - Three (3) Plan Commission meetings will be held in the month of September. These meetings will occur on September 14<sup>th</sup>, 21<sup>st</sup> and 28<sup>th</sup>.
5. Secretary Report-Lisa Key
  - Infill Open House on August 30<sup>th</sup> from 5:00-7:00pm in the Chase Gallery.
  - University District Open House on September 6<sup>th</sup> from 4 pm to 6 pm at 123 E Sprague (Stay Alfred).
  - Comp Plan Update Open Houses will be held:
    - Downtown Library: September 13<sup>th</sup> from 4:00-7:00pm
    - Southside Christian Church: September 20<sup>th</sup> from 4:30-8:00pm
    - Northeast Community Center: September 22<sup>nd</sup> from 4:30-8:00pm
    - West Central Community Center: September 29<sup>th</sup> from 4:30-8:00pm
  - Comp Plan Amendment Hearings will be held:
    - Queen B Radio: September 14<sup>th</sup> at 4:00pm
    - Avista: September 14<sup>th</sup> at 4:00pm
    - Morningside LLC: September 21<sup>st</sup> at 4:00pm
  - Board members discussed the Plan Commission Hearing Procedures.

Christy Jeffers makes a motion to approve the updated Plan Commission Hearing Procedures. Motion Seconded by John Dietzman.

FJ Dullanty makes an amendment to the motion to include "speaker can have 15-30 minutes by request" motion seconded by FJ Dullanty vote fails 3-3

John Dietzman makes a motion to include the amendment "Plan Commission member's questions and responses to do not out towards the speakers 15 minutes" Motion seconded by Jacob Brooks. Motion passes unanimously. 6-0

Motion passes as amended unanimously.

**Workshops:**

1. Citywide Capital Improvement Program Consistency Review - Crystal Marchand
  - Presentations and overview given by the following;
    - i. IT Department; Eric Finch
    - ii. Spokane Public Library; Andrew Chanse
    - iii. Asset Management; Ed Lukas;
    - iv. Fire Department; Chief Bobby Williams
    - v. Police Department; Acting Chief Craig Meidl
  - Questions asked and answered
  -
2. Comprehensive Plan 2017 Update - JoAnne Wright, Amy Mullerleile
  - Presentation and overview given
  - Questions asked and answered

**Meeting Adjourned at 4:17 P.M.**

Next Plan Commission Meeting is scheduled for **September 14, 2016**

<u>RIVERSIDE PARK WATER RECLAMATION FACILITY 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
Riverside Park Water Reclamation Facility/RPWRF OPS/2021	Perforated Plate Guide Modifications	Modification of the guides for the perforated plates in the AWWTP Headworks.	The perforated plates in the plant headworks rotate through the influent stream and screen out debris that would otherwise be carried into the plant treatment process. These plates wear out about every 3 years, but through the modification of the guides, the wear on them is much less and is expected to nearly double their useful life, saving hundreds of thousands of dollars over that time. Four of the systems have already been modified; this project will modify the remaining two.	\$400,000
Riverside Park Water Reclamation Facility/ICM/2020-2022	CSO SCADA Implementation	This project will build a SCADA (Supervisory Control and Data Acquisition) network for real-time monitoring and active control of many of the CSO (Combined Sewer Overflow) facilities.	Through the monitoring and control capabilities this project will create, the City will be able to maximize interceptor efficiency, minimize overloading the plant during storm events, and minimize the risk of CSO.	\$1,500,000
Riverside Park Water Reclamation Facility/ICM/2021	Headworks Building and Grit Chambers Odor Control System	Construction of odor control system for the Headworks Building and the Grit Chambers.	The Headworks Building is where raw wastewater enters the AWWTP. The wastewater then passes into the grit chambers next. The wastewater has only begun the treatment process at this point and carries with it strong odors. This project will construct air handling systems which will scrub the odors from the air exiting the Headworks and the Grit Chambers. This is one of the last areas of the plant to have odor control installed.	\$100,000
Riverside Park Water Reclamation Facility/ICM/2017-2022	Air Handling Units Supply and Exhaust (non-occupied)	Replacement and upgrade of Air Handling Units Supply and Exhaust fans for non-occupied areas.	These fans supply air and ensure air exchanges, necessary for a safe work environment, to spaces in the plant where staff goes, but is not permanently stationed (non-occupied). The existing fans were installed in the 70's and are at the end of their service life. Several have quit working or are under performing. Units will be prioritized and replaced in sequence of greatest need.	\$360,000
Riverside Park Water Reclamation Facility/ICM/2018	Backup Deaerator Tank	Purchase and installation of a second Deaerator Tank	The plant boilers need deaerated water to operate properly. A deaeration tank removes dissolved oxygen and other gases from water before it is used in the boiler system. Currently there is only one deaeration tank and no redundancy. If the tank fails, the boilers shut down and therefore the plant shuts down, and the NPDES permit would be violated. This purchase will provide needed reliability and redundancy.	\$300,000
Riverside Park Water Reclamation Facility/RPWRF OPS/2018	Biosolids Hauling Trucks (Dump)	Replacement of equipment necessary to transport Biosolids generated at the Riverside Park Water Reclamation Facility. Equipment being replaced is for two Biosolids Dump Trucks.	Biosolids generated at the Riverside Park Water Reclamation Facility are applied to private farmland in accordance with Federal and State regulations. Replacement of Biosolids hauling equipment is necessary to maintain the reliability necessary to meet Biosolids application regulations. This project is the purchase of two dump trucks to replace trucks that have reached the end of their service lives. Trucks are used in rough conditions; daily use, long miles, rough dirt roads and fields. Their service life is approximately 5 to 6 years.	\$725,000
Riverside Park Water Reclamation Facility/RPWRF OPS/2017-2020	Plant-wide Supply Fan Upgrade/Replacement (Occupied Spaces)	Upgrading and replacing HVAC (Heating Ventilation Air Conditioning) supply fans.	This project will replace HVAC fans throughout the treatment plant that supply air to the occupied spaces; where staff work areas are. The existing fans were part of the original plant construction done in the 1970's and are now at or beyond the end of their service lives. They are breaking down, no longer running efficiently, and do not supply the volumes of filtered air needed. Existing fans will be replaced, three or four per year over the next four years, until all are upgraded.	\$480,000
Riverside Park Water Reclamation Facility/ICM/2022	ICP (Inductively Coupled Plasma Mass Spectrometry)	Purchase of updated laboratory equipment	This analyzer is used to detect metals in the wastewater coming into the plant. This item is for a future replacement which will incorporate improved analytic capabilities by newer technology and will provide better detection limits allowing for better monitoring of permit requirements. This equipment has a useful life of 8-10 years before becoming obsolete, either through age and use or technology improvements which render it no longer useful.	\$100,000

<i>Riverside Park Water Reclamation Facility/ICM/2019</i>	<b>Seal Discrete Auto-analyzer</b>	This will be the purchase of new, improved laboratory equipment.	The Discrete Analyzer analyzes numerous contaminants, including ammonia and nitrogen, which are monitoring requirements for the NPDES permit. Improved technology allows the lab personnel to test at lower detection limits of contaminants. New analyzer equipment will be needed to keep us in compliance.	<b>\$68,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2017</i>	<b>Clarke Street Lift Station Modifications</b>	Modifications to the wet wells at the Clarke Street Lift Station	The existing wet well at this lift station allows for grease, oil, and plastics to accumulate on the surface of the water. This accumulation becomes a thick, hard layer over time and has to be manually removed and hauled away. This is an expensive, hazardous procedure which has to be done every 2-3 years. The planned modifications to the lift station will eliminate this accumulation, and therefore eliminate the manual removal of the sludge - reducing costs and increasing safety.	<b>\$150,000</b>
<i>Riverside Park Water Reclamation Facility/RPWRF OPS/2021</i>	<b>Plantwater Gallery Crane Redesign and Replacement</b>	This project will replace the existing Plantwater Gallery crane system with one that meets both needs and standards.	The crane that is used to remove and replace equipment from the plantwater gallery is poorly designed, at the end of its service life, and does not meet current standards or needs. The existing crane is from the 1970's original construction. It is insufficient to lift the loads required of it. It is unreliable and does not meet standards for safety. The design does not allow for proper movement of heavy equipment. A new crane with a new rail system will bring the system back into compliance with regulations.	<b>\$60,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2020-2022</i>	<b>Remote SCADA for Lift Stations</b>	SCADA (Supervisory Control and Data Acquisition) Systems for Lift Stations	This project, to be completed at the end of a currently running pilot program, will install hardware and software that allows for secure communications between remote facilities. Full implementation will be for integrating lift stations and combined sewer overflow (CSO) facilities into a SCADA (supervisory control and data acquisition) system, which will allow for remote monitoring and operational control of the numerous sewer lift stations throughout the city.	<b>\$450,000</b>
<b>Projects Completed and Removed from Six-Year Program</b>				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016-2020</i>	<b>BioSolids Equipment Replacement</b>	Replacement of equipment necessary to transport and apply Biosolids generated at the Riverside Park Water Reclamation Facility. Equipment being replaced includes Crew Truck, Biosolids Tractor, Biosolids Front End Loader, Biosolids Dump Truck and Pup, Biosolids Tractor, and Biosolids Dump	Biosolids generated at the Riverside Park Water Reclamation Facility are applied to private farmland in accordance to Federal and State regulations. Replacement of Biosolids hauling and application equipment is necessary to maintain the reliability necessary to meet Biosolids application regulations.	<b>\$1,125,000</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016</i>	<b>CSO Van Replacement</b>	Replacement of CSO flow monitoring and maintenance van	In order to comply with DPDES requirements and the Sierra Club settlement the City must monitor and regularly inspect CSO overflow regulators.	<b>\$60,000</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016-2021</i>	<b>General Infrastructure Replacements</b>	This program provides funding to perform general infrastructure replacements that are not identified in the Six Year Sewer Construction Plan.	The project is necessary to enable Wastewater to react to minor infrastructure needs as they arise.	<b>\$1,200,000</b>
<i>Riverside Park Water Reclamation Facility/Ecology Grant and Utility Rates/2016</i>	<b>LID Parking, Landscaping, and Fire Protection Improvements</b>	Upgrade of the RPWRF Parking Facility and addressing stormwater issues using Low Impact Development Techniques. Phase II of this project is in installation of fire suppression sprinklers in and Administration Building.	The parking lot project addresses stormwater issues and enhances safety for septic hauler buses and school buses coming to the facility. The fire suppression system protects the plants main process control system, and enhances worker safety.	<b>\$509,604</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016-2021</i>	<b>RPWRF Plant Engineering</b>	To provide engineering support when necessary to support the RPWRF plant engineer in performing smaller infrastructure and process upgrades at the RPWRF	Many upgrades and repairs at RPWRF are not large enough to warrant being included in a capital project package. They do, however, require coordination with the capital projects and/or with plant operations.	<b>\$300,000</b>

GOAL		Perforated Plates	Odor Control
<b>ADEQUATE PUBLIC FACILITIES AND SERVICES:</b> Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	<b>CFU 1</b>	<i>x</i>	<i>x</i>
<b>LEVEL OF SERVICE:</b> Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future Development.	<b>CFU 1.1</b>	<i>x</i>	<i>x</i>
<b>OPERATIONAL EFFICIENCY:</b> Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.	<b>CFU 1.2</b>	<i>x</i>	
<b>MAINTENANCE:</b> Require the maintenance, rehabilitation, and renovation of existing capital facilities.	<b>CFU 1.3</b>	<i>x</i>	<i>x</i>
<b>SERVICE PROVISION:</b> Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	<b>CFU 4</b>	<i>x</i>	<i>x</i>
<b>ENVIRONMENTAL CONCERNS:</b> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	<b>CFU 5</b>	<i>x</i>	<i>x</i>
<b>WATER QUALITY:</b> Protect the Spokane Valley-Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	<b>NE 1</b>	<i>x</i>	
<b>SURFACE WATER:</b> Provide for clean rivers that support native fish and aquatic lif and that are healthy for human recreation.	<b>NE 4</b>	<i>x</i>	

Riverside Park Water Reclamation Facility	CFU 1	CFU 1.1	CFU 1.2	CFU 1.3	CFU 4	CFU 5	NE 1	NE 4
Perforated Plate Guide Modifications	x	x	x	x	x	x	x	x
CSO SCADA Implementation	x	x	x		x	x	x	x
Headworks Building and Grit Chambers Odor Control System	x	x		x	x	x		
Air Handling Units Supply and Exhaust (non-occupied)	x	x	x	x				
Backup Deaerator Tank	x	x	x	x	x	x		x
Biosolids Hauling Trucks (Dump)	x	x	x		x	x		x
Plant-wide Supply Fan Upgrade/Replacement (Occupied Spaces)	x	x	x	x				
ICP (Inductively Coupled Plasma Mass Spectrometry)	x	x			x	x		x
Seal Discrete Auto-analyzer	x	x			x	x		x
Clarke Street Lift Station Modifications	x	x	x	x	x	x		x
Plantwater Gallery Crane Redesign and Replacement	x		x	x	x			x
Remote SCADA for Lift Stations	x	x	x	x	x	x	x	x

[illegible]





GOAL	
<b>LEVEL OF SERVICE:</b> Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future Development.	
<b>OPERATIONAL EFFICIENCY:</b> Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.	
<b>MAINTENANCE:</b> Require the maintenance, rehabilitation, and renovation of existing capital facilities.	
<b>SERVICE PROVISION:</b> Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	
<b>ENVIRONMENTAL CONCERNS:</b> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	
<b>CLEAN AIR:</b> Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	

CFU

Automated Side Load Collection Trucks	Cart Delivery Truck
1.1	X
1.2	X
1.3	
4	X
5	X
NE 5	X

WASTEWATER PROGRAM RECONCILIATION SHEET					
( 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	
Combined Sewer Overflow Abatement/Revenue Bond/2018	CSO Basin 26 Control Facility	CSO Basin 26 currently overflows to the Spokane River through the outfall near Lincoln and Spokane Falls. This project will construct a 2.1 MG storage tank and regulator north of Spokane Falls between Lincoln and Monroe to meet the overflow requirements as well as tank surface improvements.	This project is necessary to meet Department of Ecology regulations and for a cleaner river.	\$26,000,000	
Combined Sewer Overflow Abatement/Revenue Bond/2017	CSO Basin 25 Control Facility	CSO Basin 25 project will construct a 17,000 gallon storage tank and regulator in Main Avenue to meet the overflow requirements. A portion of the stormwater from Main Avenue will be separated, treated and infiltrated around Glover Field.	This project is necessary to meet Department of Ecology regulations and for a cleaner river.	\$5,950,000	
Combined Sewer Overflow Abatement/Revenue Bond/2017	CSO Basin 24 Control Facility	Construction of a 1.9 MG storage facility will control overflows from CSO 24 Basin. This facility will include tank and associated pipelines sized to meet overflow requirements.	This project is necessary to meet Department of Ecology regulations and for a cleaner river.	\$23,000,000	
Combined Sewer Overflow Abatement/ICM/2017	CSO Flow Control Upgrade	Replacement of flow control devices in existing CSO control facilities.	The 2013 CSO Plan Amendment determined existing the flow control needs to be changed for the existing CSO facilities to optimize storage. This project includes installation and adjustment of new flow control equipment.	\$360,000	
Sanitary Collection System/ICM/2018	Browne Avenue Sewer Improvements	The first project provides additional sewer capacity in the vicinity of Browne from 6th to 3rd Avenue. The 2nd project extends the City main in 2nd Ave from McLellan 250ft east to relieve the over capacitized sewer in Browne from connections in 2nd Avenue	The area of Browne and 2nd have had a history of rain related back ups into businesses for years, and these two projects will provide additional capacity for these businesses and relief the rain related capacity issues.	\$820,000	
Sanitary Collection System/Ecology Loan/2017	High Drive Sewer Upsizing	Replace existing sewer main with a larger pipe.	With the construction of CSO Basin 20 Control Facility, the outfall pipe to Latah (Hangman) Creek will be abandoned. Currently, 2 pipes (18-inch and 42-inch) join into a single 18-inch pipe and when flows exceed the capacity of this pipe in High Drive, the combined sewer overflows. Without the overflow pipe, the existing pipe will be over pressured or sewage would flow out of the manhole. The pipe from approximately 29th Avenue to 21st Avenue will be replaced with a larger pipe to prevent pipe damage or Sanitary Sewer Overflow (SSO).	\$967,000	
Stormwater/Ecology Grant/2017	High Drive Stormwater Management	Manage stormwater as part of the sewer main replacement.	This area of High Drive is part of the combined sewer system. Stormwater runoff will be separated, treated and infiltrated in the City-owned grass areas along High Drive. This project is similar to the previous stormwater projects	\$292,000	
Stormwater/ICM/2018	Hartson Stormwater	The brick catch basins need to be updated as well as construction manholes at the pipe connections.	Hartson sidewalk project will install bumpouts and new catch basins will need to be installed. The existing system has a non-standard pipe connection that will need be upgraded with manholes.	\$385,000	
Sanitary Collection System/ICM/2017	Hayford Road Forcemain Replacement	The existing 8-inch PVC forcemain was installed in 1985. This project will replace this PVC pipe with an 8-inch ductile iron pipe. The length of the forcemain is approximately 950 feet. Pavement patching will occur in Hallett Drive as necessary.	Older PVC forcemains are prone to cracking and splitting. Replacing these pipes with ductile iron, increases the life expectancy of the forcemain and reduces the risk of the pipe failure.	\$230,000	
Sanitary Collection System/ICM/2022	Meadow Glen Forcemain Replacement	The existing 4-inch PVC forcemain was installed in 1994. This project will replace this PVC pipe with an 4-inch ductile iron pipe. The length of the forcemain is approximately 1,300 feet. Pavement patching will occur in both Arrowhead and Bedford.	Older PVC forcemains are prone to splitting and breaking. Replacing these pipes with ductile iron, increases the life expectancy of the forcemain and reduces the risk of the pipes failure.	\$330,000	
Sanitary Collection System/ICM/2019	Rossmoor Ridge Forcemain Replacement	The existing 4-inch PVC forcemain was installed in 1990. This project will replace this PVC pipe with a 4-inch ductile iron pipe. The length of the forcemain is approximately 1,200 feet. Pavement patching will occur in Kensington Drive.	Older PVC forcemains are prone to splitting and failure. Replacing these types of pipes with ductile iron, increases the life expectancy of the forcemain and reduces the risk of the pipe failing and the spillage of sewage on the ground.	\$345,000	
Sanitary Collection System/ICM/2021	Sundance III Forcemain Replacement	The existing 4-inch PVC forcemain was installed in 1988. This project will replace this PVC pipe with an 4-inch ductile iron pipe. The forcemain is approximately 750-feet long. Pavement patching will occur in Comanche Drive where necessary.	Older PVC forcemains are prone to splitting and failing. Replacing these pipes with ductile iron, increases the life expectancy of the forcemain and reduces the risk of the pipes failure which prevents sewerage spilling to ground.	\$190,000	
Sanitary Collection System/ICM/2023	Sundance IX Forcemain Replacment	The existing 6-inch PVC forcemain was installed in 1993. This project will replace this PVC pipe with an 6-inch ductile iron pipe. Approximately 1,100-feet of forcemain will be replaced. Pavement patching will occur where necessary in Skagit Ave.	Older PVC forcemains are prone to splitting andfailure. Replacing these pipes with ductile iron, increases the life expectancy of the forcemain and reduces the risk of the pipes failure and sewerage spilling to ground.	\$300,000	
Stormwater/ICM & Ecology Grant/2018	Cochran Basin TJ Meenach Pond and Connection Piping	This project will construct a stormwater treatment and retention facility, a sedimentation vault as well as the necessary downstream piping. This project will eliminate the direct discharge of stormwater to the Spokane River from the Cochran Basin.	By eliminating the discharge of stormwater from the Cochran Basin, approximately 50% of the City of Spokane’s stormwater discharge to the Spokane River will be removed. Approximately 90% of stormwater from this basin will be treated to meet the TMDL requirements from the Department of	\$2,330,000	
Stormwater/ICM/2021	Maple Street (Riverside to Pacific)	The project will separate stormwater from the intersection of Maple and Pacific by re-routing the existing storm pipe to the green space to the east of Maple.	The project will reduce the untreated stormwater discharge to the Spokane River.	\$110,000	
Stormwater/ICM/2022	4th Avenue (Sunset to Maple)	This project will provide stormwater separation along both sides of 4th Avenue with bioretention areas between the sidewalks and back of curb.	This project will reduce stormwater flows to the CSO system.	\$440,000	
Stormwater/ICM/2022	Napa Street (Sprague to 2nd)	Stormwater treatment as part of the Levy project	This project will manage stormwater as part of the Levy Street project.	\$550,000	

<i>Stormwater/ICM/2019</i>	<b>Post Street Bridge Stormwater Improvements</b>	This project will construct stormwater bioretention adjacent to the roundabout. These bioretention areas will collect and treat stormwater from the roundabout and adjacent impervious areas.	Stormwater at the intersection of Bridge and Lincoln currently drains to the stormwater outfall pipe on the east end of the Post Street Bridge. This project will separate some of the flow from that stormwater outfall pipe and provide	<b>\$275,000</b>
<i>Stormwater/ICM/2018</i>	<b>Sunset Boulevard (Royal to Lindeke)</b>	The project will include construction bioretention adjacent to the road along the entire project limits. This will eliminate an MS4 outfall to Latah Creek.	The stormwater along the length of the project is currently managed in open ditches and piping that discharges to Latah Creek. The proposed project will manage stormwater more efficiently and will provide treatment prior to <u>infiltration into the ground.</u>	<b>\$500,000</b>
<i>Stormwater/Ecology Grant and Loan/2019-2022</i>	<b>Cochran Basin Disc Golf Ponds</b>	This project will construct a stormwater treatment and retention facility to be integrated with the Downriver Disc Golf Course. This project will eliminate the direct discharge of stormwater to the Spokane River from the Cochran Basin.	By eliminating the discharge of stormwater from the Cochran Basin, approximately 50% of the City of Spokane’s stormwater discharge to the Spokane River will be removed. Approximately 90% of stormwater from this basin will be treated to meet the TMDL requirements from the Department of	<b>\$9,700,000</b>
<i>Stormwater/ICM/2021</i>	<b>Fort George Wright</b>	This project will include stormwater bioretention along the length of the project.	This project will eliminate untreated stormwater discharge to the Spokane River.	<b>\$550,000</b>
<i>Riverside Park Water Reclamation Facility/RPWRF OPS/2021</i>	<b>Perforated Plate Guide Modifications</b>	Modification of the guides for the perforated plates in the AWWTP Headworks.	The perforated plates in the plant headworks rotate through the influent stream and screen out debris that would otherwise be carried into the plant treatment process. These plates wear out about every 3 years, but through the modification of the guides, the wear on them is much less and is expected to nearly double their useful life, saving hundreds of thousands of dollars over that time. Four of the systems have already been modified; this project will modify the remaining two.	<b>\$400,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2020-2022</i>	<b>CSO SCADA Implementation</b>	This project will build a SCADA (Supervisory Control and Data Acquisition) network for real-time monitoring and active control of many of the CSO (Combined Sewer Overflow) facilities.	Through the monitoring and control capabilities this project will create, the City will be able to maximize interceptor efficiency, minimize overloading the plant during storm events, and minimize the risk of CSO	<b>\$1,500,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2021</i>	<b>Headworks Building and Grit Chambers Odor Control System</b>	Construction of odor control system for the Headworks Building and the Grit Chambers.	The Headworks Building is where raw wastewater enters the AWWTP. The wastewater then passes into the grit chambers next. The wastewater has only begun the treatment process at this point and carries with it strong odors. This project will construct air handling systems which will scrub the odors from the air exiting the Headworks and the Grit Chambers. This is one of the last areas of the plant to have odor control installed.	<b>\$100,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2017-2022</i>	<b>Air Handling Units Supply and Exhaust (non-occupied)</b>	Replacement and upgrade of Air Handling Units Supply and Exhaust fans for non-occupied areas.	These fans supply air and ensure air exchanges, necessary for a safe work environment, to spaces in the plant where staff goes, but is not permanently stationed (non-occupied). The existing fans were installed in the 70's and are at the end of their service life. Several have quit working or are under performing. Units will be prioritized and replaced in sequence of greatest need.	<b>\$360,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2018</i>	<b>Backup Deaerator Tank</b>	Purchase and installation of a second Deaerator Tank	The plant boilers need deaerated water to operate properly. A deaeration tank removes dissolved oxygen and other gases from water before it is used in the boiler system. Currently there is only one deaeration tank and no redundancy. If the tank fails, the boilers shut down and therefore the plant shuts down, and the NPDES permit would be violated. This purchase will provide needed reliability and redundancy.	<b>\$300,000</b>
<i>Riverside Park Water Reclamation Facility/RPWRF OPS/2018</i>	<b>Biosolids Hauling Trucks (Dump)</b>	Replacement of equipment necessary to transport Biosolids generated at the Riverside Park Water Reclamation Facility. Equipment being replaced is for two Biosolids Dump Trucks.	Biosolids generated at the Riverside Park Water Reclamation Facility are applied to private farmland in accordance with Federal and State regulations. Replacement of Biosolids hauling equipment is necessary to maintain the reliability necessary to meet Biosolids application regulations. This project is the purchase of two dump trucks to replace trucks that have reached the end of their service lives. Trucks are used in rough conditions; daily use, long miles, rough dirt roads and fields. Their service life is approximately 5 to 6 years.	<b>\$725,000</b>
<i>Riverside Park Water Reclamation Facility/RPWRF OPS/2017-2020</i>	<b>Plant-wide Supply Fan Upgrade/Replacement (Occupied Spaces)</b>	Upgrading and replacing HVAC (Heating Ventilation Air Conditioning) supply fans.	This project will replace HVAC fans throughout the treatment plant that supply air to the occupied spaces; where staff work areas are. The existing fans were part of the original plant construction done in the 1970's and are now at or beyond the end of their service lives. They are breaking down, no longer running efficiently, and do not supply the volumes of filtered air needed. Existing fans will be replaced, three or four per year over the next four years, until all are upgraded.	<b>\$480,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2022</i>	<b>ICP (Inductively Coupled Plasma Mass Spectrometry)</b>	Purchase of updated laboratory equipment	This analyzer is used to detect metals in the wastewater coming into the plant. This item is for a future replacement which will incorporate improved analytic capabilities by newer technology and will provide better detection limits allowing for better monitoring of permit requirements. This equipment has a useful life of 8-10 years before becoming obsolete, either through age and use or technology improvements which render it no longer useful.	<b>\$100,000</b>

<i>Riverside Park Water Reclamation Facility/ICM/2019</i>	<b>Seal Discrete Auto-analyzer</b>	This will be the purchase of new, improved laboratory equipment.	The Discrete Analyzer analyzes numerous contaminants, including ammonia and nitrogen, which are monitoring requirements for the NPDES permit. Improved technology allows the lab personnel to test at lower detection limits of contaminants. New analyzer equipment will be needed to keep us in compliance.	<b>\$68,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2017</i>	<b>Clarke Street Lift Station Modifications</b>	Modifications to the wet wells at the Clarke Street Lift Station	The existing wet well at this lift station allows for grease, oil, and plastics to accumulate on the surface of the water. This accumulation becomes a thick, hard layer over time and has to be manually removed and hauled away. This is an expensive, hazardous procedure which has to be done every 2-3 years. The planned modifications to the lift station will eliminate this accumulation, and therefore eliminate the manual removal of the sludge - reducing costs and increasing safety.	<b>\$150,000</b>
<i>Riverside Park Water Reclamation Facility/RPWRF OPS/2021</i>	<b>Plantwater Gallery Crane Redesign and Replacement</b>	This project will replace the existing Plantwater Gallery crane system with one that meets both needs and standards.	The crane that is used to remove and replace equipment from the plantwater gallery is poorly designed, at the end of its service life, and does not meet current standards or needs. The existing crane is from the 1970's original construction. It is insufficient to lift the loads required of it. It is unreliable and does not meet standards for safety. The design does not allow for proper movement of heavy equipment. A new crane with a new rail system will bring the system back into compliance with regulations.	<b>\$60,000</b>
<i>Riverside Park Water Reclamation Facility/ICM/2020-2022</i>	<b>Remote SCADA for Lift Stations</b>	SCADA (Supervisory Control and Data Acquisition) Systems for Lift Stations	This project, to be completed at the end of a currently running pilot program, will install hardware and software that allows for secure communications between remote facilities. Full implementation will be for integrating lift stations and combined sewer overflow (CSO) facilities into a SCADA (supervisory control and data acquisition) system, which will allow for remote monitoring and operational control of the numerous sewer lift stations	<b>\$450,000</b>
<i>R/W Operations/WWM Ops/2021</i>	<b>Closed Circuit Television Inspection Truck 2021</b>	This truck is used to inspect all new Storm and Sanitary sewer pipes as well as routine inspection of existing infrastructure for blockages and structural condition.	To maintain the capacity and integrity of the wastewater collection system.	<b>\$275,000</b>
<i>R/W Operations/WWM Ops/2022</i>	<b>Closed Circuit Television Inspection Truck 2022</b>	This truck is used to inspect all new Storm and Sanitary sewer pipes as well as routine inspection of existing infrastructure for blockages and structural condition.	To maintain the capacity and integrity of the wastewater collection system.	<b>\$300,000</b>
<i>R/W Operations/WWM Ops/2022</i>	<b>Jet Rodder 2022</b>	This truck is used for cleaning roots and debris from the sanitary sewer and stormwater collection systems.	To maintain the capacity of the existing infrastructure systems.	<b>\$325,000</b>
<i>R/W Operations/WWM Ops/2018</i>	<b>Bucket Macines 2018</b>	These machines are used to clean large line sewers. They can also maintain lines that cannot be reached with a Hydro and remove large obstacles from deep sewer lines.	To maintain the capacity of the interceptor sewer pipes.	<b>\$150,000</b>
<i>R/W Operations/WWM Ops/2022</i>	<b>Heavy Construction Equipment 2022</b>	This equipment is used to maintain and rehabilitate our existing sanitary sewer and stormwater collection systems.	To maintain the capacity of the existing collection systems.	<b>\$400,000</b>
<i>R/W Operations/WWM Ops/2020</i>	<b>CSO Van 2020</b>	This truck will be used to maintain the CSO Tanks. this work includes confined space entry working with hydro slides and flush gates.	To maintain the capacity of the interceptor sewer system.	<b>\$75,000</b>
<i>R/W Operations/WWM Ops/2022</i>	<b>Forklift 2022</b>	This forklift is used in the warehouse and to load and unload rings and covers.	To maintain the capacity of the existing infrastructure. this is necessary work around the yard.	<b>\$100,000</b>
<i>R/W Operations/WWM Ops/2020</i>	<b>5 Yard Dump Truck 2020</b>	This Truck is used for a variety of small construction projects.	To maintain, repair and rehab sanitary and storm water infrastructure.	<b>\$175,000</b>
<i>R/W Operations/WWM Ops/2017</i>	<b>1 Ton Dump Truck 2017</b>	This Truck is used for a variety of small construction projects.	To maintain, repair and rehab sanitary and storm water infrastructure.	<b>\$75,000</b>
<i>R/W Operations/WWM Ops/2018</i>	<b>2-Mechanical Sewer Rodders 2018</b>	Replace Equipment working on Storm and Sewer pipes.	Maintain utilities for our customers.	<b>\$500,000</b>
<i>R/W Operations/WWM Ops/2019</i>	<b>Construction Crew Hydro Excavator 2019</b>	Replacement Truck works on Water, Sewer and Stormwater infrastructure.	Maintain utilities for our customers.	<b>\$600,000</b>

Projects Completed/Delayed/Removed from Six-Year Program				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
Combined Sewer Overflow Abatement/ICM & PWTF Loan/2016	CSO Basin 06 & 07, NW Blvd.,Garland Ave &Downriver	A below ground storage will be constructed to control overflow of combined sewage to the Spokane River.	The purpose of this project is to meet Ecology regulations to reduce the discharge of untreated sewage to the Spokane River to one discharge per year using a 20 year moving average. To meet this regulation, flow stormwater peak combined sewage flows will be stored and gradually sent to the RPWRF. Separation and infiltration of stormwater is possible for CSO Basin 6 because of ground infiltration and distance to the Aquifer.	\$800,000
Combined Sewer Overflow Abatement/Ecology Loan/2016	CSO Basin 20 Hatch, Garfield Street and 43rd Avenue	Design and construction of a storage facility for CSO Basin 20. Major features of the facility include installation of flow controls; self cleaning flush mechanisms; and remote sensors. The outfall to Latah Creek will be eliminated.	Major features of the facility include installation of flow controls; self cleaning flush mechanisms; and remote sensors. The purpose of this project is to meet Ecology regulations to reduce the discharge of untreated sewage to the Latah (Hangman) Creek.	\$450,000
Combined Sewer Overflow Abatement/ICM & Ecology Loan/	CSO Basin 24,25 & 26 Main Street	Three CSO basins overflow to the Spokane River in the same vicinity of downtown. The control facilities are being combined is this project to reduce construction and operations costs. CSO control facilities will be designed and constructed to control CSO Basins 24, 25 and 26.	This project is necessary to meet Department of Ecology regulations and for a cleaner river.	\$47,000,000
Sanitary Collection/ICM/2016-2021	Force Main Replacement	Replacement of existing plastic pipes with ductile iron.	Many of the lift station installed in the 1980s and 1990s used plastic (PVC) pipe for their force mains. Recurring line breaks on these plastic force main lines have required expensive emergency repairs. This project is an on-going replacement of these plastic pipes with ductile iron. Replacement is prioritized by the Sewer Maintenance Division based on the condition and location of the plastic force mains. Eventually, all plastic force mains will be replaced with ductile iron pipe. The purpose of this project is to reduce operation and maintenance costs and to reduce expenditures associated with emergency repairs	\$1,050,000
Sanitary Collection/ICM & WSDOT/2016	Hillyard Forcemain Re-Route	The force main needs to be relocated as part of the North South Corridor (NSC) Project.	Before the construction of the WSDOT NSC, a sewer main needs to be abandoned, and new sewer and force main within a steel casing needs to built.	\$1,050,000
Sanitary Collection/ICM/2016-2021	Infrastructure Replacement Fund	This project provides funding to replace sewer infrastructure associated with street or water projects.	The project is necessary to enable wastewater to react to manhole, catch basin, or pipe repairs and upgrades when other projects are constructed, including Levy projects. With the integrated approach to complete streets, funds are needed to upgrade and or replace lines as necessary in conjunction with other City projects. For example: in conjunction with a road project, the Department funds the replacement of shallow vitrified clay pipe, broken or cracked pipes, and deteriorated manholes including replacement of worn surface cast iron rings and covers. These facility replacements and upgrades are funded through this project and paid for through separate schedules as part of the larger City improvement. The purpose of this project is to reduce overall project costs by combining sewer upgrades with other City projects.	\$2,450,000
Sanitary Collection/ICM/2018	Rossmoor Ridge Lift Station Repair and Upgrade	Repairs and/or upgrades existing lift stations.	This project repairs and/or upgrades existing lift stations because either the pumps and/or control equipment require excessive maintenance. Upgrades may also include above-ground facilities to address the new confined-space safety issues of lift stations in underground vaults. The purpose of this project is to	\$220,000
Sanitary Collection/ICM/2017	Wind River Lift Station Repair and Upgrade	Repairs and/or upgrades existing lift stations.	This project repairs and/or upgrades existing lift stations because either the pumps and/or control equipment require excessive maintenance. Upgrades may also include above-ground facilities to address the new confined-space safety issues of lift stations in underground vaults. The purpose of this project is to reduce operation and maintenance costs by rehabilitating lift stations.	\$220,000
Stormwater/ICM & Ecology Loan/2016	37th Avenue Stormwater Upsizing	Stormwater pipelines will be constructed in 37th Avenue and Freya Street to collect street runoff. A pump station will be constructed to convey stormwater to the 37th and Rebecca treatment facility. Runoff from Ray Street will be managed as part of this project.	37th Avenue currently experiences localized flooding within the project limits causing creates water quality issues, as well as pedestrian and motorist safety issues. This area is also prone to flooding in basements.	\$455,000
Stormwater/Ecology Grant/2017	Cochran Basin Pipeline	This project will construct a pipeline to convey stormwater to Cochran Basin storage, treatment, and infiltration facilities.	By eliminating the discharge of stormwater from the Cochran Basin, approximately 50% of the City of Spokane’s stormwater discharge to the Spokane River will be removed. Approximately 90% of stormwater from this basin will be treated to meet the TMDL requirements from the Department of	\$2,000,000
Stormwater/Ecology Grant & Loan/2017-2021	Cochran Basin Stormwater Improvements	This project will eliminate the direct discharge of stormwater to the Spokane River by treating and infiltrating stormwater runoff from the Cochran Basin.	By eliminating the discharge of stormwater from the Cochran Basin, approximately 50% of the City of Spokane’s stormwater discharge to the Spokane River will be removed. Approximately 90% of stormwater from this basin will be treated to meet the TMDL requirements from the Department of Ecology.	\$23,200,000

<i>Stormwater/ICM &amp; Ecology Grant/2016</i>	<b>Havana Stormwater Improvements</b>	Bioretention swales and stormwater pipelines will be constructed in Havana Street from 37th Avenue to the City limits to collect and treat street runoff.	This project will be constructed in coordination the 37th Avenue reconstruction, with the Hazel's Creek Downstream and Glenrose/57th/Havana water pipeline projects. Timing with these two projects will need to be coordinated. Council	<b>\$125,000</b>
<i>Stormwater/ICM &amp; Ecology Loan/2016</i>	<b>Hazel's Creek Downstream</b>	Stormwater conveyance and infiltration will be designed and constructed downstream of Hazel's Creek Stormwater Facility.	This project will implement infrastructure improvements as warranted by new development on the Moran Prairie. Hazel's Creek Stormwater Facility infiltration capacity is limited by a downstream restriction. As more capacity is necessary at Hazel's Creek, stormwater will be conveyed in a piping system downstream. The first phase will complete design to connect to 37th and Rebecca facility. Construction will include conveyance piping as well as stormwater treatment facility at 37th and Rebecca. After treatment, stormwater will be conveyed for underground infiltration in area of Cuba Street and 35th	<b>\$1,270,000</b>
<i>Stormwater/ICM/2016</i>	<b>Indiana Avenue Stormwater Project</b>	Bio retention swales constructed along street	As part of the Levy project, stormwater will be treated and infiltrated instead of being discharged directly to the Spokane River. In phase 1, stormwater will managed using grass swales and in phase 2 will be managed using curb extensions.	<b>\$200,000</b>
<i>Stormwater/ICM/2018-2021</i>	<b>Levy Stormwater Projects Fund</b>	Bio retention swales constructed along street	As part of the Levy project, stormwater will be treated and infiltrated instead of being discharged directly to the Spokane River.	<b>\$19,200,000</b>
<i>Stormwater/Ecology Grant/2016</i>	<b>Monroe Lincoln Stormwater</b>	stormwater improvements associated with the full depth pavement reconstruction on South Lincoln Street and Monroe Street	This project will construct a stormwater conveyance, treatment and infiltration facility for stormwater runoff. The existing curb to curb width will be maintained. Components of the project include:Connection of piping to existing storm stub on 8th Avenue; Conveyance piping between 8th Avenue and 3rd Avenue; A bio-retention facility west of Monroe Street and north of I-90; An infiltration facility (drywells) located on Cedar Street between 4th Avenue and 3rd Avenue. Stormwater will be removed from the combined sewer system of CSO Basin 24.	<b>\$300,000</b>
<i>Stormwater/ICM/2017-2020</i>	<b>N Lincoln MS4 Elimination</b>	Management of stormwater in Lincoln Street from the Bridge Avenue to Sharp Avenue.	The goal of this project is to eliminate the MS4 outfall.	<b>\$2,000,000</b>
<i>Stormwater/ICM/2016</i>	<b>Rowan Avenue Stormwater Project</b>	Bio retention swales constructed along street	As part of the Levy project, stormwater will be treated and infiltrated instead of being discharged directly to the Spokane River.	<b>\$105,000</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016-2020</i>	<b>BioSolids Equipment Replacement</b>	Replacement of equipment necessary to transport and apply Biosolids generated at the Riverside Park Water Reclamation Facility. Equipment being replaced includes Crew Truck, Biosolids Tractor, Biosolids Front End Loader, Biosolids Dump Truck and Pup, Biosolids Tractor, and Biosolids Dump	Biosolids generated at the Riverside Park Water Reclamation Facility are applied to private farmland in accordance to Federal and State regulations. Replacement of Biosolids hauling and application equipment is necessary to maintain the reliability necessary to meet Biosolids application regulations	<b>\$1,125,000</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016</i>	<b>CSO Van Replacement</b>	Replacement of CSO flow monitoring and maintenance van	In order to comply with DPDES requirements and the Sierra Club settlement the City must monitor and regularly inspect CSO overflow regulators.	<b>\$60,000</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016-2021</i>	<b>General Infrastructure Replacements</b>	This program provides funding to perform general infrastructure replacements that are not identified in the Six Year Sewer Construction Plan.	The project is necessary to enable Wastewater to react to minor infrastructure needs as they arise.	<b>\$1,200,000</b>
<i>Riverside Park Water Reclamation Facility/Ecology Grant and Utility Rates/2016</i>	<b>LID Parking, Landscaping, and Fire Protection Improvements</b>	Upgrade of the RPWRF Parking Facility and addressing stormwater issues using Low Impact Development Techniques. Phase II of this project is in installation of fire suppression sprinklers in and Administration Building.	The parking lot project addresses stormwater issues and enhances safety for septic hauler buses and school buses coming to the facility. The fire suppression system protects the plants main process control system, and ehnahecsworker safety	<b>\$509,604</b>
<i>Riverside Park Water Reclamation Facility/Utility Rates/2016-2021</i>	<b>RPWRF Plant Engineering</b>	To provide engineering support when necessary to support the RPWRF plant engineer in performing smaller infrastructure and process upgrades at the RPWRF	Many upgrades and repairs at RPWRF are not large enough to warrant being included in a capital project package. They do, however, require coordination with the capital projects and/or with plant operations.	<b>\$300,000</b>
<i>R/W Operations/WWM Ops/2017</i>	<b>Service Truck 2017</b>	This truck is used to maintain the existing collection systems and is utilized for responding to citizen calls for service and emergency response calls during the day.	To maintain the capacity of the existing infrastructure.	<b>\$150,000</b>
<i>R/W Operations/WWM Ops/2016</i>	<b>Bucket Machines 2016</b>	These machines are used to clean large line sewers. They can also maintain lines that cannot be reached with a Hydro and remove large obstacles from deep sewer lines.	To maintain the capacity of the interceptor sewer pipes.	<b>\$100,000</b>
<i>R/W Operations/WWM Ops/2019</i>	<b>Combination Sewer Cleaners 2019</b>	These trucks are used to clean large line and interceptor lines in the sanitary sewer system as well as being used to provide assistance for construction projects being performed by multiple departments throughout the City.	To maintain the capacity and integrity of the Sanitary Sewer system.	<b>\$650,000</b>
<i>R/W Operations/WWM Ops/2016</i>	<b>Pumper/Tank Truck 2016</b>	This vehicle is used in conjunction with the service crews to maintain the sanitary sewer collection system.	To maintain the capacity of the collection system.	<b>\$150,000</b>

<i>R/W Operations/WWM Ops/2018</i>	<b>Pumper/Tank Truck 2018</b>	This truck is used in conjunction with our service crews in maintaining both the Sanitary Sewer and Stormwater collection systems.	To maintain the capacity of the existing system.	<b>\$200,000</b>
<i>R/W Operations/WWM Ops/2018</i>	<b>South Side Service Truck 2020</b>	This is a replacement vehicle that maintains Sanitary Sewer infrastructure, handles citizen calls, locates, lost items, broken gates, etc.	To maintain the integrity and capacity of the wastewater collection systems.	<b>\$150,000</b>



## GOAL

**ADEQUATE PUBLIC FACILITIES AND SERVICES:** Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.

**COORDINATION:** Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.

**ENVIRONMENTAL CONCERNS:** Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.

**WATER QUALITY:** Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

**CFU  
1**

**CFU  
3**

**CFU  
5**

**NE 1**

CSO 24 Control Facility	High Drive Sewer Upsizing	Sunset Boulevard Stormwater Improvements	Cochran Basin Disc Golf Ponds	Fort George Wright Stormwater
X	X			
	X	X	X	X
X	X	X	X	X
X	X	X	X	X

<b>Combined Sewer Overflow Abatement</b>	<b>CFU 1</b>	<b>CFU 3</b>	<b>CFU 5</b>	<b>NE 1</b>
CSO Basin 26 Control Facility	<b>x</b>		<b>x</b>	<b>x</b>
CSO Basin 25 Control Facility	<b>x</b>		<b>x</b>	<b>x</b>
CSO Basin 24 Control Facility	<b>x</b>		<b>x</b>	<b>x</b>
CSO Flow Control Upgrade	<b>x</b>		<b>x</b>	<b>x</b>
<b>Plant Operations</b>	<b>CFU 1</b>	<b>CFU 3</b>	<b>CFU 5</b>	<b>NE 1</b>
Perforated Plate Guide Modifications (WWM-2016-128)	<b>x</b>			
CSO SCADA Implementation (WWM-2016-125)	<b>x</b>			
Headworks Building and Grit Chambers Odor Control System	<b>x</b>			
Air Handling Units Supply and Exhaust (WWM-2016-122)	<b>x</b>			
Backup Deaerator Tank (WWM-2016-120)	<b>x</b>			
Biosolids Hauling Trucks (WWM-2016-127)	<b>x</b>			
Plant-wide Supply Fan Upgrade/Replacement (WWM-2016-121)	<b>x</b>			
ICP (Inductively Coupled Plasma Spectrometry) (WWM-2016-119)	<b>x</b>			
Plantwater Gallery Crane Redesign and Replacement (WWM-2016-131)	<b>x</b>			
Seal Discrete Auto-analyzer (WWM-2016-118)	<b>x</b>			

Remote SCADA for Lift Stations	x			
<b>Right of Way Operations</b>	<b>CFU 1</b>	<b>CFU 3</b>	<b>CFU 5</b>	<b>NE 1</b>
Closed Circuit Television Inspection Truck 2021 (WWM-2016-110)	x			
Closed Circuit Television Inspection Truck 2022 (WWM-2016-111)	x			
Jet Rodder 2022 (WWM-2016-112)	x			
Bucket Machines 2018 (WWM-2016-109)	x			
Heavy Construction Equipment 2022 (WWM-2016-113)	x			
CSO Van 2020 (WWM-2016-108)	x			
Forklift 2022 (WWM-2016-114)	x			
5 Yard Dump Truck 2020 (WWM-2016-107)	x			
1 Ton Dump Truck 2017 (WWM-2016-104)	x			
2-Mechanical Sewer Rodders 2018 (WWM-2016-105)	x			
Const. Crew Hydro Excavator 2019 (WWM-2016-106)	x			
<b>Sanitary Collection System</b>	<b>CFU 1</b>	<b>CFU 3</b>	<b>CFU 5</b>	<b>NE 1</b>
Browne Avenue Sewer Improvements	x		x	
High Drive Sewer Upsize	x	x	x	x
Hayford Road Forcemain Replacement	x		x	

Meadow Glen Forcemain Replacement	x		x	
Rossmoor Ridge Forcemain Replacement	x		x	
Sundance III Forcemain Replacement	x		x	
Sundance IX Forcemain Replacement	x		x	
<b>Stormwater</b>	<b>CFU 1</b>	<b>CFU 3</b>	<b>CFU 5</b>	<b>NE 1</b>
High Drive Stormwater Management (WWM-2016-59)		x	x	x
Hartson Stormwater (WWM-2016-100)		x	x	x
Cochran Basin TJ Meenach Pond and Connection Piping (WWM-2016-16)		x	x	x
Maple Street (Riverside to Pacific) (WWM-2016-47)		x	x	x
4th Avenue (Sunset to Maple) (WWM-2016-48)		x	x	x
Napa Street (Sprague to 2nd) (WWM-2016-144)		x	x	x
Sunset Boulevard (Royal to Lindeke) (WWM-2016-43)		x	x	x
Cochran Basin Disc Golf Ponds (WWM-2016-15)		x	x	x
Fort George Wright (WWM-2016-46)		x	x	x
Post Street Bridge Stormwater Improvements (WWM-2016-45)		x	x	x

WATER PROGRAM RECONCILIATION SHEET				
( 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
Distribution Mains/ICM/2017	Sprague Avenue Rebuild - Water Main Replacement	This project will replace existing 1962 10-inch cast iron distribution main. This water distribution main will be replaced as part of the larger integrated project.	This project is necessary because the existing cast iron line will not likely survive construction	\$370,000
Transmission Mains/ICM/2019	Sprague Avenue Transmission and Distribution Mains (Browne	This project replaces approximately 3,200 feet of 1894 cast iron transmission main. The water line replacements will be part of the larger Levy project.	The existing pipe was constructed in 1894 and is past its useful life.	\$715,000
Transmission Mains/ICM/2021	Fort George Wright Transmission Main Replacement	This project replaces approximately 3,500 feet of 12-inch distribution piping and 1,000 feet of 18-inch transmission main piping.	These existing lines are cast iron lines built in 1967. These pipelines likely wouldn't survive the construction of the new street.	\$880,000
Distribution Mains/ICM/2018	Hartson Water Main Replacement (Fiske to Thor)	Replace existing 10-inch cast iron pipe on Hartson Avenue between Fiske and Thor. This work will be integrated with the sidewalk improvement project as well as the storm system improvements (catch basin and manhole replacement).	The pipe was installed in 1924. With the construction of the sewer water upgrades, the water main will need to be replaced.	\$310,000
Distribution Mains/ICM/2021	Maple Street (Riverside to Pacific)	The project replaces approximately 400-feet of 10-inch cast iron water main constructed in 1957.	The cast iron water main would not likely survive the construction of the road.	\$70,000
Distribution Mains/ICM/2017	Barnes Road Water Main	This project will complete the connection from the top of Five Mile Prairie to the water system extending up Barnes Road. This project is part of the larger Levy project.	This pipeline will provide serve along Barnes Road as well as providing a looping connection. It will also increase the level of service to existing customers on the lower portion of Barnes Road.	\$350,000
Distribution Mains/ICM/2022	Boone/Maple & Ash Distribution Main Replacement	The project replaces approximately 450 feet of 6 inch cast iron distribution main. The pipe was originally installed in 1892.	The cast iron pipe has reached the end of its useful and likely would not survive the construction of the street project.	\$80,000
Distribution Mains/ICM/2017	Howard South Channel Bridge Main Replacement	As part of the Howard Street South Channel Bridge replacement, an existing water line will be replaced.	The water main is necessary to provide service to Riverfront Park and the north side of the river.	\$200,000
Distribution Mains/ICM/2018	1st. Avenue Distribution Main Replacement (Maple to Bernard)	The project replaces 3000 feet of cast iron distribution main. These mains were constructed between 1900 and 1976. Existing pipe sizes range from 6 inch to 10 inch. All pipe will be replaced with 10 inch pipe. The 8-inch ductile iron pipe between Walnut and Madison will remain in place.	The existing cast iron pipe will not likely survive the construction of the street project.	\$660,000
Distribution Mains/ICM/2022	4th Avenue Distribution Main Replacement	This project replaces 1,300 of cast iron distribution main. The main was originally constructed in 1893.	The cast iron pipe has reached the end of its useful life and would not likely survive the street construction project.	\$220,000
Transmission Mains/ICM/2021	Sprague Avenue Transmission and Distribution Mains (Cedar to Browne)	This project will replace approximately 4,700 feet of transmission and distribution piping. This water line replacement will be part of the larger Levy project.	The cast iron pipe has reached the end of its useful life and would not likely survive the street construction project.	\$1,210,000
Distribution Mains/ICM/2022	Napa Distribution Replacement	The project replaces 1150 feet of 16-inch cast iron distribution main that was constructed in 1895.	The existing pipe has reached its useful life and likely would not survive the construction of the street project.	\$275,000
Distribution Mains/ICM/2019	Post Street Bridge Distribution Main	The construction of improvements directly north of the bridge will require replacement of 8-inch water distribution main.	The utilities need to be relocated as part of the construction of improvements just north of the bridge.	\$80,000
Source Well and Booster Pump Stations/ICM/2019	Ray Street Well Station Well Casing Update	Lowering Ray Street well Station Well Casings.	Lowering the wells will help maintain the well station capacity in later summer months and during drought conditions with the seasonal variations in aquifer levels.	\$660,000
Source Well and Booster Pump Stations/ICM/2019	Well Electric Well Station Well Casing Update	Lowering the casings in the Well Electric Well Station.	Lowering the wells will help maintain the well station capacity in later summer months and during drought conditions with the seasonal variations in aquifer levels.	\$660,000
Transmission Mains/ICM/2021	Eagle Ridge Transmission Main	Secondary transmission feed from the low system at the transmission main located in Thorp Road to transmission main in Qualchan Drive. this provides addtional capacity into the Qualchan/Eagle Ridge systems.	With the continued growth of the Qualchan/Eagle Ridge area, additional capacity is required to serve customers in this area.	\$2,750,000
Facilities and Operations/Water Operation Funds/2017	Dump Truck	Replacement of 10-wheel dump truck used for Water Department maintenance and construction operations.	Current dump truck is past its useful life. The existing dump truck condition is to the point where repair and maintenance costs are greater than justfiabile. Replacment is the cost effective option.	\$155,000
Facilities and Operations/Water Operation Funds/2017	Trailer Mounted Generator	Purchase one 500 KW, 480 V trailer mounted generator	The 500 KV generator is required to provide emergency power at larger booster stations during power outages to ensure water distribution.	\$110,000
Facilities and Operations/Water Operation Funds/2017, 2019	Upriver Dam Spillway Rehabilitation Phase 3	This project is the 3rd phase of spillway rehabilitation to ensure it will remain in safe operating condition.	The Spillway at Upriver Dam is a concrete structure that requires repair and rehabilitation to remain safe and functional. The study (2017) will include evaluation of the trunion bearings that operate the spillway and an apron membrane at the fuse plug that will connect the apron to the power channel.	\$1,700,000
Facilities and Operations/Water Operation Funds/2017 -2019	Water Facilities Bacup Power Retrofit	Retrofitting of existing water facilities with backup power diconnect and/or on site backup generators at 9 water department facilities over the next 3 years.	The design and installation of backup power generators or a backup power diconnect for portable generators are necessary at water facilities to ensure water distribution during power emergencies.	\$880,000

<i>Storage System Improvements/Water Operation Funds/2017</i>	<b>Qualchan Reservior Rehabilitation</b>	This project will rehabilitate the the Qualchan Reservoir. This rehabilitation will include structural repairs to the exterior as well as to the interior coating.	The Qualchan Reservior requires structural repairs to the upper exterior decorative section of the structure to prevent the intrusion of birds and insects into the reservoir. Temporary fixes are in place but a permement structural repair is required. Interior and exterior coating will also be rehabilitated to ensure continued operation of this facility.	<b>\$1,200,000</b>
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Projects Completed/Delayed/Removed from Six-Year Program				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
Distribution Mains/ICM/2016	1st. Avenue ET AL	This project replaces older (1940's) distribution lines that likely will not survive construction of other utilities.	These water lines will not survive the construction of the storm line and the paving work.	\$412,000
Distribution Mains/ICM/2016	Clarke Ave./Water Ave. Distribution Replacement	This project would replace a portion of old cast iron distribution main that is in need of replacement in conjunction with a road and trail project in the same right of way.	This project would replace the existing pipeline with ductile iron, greatly increasing its useful life. The existing pipe would not survive the other work in the right of way.	\$450,000
Distribution Mains/ICM/2018-2021	Integrated Distribution Main Rehabilitation	This annual project would be to address the worst distribution pipeline as identified by repair records, condition assessment, service outages, and property damage. This would be an on-going program to address at least one problem area per year.	This project will eliminate problem areas within the distribution system.	\$3,550,000
Distribution Mains/ICM/2016	Monroe-Lincoln Couplet Phase 3	Renewal of the water mains within the couplet streets project.	This existing mains are at the end of their service life and need to be renewed in order to provide reliable service.	\$670,000
Source Well and Booster Pump Stations/ICM/2016	Central Avenue Station 1st Well Rehabilitation	Construct a new building and install new pumps and motors at Central Avenue Well Station #1.	Central Avenue Well Station has two wells located at Central Avenue and Normandie Street. The Number 1 well station will be upgraded and modernized with a new building housing new pumps and motors. Both wells contain older	\$1,930,000
Source Well and Booster Pump Stations/ICM/2016	Chlorine Injection Station/West Plains	Construction of a chlorine injection station along highway 902 pipeline.	This area is of the greatest distance from the supply wells. The residual chlorine in the water is reduced by the time the water travels to this point. A chlorine injection station will be constructed to boost chlorine levels such that water quality will be assured at the point of delivery.	\$200,000
Source Well and Booster Pump Stations/ICM/2020	Upriver Headers	Steel Pipe Replacement.	Well Electric Station was constructed in 1925. It is one of the two largest water feeds to the City. The pipes directly outside the station are old steel pipes that are in need of replacement to insure system reliability and avoid unscheduled, potentially very long outages.	\$2,050,000
Storage System Improvements/ICM/2016	Lincoln Heights Tank #2	This 10 million gallon reservoir is a concrete tank with an interior liner.	The existing liner is beyond it's service life and is leaking substantially. This project would replace the liner as well as complete any other repairs to the reservoir that are needed.	\$700,000
Transmission Mains/ICM/2016	North/South Freeway Crossings - Wellesley Roundabout	Replacement of transmission main and valves that runs under the to be constructed roundabout that is a WSDOT project in conjunction with the North/South Freeway at the Wellesley exchange.	The existing transmission main is at the end of its service life and needs to be replaced prior to new roadway improvements being constructed over it. Also, the roadway grade is changing, which will necessitate its replacement.	\$500,000
Transmission Mains/ICM/2016	Plains to SIA Systems Connection	Installation of a pipeline connecting the two intersections above, thereby connecting the Plains Pressure Zone and the SIA Pressure Zone via the Fairchild/West Plains pipeline. This will allow circulation of water through the larger transmission main and enable pipeline use.	This project will allow the existing pipeline to become serviceable as well as providing needed service level improvements to the northern portion of the SIA Pressure Zone.	\$1,500,000
Transmission Mains/ICM/2016	Rowan Avenue Water - Phase 2	Replacement of aged existing water mains; 18-inch 1927 steel and 12- inch 1944 cast iron pipes.	The existing water mains are old, at or beyond their service life, and need replacement to assure system reliability and reduce failure risks.	\$1,450,000
Facilities and Operations/Water Operation Funds/2016	Backhoe	A new, replacement backhoe.	The existing backhoe condition is to the point where repair costs are greater than justifiable. A replacement is the more affordable option.	\$218,000

## GOAL

OPERATIONAL EFFICIENCY: Projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.
MAINTENANCE: Require the maintenance, rehabilitation, and renovation of existing facilities.
UTILITY CONSTRUCTION STANDARDS: Ensure construction standards are adequate to withstand the anticipated frequency and severity of natural and man-made hazards.
COORDINATION OF UTILITY INSTALLATIONS: Coordination of utility trenching activities by giving timely and effective notification of road projects.
WATER CONSERVATION: Encourage public and private efforts to conserve water.
COMMUNITY REVITALIZATION: Provide capital facilities and utility services to encourage development of Centers and Corridors especially in older parts of the city.
INFRASTRUCTURE MAINTENANCE: Maintain infrastructure at safe and efficient levels.

	Sprague Avenue Rebuild- Water Main Replacement	Ray Street Well Station Well Casing Update	Qualchan Reservoir Rehabilitation
<b>CFU 1.2</b>	X	X	X
<b>CFU 1.3</b>	X		
<b>CFU 1.5</b>	X	X	X
<b>CFU 3.2</b>	X		
<b>CFU 5.2</b>		X	X
<b>ED 6.1</b>	X		X
<b>ED 6.5</b>	X	X	X



<b>Distribution Mains</b>	<b>CFU 1.2</b>	<b>CFU 1.3</b>	<b>CFU 1.5</b>	<b>CFU 3.2</b>	<b>CFU 5.2</b>	<b>CFU 6.1</b>	<b>ED 6.5</b>
Sprague Avenue Rebuild - Water Main Replacement (WAT-2016-7)	✕	✕	✕	✕	✕	✕	✕
Hartson Water Main (Fiske to Thor) (WAT-2016-101)	✕	✕	✕	✕	✕	✕	✕
Barnes Road Water Main (WAT-2016-67)	✕	✕	✕	✕	✕	✕	✕
Howard South Channel Bridge Main Replacement (WAT-2016-19)	✕	✕	✕	✕	✕	✕	✕
1st. Avenue Distribution Main Replacement (Maple to Bernard) (WAT-2016-53)	✕	✕	✕	✕	✕	✕	✕
Boone/Maple & Ash Distribution Main Replacement (WAT-2016-57)	✕	✕	✕	✕	✕	✕	✕
4th Avenue Distribution Main Replacement (WAT-2016-56)	✕	✕	✕	✕	✕	✕	✕
Napa Distribution Replacement (WAT-2016-54)	✕	✕	✕	✕	✕	✕	✕
Post Street Bridge Distribution Main (WAT-2016-49)	✕	✕	✕	✕	✕	✕	✕
Maple Street (Riverside to Pacific) (WAT-2016-51)	✕	✕	✕	✕	✕	✕	✕
<b>Facilities &amp; Operations</b>	<b>CFU 1.2</b>	<b>CFU 1.3</b>	<b>CFU 1.5</b>	<b>CFU 3.2</b>	<b>CFU 5.2</b>	<b>CFU 6.1</b>	<b>ED 6.5</b>
Dump Truck	✕						
Trailer Mounted Generator	✕						
Upriver Dam Spillway Rehabilitation Phase 3	✕	✕					✕
Water Facilities Backup Power Retrofit	✕						
Qualchan Reservoir Rehabilitation	✕	✕					✕

<b>Source Well and Booster PS</b>	<b>CFU 1.2</b>	<b>CFU 1.3</b>	<b>CFU 1.5</b>	<b>CFU 3.2</b>	<b>CFU 5.2</b>	<b>CFU 6.1</b>	<b>ED 6.5</b>
Ray Street Well Station Well Casing Update	✗	✗	✗			✗	✗
Well Electric Well Station Well Casing Update	✗	✗	✗			✗	✗
<b>Storage System Improvements</b>	<b>CFU 1.2</b>	<b>CFU 1.3</b>	<b>CFU 1.5</b>	<b>CFU 3.2</b>	<b>CFU 5.2</b>	<b>CFU 6.1</b>	<b>ED 6.5</b>
Qualchan Reservoir Rehabilitation	✗	✗	✗		✗		✗
Well Electric Well Station Well Casing Update	✗	✗	✗		✗		✗
<b>Transmission Mains</b>	<b>CFU 1.2</b>	<b>CFU 1.3</b>	<b>CFU 1.5</b>	<b>CFU 3.2</b>	<b>CFU 5.2</b>	<b>CFU 6.1</b>	<b>ED 6.5</b>
Sprague Avenue Transmission and Distribution Mains (Browne to Hatch)	✗	✗	✗	✗	✗	✗	✗
Fort George Wright Transmission Main Replacement	✗	✗	✗	✗	✗	✗	✗
Sprague Avenue Transmission and Distribution Mains (Cedar to Browne)	✗	✗	✗	✗	✗	✗	✗
Eagle Ridge Transmission Main	✗	✗	✗	✗	✗	✗	✗

<b>SOLID WASTE DISPOSAL PROGRAM RECONCILIATION SHEET</b>				
<b>( Comparing 2017-22 against 2016-21 6yr. Program)</b>				
<b>New Projects Added to Six-Year Program (2017-2022)</b>				
<b>Section/ Funds/ CN Year</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Purpose Statement</b>	<b>Cost Estimate</b>
<i>Solid Waste Disposal/Utility Rates/2017, 2018, 2020</i>	<b>Ash House Refurbishment</b>	Repairs and replacement of the Ash House siding and structural elements.	The corrosive nature of ash management creates a harsh atmosphere in the Ash House. We do regular work to patch holes as they begin to form in the siding, but at a certain point, full scale replacement of siding is needed. It takes about ten years to get to the point where repairs are no longer the practical solution. Additionally, these funds will also be used to complete structural repairs to Ash House I-beams, which are the structural framework of the building; temporary repairs have already been instituted.	<b>\$715,000</b>
<i>Solid Waste Disposal/Utility Rates/2018</i>	<b>Grizzly Belt Hood/Ducting</b>	Replacement of the Grizzly Belt Hood and associated ducting system.	The corrosive nature of ash management creates a harsh atmosphere in the Ash House. The Grizzly Hood and ducting are part of the ash management system, but has corroded to the point where repair is no longer viable and replacement is needed. The hood and ducting needs to be replaced for effective operation and management of the ash system.	<b>\$250,000</b>
<i>Solid Waste Disposal/Utility Rates/2021</i>	<b>Filter Fabric Baghouse Change #2</b>	Replacement of fabric filters in Fabric Filter Baghouse #2	The fabric filters are made of Gortex fabric, which allows them to effectively remove particulates, some metals and aid in D/F removal for compliance with environmental regulations, but they have a functional life of only 5-6 years. The last baghouse change out on this unit was done in 2016.	<b>\$150,000</b>
<i>Solid Waste Disposal/Utility Rates/2021</i>	<b>Distributive Control System (DCS) Upgrade</b>	Upgrade of the Distributive Control System (DCS) system.	The DCS is system used to control the functioning of the whole Waste to Energy operation. The system is what was originally installed during the facilities original construction in the early 1990's. It is outdated with parts and support become increasingly obsolete. The facility will have to update the entire DCS to ensure continued operations of critical equipment. Without a functioning system the facility will not operate. This project is to update this control system.	<b>\$1,000,000</b>
<i>Solid Waste Disposal/Utility Rates/2017</i>	<b>Lime Slurry Tank Rehabilitation</b>	Rehabilitation of the Lime Slurry Tank	Chemical tanks must be inspected monthly for secondary containment integrity. The Lime Slurry Tank is inspected as part of the facility's Spill Prevention, Control and Countermeasure Plans (SPCC). It has been identified and verified that the Lime Slurry Tank and the secondary containment system is compromised. This must be fixed to be in compliance with SPCC regulations. This can only be done during a cold iron, which is scheduled for 2017.	<b>\$75,000</b>
<i>Solid Waste Disposal/Utility Rates/2019</i>	<b>Filter Fabric Baghouse Change #1</b>	Replacement of fabric filters in Fabric Filter Baghouse #1	The fabric filters are made of Gortex fabric, which allow them to effectively remove particulates, some metals and aid in D/F removal for compliance with environmental regulations, but they have a functional life of only 5-6 years. The last baghouse filter change out on this unit was done in 2016.	<b>\$150,000</b>
<i>Solid Waste Disposal/Utility Rates/2022</i>	<b>SDA and Penthouse Work</b>	SDA and Penthouse upgrades and rehabilitation	The SDA and Penthouse exist in an environment that is highly corrosive. The lances and hoses feeding the lime slurry to the SDA and into the lances plug up with caustic deposits over time and must be cleaned with strong acid, creating the corrosive atmosphere. The SDA and Penthouse work will entail floor rehabilitation to the Penthouse as well as heater upgrades and repair to the SDA and SDA hoppers.	<b>\$350,000</b>
<i>Solid Waste Disposal/Utility Rates/2022</i>	<b>Valve Work/Upgrades</b>	Upgrading, maintaining, and replacing the valve system at the WTE Facility.	There are hundreds of valves that provide for the safe and functional operation of the WTE Facility. Many of those can be changed during a typical outage, or during normal operations with proper Lock out-tag out (LOTO) isolation. Some cannot and require proper timing and a large capital investment to replace or repair. The facility is getting by, but there are multiple large bypass and safety valves that need to be replaced for the effective operation of the facility.	<b>\$500,000</b>
<i>Solid Waste Disposal/Utility Rates/2018-2020</i>	<b>Component Cooling Tube Bundle Replacements</b>	This project is to replace the cooling system components within the WTE.	Tube bundles that are the core of the cooling system are failing and need to be replaced. We plan to do one bundle each year for 3 years. The cost represents the purchase and replacement costs.	<b>\$375,000</b>
<b>Projects Completed and Removed from Six-Year Program</b>				
<b>Section</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Purpose Statement</b>	<b>Cost Estimate</b>
<i>Solid Waste Disposal/Utility Rates/2016</i>	<b>Superheater Replacement #2 Boiler</b>	The Super-Heater pendants in #2 are becoming too costly to maintain and need to be replaced.	Unit #1 Super-heater pendants are scheduled to be replaced in Q2 2016. They should last 3-years going forward.	<b>\$1,800,000</b>
<i>Solid Waste Disposal/Utility Rates/2016</i>	<b>Replacement of Turbine Generator Control System</b>	The current control system is over 20 years old, parts and maintenance are difficult. The current system is showing its age and is in need of replacement as soon as possible. If the current system fails, the WTE facility will not be able to generate electricity and therefore will not be able to sell the electricity and need to purchase electricity.	The Spokane Regional Waste to Energy Facility generates steam from the combustion of solid waste. The high pressure/temperature steam is converted to electrical energy via a turbine/generator. This project replaces the system that controls the operation of the turbine generator.	<b>\$100,000</b>

GOAL		Cooling Tube Replacements	SDA and Penthouse Work
ADEQUATE PUBLIC FACILITIES AND SERVICES: Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1	x	x
LEVEL OF SERVICE: Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future Development.	CFU 1.1	x	x
OPERATIONAL EFFICIENCY: Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.	CFU 1.2	x	
MAINTENANCE: Require the maintenance, rehabilitation, and renovation of existing capital facilities.	CFU 1.3	x	x
SERVICE PROVISION: Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	CFU 4	x	x
ENVIRONMENTAL CONCERNS: Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	CFU 5	x	x
CLEAN AIR: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	NE 5		x
SOLID WASTE DISPOSAL: Maintain a solid waste system that bases its primary means of solid waste disposal on the principles of reduction, reuse, and recycling.	NE 5.8	x	x

Waste To Energy - Solid Waste Disposal	CFU 1	CFU 1.1	CFU 1.2	CFU 1.3	CFU 4	CFU 5	NE 5	NE 5.8
Ash House Refurbishment	✕	✕		✕	✕	✕		✕
Grizzly Belt Hood/Ducting	✕	✕		✕	✕	✕	✕	✕
Filter Fabric Baghouse Change #2	✕	✕		✕	✕	✕	✕	✕
Distributive Control System (DCS) Upgrade	✕	✕	✕	✕	✕	✕	✕	✕
Lime Slurry Tank Rehabilitation	✕	✕		✕	✕	✕	✕	✕
Filter Fabric Baghouse Change #1	✕	✕		✕	✕	✕	✕	✕
SDA and Penthouse Work	✕	✕		✕	✕	✕	✕	✕
Valve Work/Upgrades	✕	✕	✕	✕	✕	✕	✕	✕
Component Cooling Tube Bundle Replacements	✕	✕	✕	✕	✕	✕		✕

September 9, 2016

RE: Draft vision, goals, policies for the Transportation Chapter Update

Dear Plan Commission Members:

Attached is the current working draft of the updated Transportation Chapter Vision, Goals, and Policies. As the Public Policy Group assigned to work on this chapter has not delivered a final draft, a detailed review by the Plan Commission is not requested, but general thoughts on the direction are appreciated.

These items are still being discussed and worked on by the Transportation Public Policy Group and are being shared to give an overview of the direction of the chapter update. The chapter is also being vetted through the Plan Commission Transportation Subcommittee. The Transportation Chapter is being updated to a greater extent than the rest of the Comprehensive Plan, but the process is designed to keep within the spirit and intent of the current chapter.

At this Plan Commission meeting an overview of the transportation chapter update will be given and we hope to have a dialog following the presentation on the general direction of the policy and action framework.

Sincerely,

Louis Meuler

City of Spokane, LINK Spokane team

## DRAFT LINK Spokane Policy Worksheet

Responds to Goals:		Policy Heading	Replaces / Incorporates	Implementation Framework
1, 2, 3, 4, 6, 7	1	Complete Streets	1.1, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 4.25	
2, 3, 6	2	Transportation Demand Management Strategies (TDM)	2.2	
2, 7	3	Transportation Level-of-Service (LOS)	4.23	
1, 2, 3, 4, 5	4	Transportation & Supporting Land Use	3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 4.7	
1, 2, 3, 4	5	Centers and Corridors Access	4.9, 4.10	
1, 2, 3, 5	6	Neighborhood Access	4.5, 4.6, 5.2	
2, 3, 4	7	Moving Freight	4.8	
2, 4	8	Promote Economic Opportunity	new	
1, 2, 5	9	Parking	2.4, 2.5, 5.7	
1, 3, 5, 6	10	Neighborhood Traffic Calming	5.3, 5.4	
1, 2, 3, 5, 6	11	Infrastructure Design	4.1, 4.2, 4.3, 4.4, 4.15, 4.19, 4.20, 5.5, 5.6, 7.3, 7.4	
3, 4, 5, 6	12	Transportation System Efficiency	4.13	
1, 2, 3, 7	13	Prioritize Active Transportation Investments	1.1, 2.12	
1, 2, 3	14	Bicycle/Pedestrian Coordination	2.3	
1, 5, 6, 7	15	Safe & Healthy Community Education & Promotion Campaigns	4.16, 6.3, 10.3	
1, 6	16	Law Enforcement	4.12, 4.16	
1, 7	17	Prioritize Investments	10.1	
1, 2, 3, 5, 6, 7	18	Right-of-Way Maintenance	2.8, 4.17, 4.18, 4.21, 4.22	
1, 4, 5, 6, 7	19	Plan Collaboratively	4.24, 8.1, 8.2, 8.3, 8.4, 8.5	
1, 4, 5, 7	20	Activation	7.1, 7.2, 7.6	
1, 5, 6	21	Effective and Enhanced Public Outreach	new	
1, 2, 3	22	Planning for Vulnerable Users	new	
1, 2, 3, 6	23	Transit Operational Efficiency	2.20	
3, 5, 6	24	Paving Existing Unpaved Streets	6.7	

## KEY DEFINITIONS

**Mobility:** Mobility refers to the movement of people and goods, allowing effective travel.

**Access:** Access is the ability to reach desired goods, services, and activities.

## DRAFT GOAL STATEMENTS

### DRAFT Goal 1: Promote a Sense of Place

Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

#### INTENT

The term “sense of place” is often used to describe the prevailing character or atmosphere of an individuals’ relationship with a place. It describes those qualities and characteristics that make a place special or unique, and that makes people feel connected to a location. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation can also help to create a sense of place.

Transportation systems can facilitate a good sense of place by including design features that are sensitive to the context of the place and are tied to surrounding land uses with appropriate streetscape features and elements that meet local community expectations.

### DRAFT Goal 2: Provide Transportation Choices

Meet the city’s mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

#### INTENT

The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/lift services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors, and an efficient multimodal system accommodates the needs for the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

### DRAFT Goal 3: Accommodate Access to Daily Needs and Priority Destinations

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane’s quality of life.

#### INTENT

Land use type, mix, intensity, and distribution - as a result of on-going development of the City - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation



investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important.

#### **DRAFT Goal 4: Promote Economic Opportunity**

Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.

##### **INTENT**

The City acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

#### **DRAFT Goal 5: Respect Natural & Community Assets**

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

##### **INTENT**

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The city looks to improve livability in residential settings by protecting communities and neighborhoods by encouraging context appropriate landscaping and beautification of transportation facilities, and improving health and safety for all.

#### **DRAFT Goal 6: Enhance Public Health & Safety**

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

##### **INTENT**

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic-calming measure while implementing safety efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another.

Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

## **DRAFT Goal 7: Maximize Public Benefits and Fiscal Responsibility with Integration**

Design and maintain a fiscally accountable, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.

### **INTENT**

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The 2014 Street Levy identified several key elements:

- Street repair needs are perpetual and ongoing investment is critical to maintain our system
- City will prioritize projects using an integrated approach that considers all needs in the right of way
- City will use a pay-as-you-go approach in maintaining streets

"The City will focus these dollars on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits."

<Add maintenance section on getting to adequate/good>

<Add/note utility matching funds / EBD \$\$>

The intent is to upgrade all arterial roadways to an average of good condition and maintain them there throughout the 20 years. Work would include everything from major reconstruction to sealing cracks. Other dollars, including those generated through the vehicle license tab fee, would be dedicated to repairs on residential and other non-arterial streets.

Spokane will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - equitably across the City by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the City will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

### TR 1 – COMPLETE STREETS

The transportation system is designed to provide a complete transportation network for all users, as noted in the adopted Complete Streets Ordinance. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, and the Arterial Street map. Every street or facility will not always provided dedicated facilities for each mode, but the overall networks have been designed to provide a complete system for each mode. As called for in the Master Bike Plan, Pedestrian Master Plan and the Arterial Street Plan, streets and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users<sup>1</sup> while acknowledging that not all streets must provide the same type of travel experience.

#### **Key Actions:**

Make transportation decisions based upon the adopted policies, plans, and design standards and guidelines

- Utilize the Bicycle Plan and Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
  - Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
  - Provide safe and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
  - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking environment for children.
  - Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
  - Ensure sidewalk gaps are not present, and that existing sidewalks are maintained, especially in areas of high pedestrian traffic
    - Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks
    - Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
  - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
  - Establish and maintain crosswalks at key locations for bicyclists and pedestrians
- Provide parking for bicyclists at key destinations (i.e. downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site.

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<sup>1</sup>pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers

### **TR 2 – TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)**

Use TDM strategies to provide transportation options and gain efficiencies in the transportation system.

#### **Key Actions:**

- Incorporate TDM strategies and context sensitive programs in development projects that impact the City's right-of-way. Design-based TDM measures may include:
  - Leaving space and providing Wi-Fi in lobbies for information and connections to taxi/transit/ridesharing services
  - Ensuring that designs reflect the adopted pedestrian and bicycle plans
  - Ensuring adequate pedestrian and bicycle facilities under current codes as well as any anticipated requirements above and beyond the master plan
  - Provide bikeshare/carshare facilities on site for use by the public
  - Orienting development to the street and allowing for a clear path from the front door to transit facilities
  - Managing parking in a way that reflects the surrounding land uses
  - Participation in neighborhood programs/promotions
- Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program
- Continue to implement the Commute Trip Reduction Plan and explore expansion of reduction plans such as the GTEC plan.
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data and TDM effectiveness and track changes in commute patterns
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits
- Encourage the expansion of car-share programs to high-density residential areas
- Encourage promotional events for transportation alternatives such as Walk to School Day, or Bike to Work Day

### **TR 3 – TRANSPORTATION LEVEL-OF-SERVICE (LOS)**

Set and maintain transportation level of service standards that support desired growth patterns and choices of transportation modes.

The City of Spokane's transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the

## **ROUGH DRAFT POLICIES / ACTIONS**



concept of these focused growth areas. In addition, higher availability of non-vehicle modes of transportation in these areas is expected to balance overall transportation needs.

### **Key Actions:**

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local roadway demand
- Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. If adequate service levels are not maintained, pursue improvements to the transportation systems and impact mitigation where appropriate.
- Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.

## **TR 4 – TRANSPORTATION SUPPORTING LAND USE**

Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

### **Key Actions:**

- Establish and maintain Street Design Standards reflecting best practices to implement designs that effectively support multimodal transportation while supporting local context and existing and planned land uses.
- Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- Require a transportation plan as part of any subdivision, PUD, institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

## **TR 5 – CENTERS AND CORRIDORS ACCESS**

Improve multimodal transportation options to and within activity centers, corridors, and downtown.

### **Key Actions:**

- Maintain street Design standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond and support local context
- Designate neighborhood greenways and low-volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (sidewalks, curb ramps, bus benches, etc)

## **ROUGH DRAFT POLICIES / ACTIONS**



### **TR 6 – NEIGHBORHOOD ACCESS**

Require development to have open, well-connected, internal multimodal transportation connections and to be well-connected to adjacent properties and streets on all sides.

#### **Key Actions:**

- Increase connectivity by providing walking and biking pathways between cul-de-sacs.
- Provide local street stub-outs to adjacent vacant parcels.
- Determine effects of proposed development on existing roadway systems and develop appropriate multimodal mitigations
- Work with STA to increase neighborhood accessibility (to transit) through bus stop siting and bus stop design

### **TR 7 – MOVING FREIGHT**

Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the City's economic health of the city. The needs for delivery and collection of goods at businesses by truck should be incorporated, and the national trend of increased deliveries direct to residences anticipated.

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas
- Explore Policy link between Air, Rail, Interstate trucking, local delivery
- Support intermodal freight transfer facilities (land to air, rail to street, interstate trucking to local delivery)

### **TR 8 – PROMOTE ECONOMIC OPPORTUNITY**

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity In focused areas, develop "Great Streets" that enhance commerce and attract jobs.

- Coordinate closely with STA and area colleges and universities to provide frequent transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes
  - Intelligent feedback to users, dynamic traffic signals, priority bus routes, bicycle system, ped
  - Information sharing about capacity...
- Coordinate closely with STA to identify and serve highly transit dependent areas with as frequent as possible transit service.
- Coordinate closely with STA to identify opportunities for additional cross-city routes
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures

## **ROUGH DRAFT POLICIES / ACTIONS**



- Encourage car-sharing services near college campuses and in higher density neighborhoods throughout the city
- Implement the city's bicycle master plan for improved city-wide mobility

### **TR 9 – PARKING**

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

#### **Key Actions:**

- Continue to implement specific area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply for development that is designed close to transit and in a way that supports transit.
- Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- Review parking minimums to ensure they are not resulting in an oversupply of parking
- In the long term, parking maximum policies may be adopted to limit how much parking is developed
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies so that where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply
- In areas where on-street parking is difficult for residents, develop a preferred parking district to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

### **TR 10 – NEIGHBORHOOD TRAFFIC CALMING**

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, reduce cut-through traffic, and improve neighborhood safety.

#### **Key Actions:**

- Work with neighborhood groups to identify, assess, and respond to unique traffic issues and needs
- Maintain and improve the neighborhood traffic calming program
- Explore implementing 20 mph residential speed limit standards

### **TR 11 – INFRASTRUCTURE DESIGN**

The City shall maintain and follow design guidelines reflecting best practices that provide for a connected infrastructure that reflects and respects the local context.



### **Key Actions:**

- The City shall require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- The City shall maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow without causing congestion, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- The City shall collaborate with key local and regional agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses

## **TR 12 – TRANSPORTATION SYSTEM EFFICIENCY**

Continually work to develop and manage the transportation system as efficiently as possible

### **Key Actions:**

- Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)
- Continue to work with STA on transit system improvements, prioritizing improvements along the designated HPT network

## **TR 13 –ACTIVE TRANSPORTATION INVESTMENTS**

Continue to identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

### **Key Actions:**

- Ensure that pedestrian and bicycle network provide direct connections between major activity centers.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low-volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Continue seeking grant funding for projects and programs such as Safe Routes to School and other active transportation initiatives.

## **TR 14 – BICYCLE/PEDESTRIAN COORDINATION**

Provide bicycle and pedestrian planning and coordination to ensure that projects that are developed meet the safety and access needs of all users.



### **Key Actions:**

- Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the City's transportation priorities
- Continue to incorporate bicycle/pedestrian facilities as early as possible into plans to reduce costs and take advantage of cooperative opportunities
- Continue to seek funding sources for active transportation projects
- Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- Develop transportation-related educational programs for both non-motorized and motorized transportation users
- Continue to update and implement specific plans for active transportation users

## **TR 15 – SAFE & HEALTHY COMMUNITY EDUCATION & PROMOTION CAMPAIGNS**

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other local agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

### **Key Actions:**

- Continue educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts and reducing individual travel costs.
- Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

## **TR 16 – LAW ENFORCEMENT**

Partner with sister agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable.

### **Key Actions:**

- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

## **ROUGH DRAFT POLICIES / ACTIONS**



### **TR 17 – PRIORITIZE & INTEGRATE INVESTMENTS**

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

#### **Key Actions:**

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments
- Link stormwater/water infrastructure investments with roadway investments to ....<add text>

### **TR 18 – RIGHT-OF-WAY MAINTENANCE**

Keep facilities within the public rights-of-way well-maintained and clean for the benefit of all while focusing improvements on arterials, including both complete rehabilitation of streets and maintenance work, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

#### **Key Actions:**

- Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks well maintained for the benefit of pedestrians, bicyclists, and drivers
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner
- Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements

### **TR 19 – PLAN COLLABORATIVELY**

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

#### **Key Actions:**

- Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible
- Coordinate with SRTC and neighboring jurisdictions to ensure efficient, multimodal transportation of people and goods between communities regionally
- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
- Share information between all transportation entities on a regular basis; planning information shall be shared during all phases of projects
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system
- Freight route and Rail system coordination policy....

### **TR 20 – ACTIVATION**

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter

#### **Key Actions:**

- Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design is in conformance with the neighborhood plan.
- Encourage local organizations to develop fun and engaging programming in the community

### **TR 21 – EFFECTIVE AND ENHANCED PUBLIC OUTREACH**

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

#### **Key Actions:**

- Develop community engagement criteria for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.

### **TR 22 – PLANNING FOR VULNERABLE USERS**

Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation.

#### **Key Actions:**

- Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way
- Reference the City's ADA Transition Plan, pedestrian plan and bicycle plan with a new focus on broader user group

### **TR 23 – TRANSIT OPERATIONAL EFFICIENCY**

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

#### **Key Actions:**

- Reference STA's stop design manual for the design of all transit stops
- Add grade loading for HTPN routes
- Refer to STA Plan for further examples

## **ROUGH DRAFT POLICIES / ACTIONS**



- Provide appropriate space, paving, and wiring for

### **TR 24 PAVING EXISTING UNPAVED STREETS**

Identify and prioritize resources for paving existing dirt and gravel streets

#### **Key Actions:**

- Collaborate with local and regional agencies and citizens to prioritize roadways to be paved
- Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving

**STAFF REPORT ON COMPREHENSIVE PLAN  
LAND USE AMENDMENT APPLICATION  
1.9 acres west of S Regal St; QueenB/South Regal; File Z150085COMP**

**I. SUMMARY OF REQUEST AND RECOMMENDATIONS:**

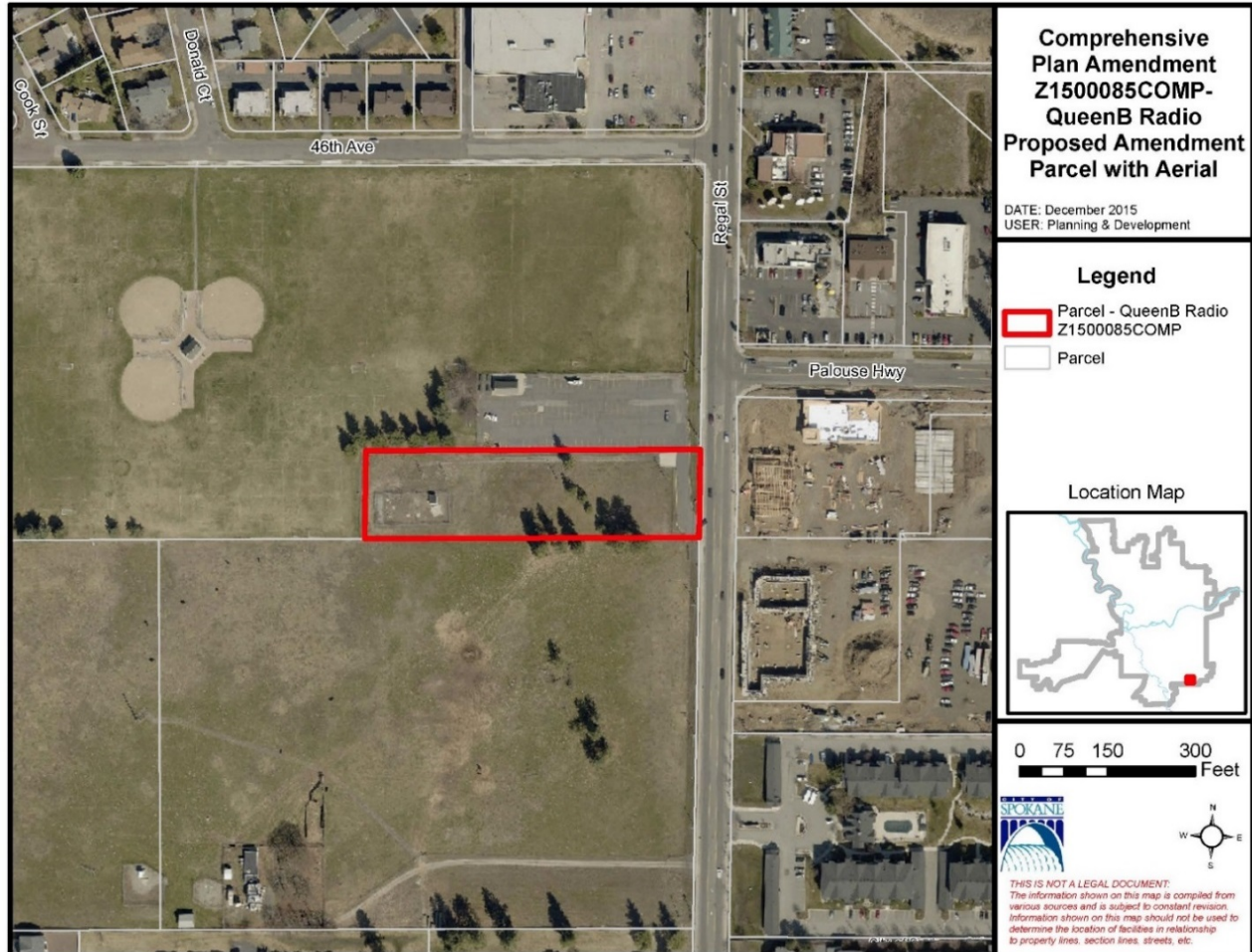
**DESCRIPTION OF PROPOSAL:**

The proposal is to change the land use of the properties from “Open Space” to “Centers and Corridors Core” with a concurrent change in zoning from “Residential Single Family” to “CC2-District Center.” The property is approximately 1.9 acres in size. No specific development proposal is being approved at this time.

**II. GENERAL INFORMATION**

<b>Agent:</b>	Mr. Stanley Schwartz, Witherspoon Kelley
<b>Applicant/Property Owner(s):</b>	Applicant: QueenB Radio, Inc. Property Owner: City of Spokane
<b>Location of Proposal:</b>	The subject site is one property located at 2651 E 49th Avenue, on South Regal Street, southwest of the intersection of South Regal Street and the Palouse Highway (Parcel 34041.0038).
<b>Legal Description:</b>	South 150 feet of the east 600 feet of government lot 8 in the NE1/4 of Section 4, T24N, R43E, Willamette Meridian, excepting the road.
<b>Existing Land Use Plan Designation:</b>	“Open Space”
<b>Proposed Land Use Plan Designation:</b>	“Centers and Corridors Core”
<b>Existing Zoning:</b>	RSF (Residential Single Family)
<b>Proposed Zoning:</b>	CC2-DC (Centers and Corridors Type 2 – District Center)
<b>SEPA Status:</b>	A SEPA threshold Determination of Non-Significance was made on August 23, 2016. The appeal period closed on September 13, 2016 (see <b>Exhibit S-1</b> ).
<b>Enabling Code Section:</b>	SMC 17G.020, Comprehensive Plan Amendment Procedure.
<b>Plan Commission Hearing Date:</b>	The Plan Commission hearing date is scheduled for September 14, 2016 which potential continuation to the next meeting(s) of the Plan Commission.
<b>Staff Contact:</b>	Kevin Freibott, Assistant Planner; <a href="mailto:kfreibott@spokanecity.org">kfreibott@spokanecity.org</a>

### III. BACKGROUND INFORMATION



- A. Site Description:** The subject property is a single parcel, 1.9 acres in size, located southeast of the intersection of S Regal Street and the Palouse Highway, immediately south of the Southeast Sports Complex. The subject property, shown in red above, is currently owned by the City of Spokane but is subject to a purchase agreement with QueenB Radio, Inc. who is seeking to purchase the property from the City.

The subject property contains a now blocked-off driveway access for the Southeast Sports Complex parking lot and a single small outbuilding within a security fence. Frontage improvements exist along S Regal Street, including a curb and sidewalk. No other improvements exist on the property.

The blocked driveway on the property once provided the only access to the small 110-stall parking lot immediately north of the subject property, serving the Southeast Sports Complex. Not shown on the aerial photograph above are modifications made by others to the intersection of S Regal Street and the Palouse Highway to now provide access to those spaces directly from that intersection (see photograph on next page). Due to that new access, the driveway on the subject

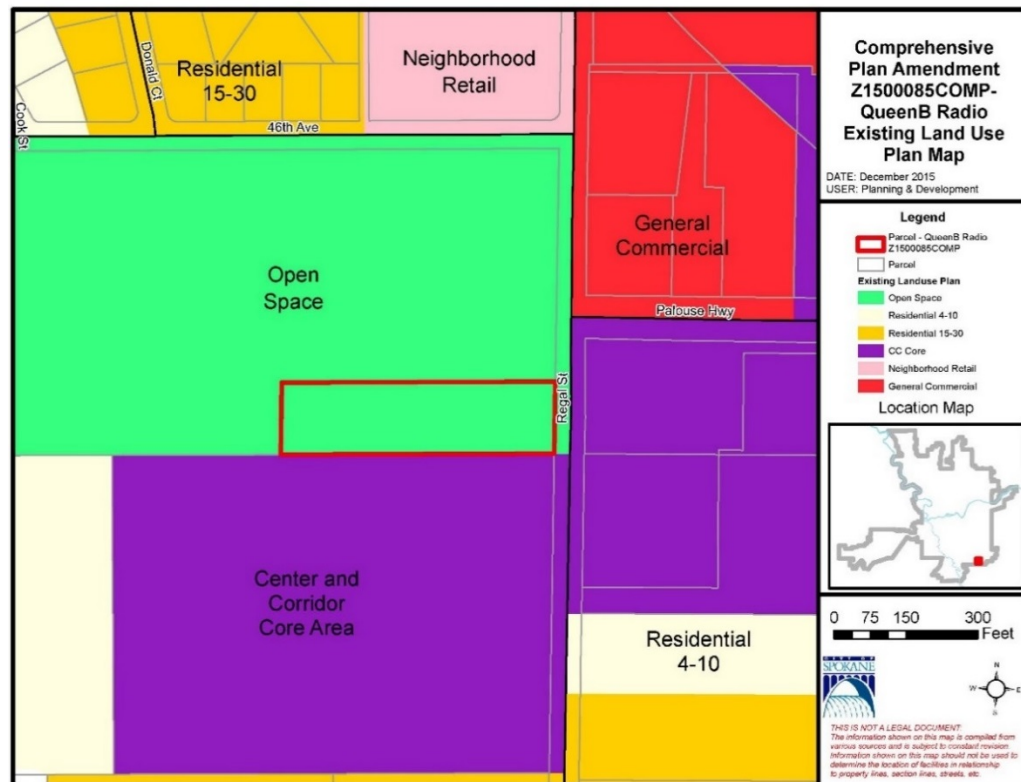
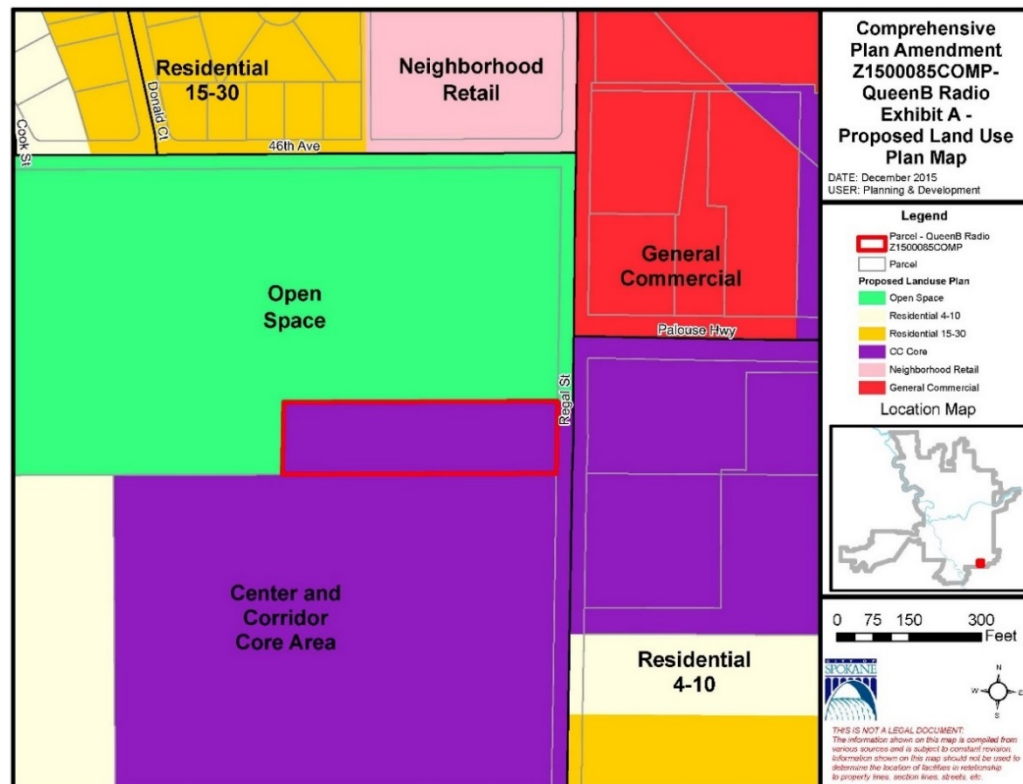


property is no longer required and has been blocked off by large concrete planters and modification of frontage improvements on S Regal Street.

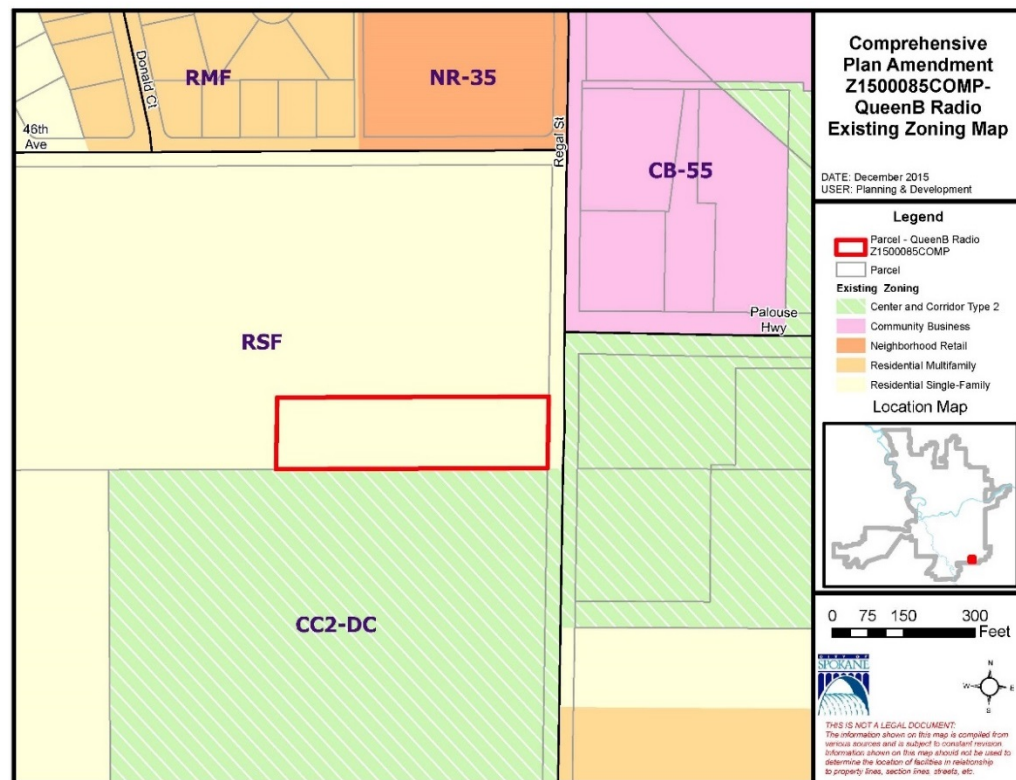
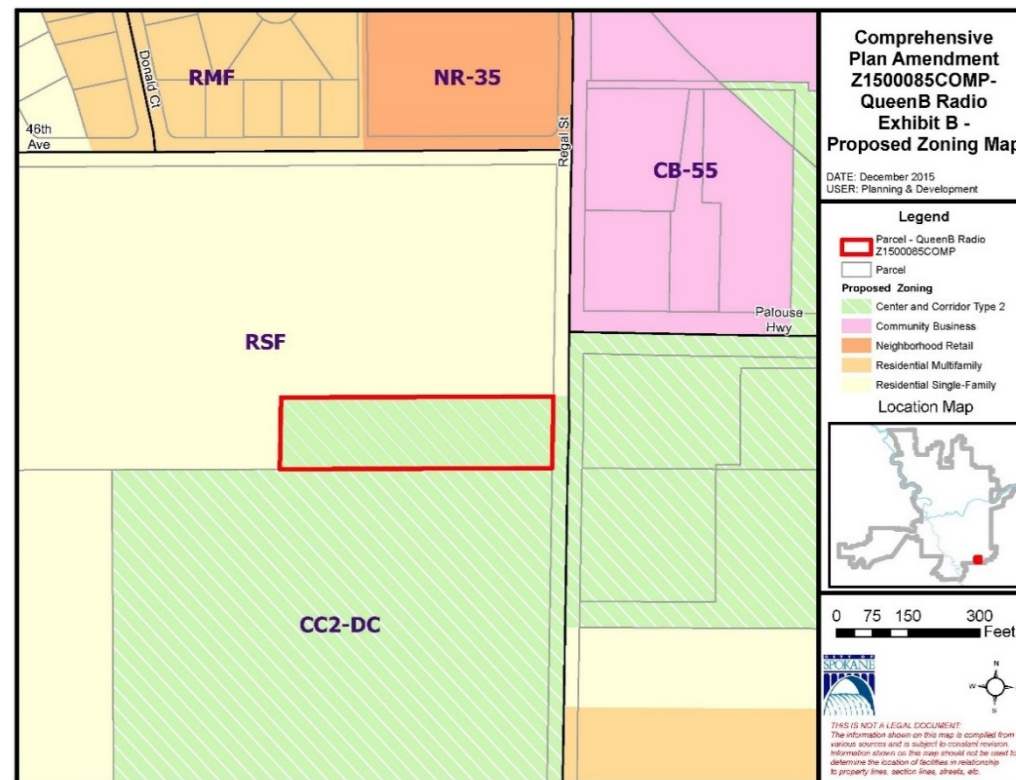


*Recent Aerial Photograph – Subject Property Shown in Red.*

- B.** **Project Description:** Pursuant to the procedures provided in Spokane Municipal Code Section 17G.020, “Comprehensive Plan Amendment Procedure,” the applicant is requesting a comprehensive plan land use plan map designation change from “Open Space” to “Centers and Corridors Core.” If approved, the zoning would be changed from RSF (Residential Single Family) to CC2-District Center. The applicant’s proposal does not include any specific plans for development or improvement to the property. Development and improvement of the site would be subject to all relevant provisions of the City’s unified development code, including without limitation, Chapter 17D.010 SMC relating to concurrency. The Applicant also proposes to subject development of the site to the terms of a development agreement containing terms mirroring the terms in the development agreements required in connection with previous comprehensive plan amendments for the properties surrounding the site to the east and south (discussed further in paragraph L below).

C. Existing Land Use Plan Map Designations with Subject Area in RedD. Applicant-Proposed Land Use Plan Map



E. Existing Zoning Plan Map with Subject Parcels in RedF. Proposed Zoning Plan Map

### G. Zoning and Land Use Designation History.

The subject property was annexed into the City of Spokane in 1960 by Ordinance C16586, known as the Blankenship-Dixon Annexation. It is important to note that this name refers to more than one annexation in the city. In 1979 the properties across S Regal Street were annexed. In 2005 the properties to the south of the subject property were also annexed.

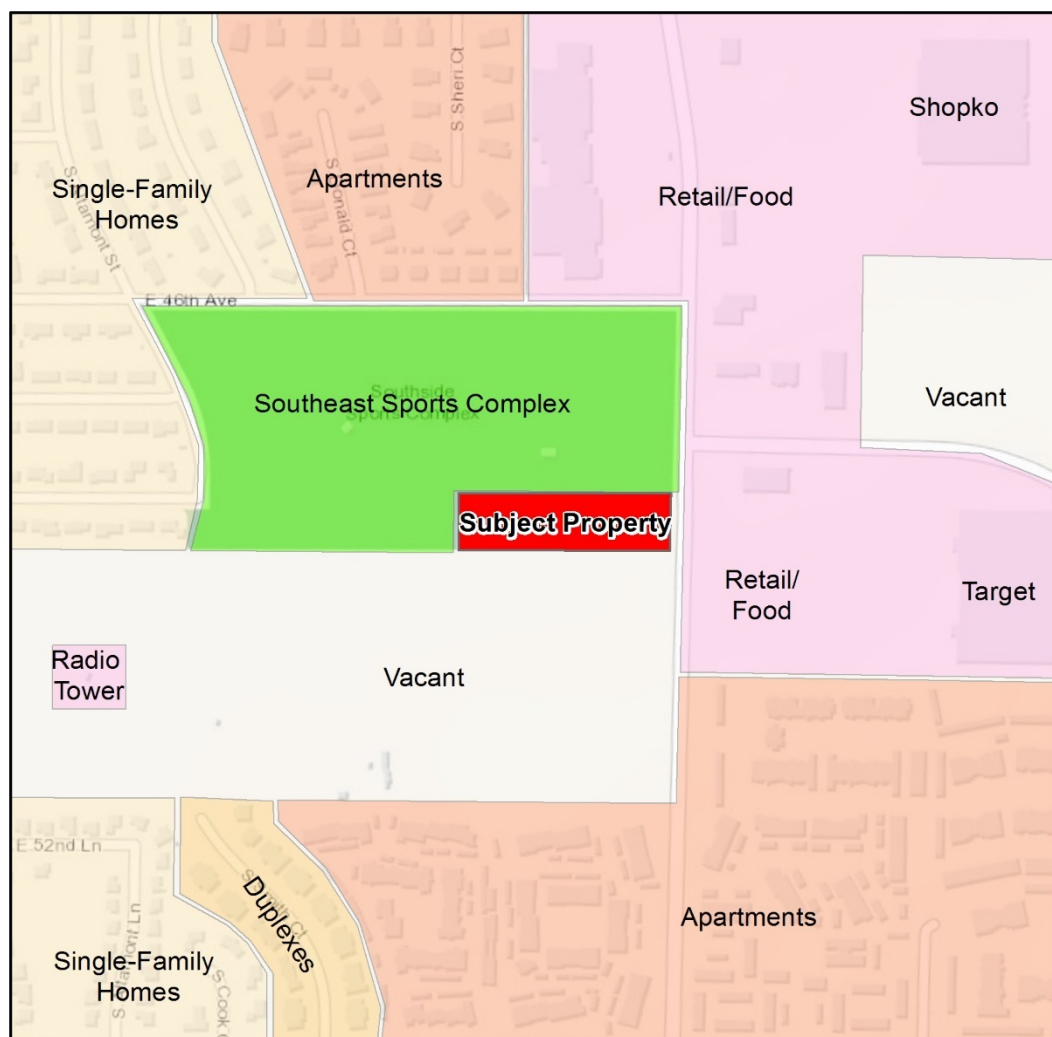


Prior to 2006, the zoning of the proposed property was R1 (One-Family Residence Zone). Since the establishment of the current zoning code in 2006, the location has been zoned RSF (Residential Single Family). When the Comprehensive Plan for the City of Spokane was rewritten in 2001 according to the newly adopted requirements of the Growth Management Act, the property was identified as “Open Space” on the Land Use Map. It has not been changed since that date.

### H. Adjacent Land Uses and Improvements:

To the north:	Park/Sports Fields (Southeast Sports Complex)
To the west:	Park/Sports Fields (Southeast Sports Complex)
To the south:	Vacant Land
To the east:	Shopping Center

See the graphic on the following page for a general depiction of adjacent development and land uses.



- I. Transportation Improvements. The subject property lies immediately west of S Regal Street, which is designated as a Minor Arterial. The property is also immediately adjacent to Spokane Transit Authority Route 45, known as the “Regal” route, with 30-minute service on weekdays and 1-hour service on weekends between the downtown plaza and E 57th Avenue.<sup>1</sup>
- J. Past Land Use Map Amendments in Vicinity. In 2005, the City received Comprehensive Plan amendment applications for the property immediately south of the subject property (and owned by applicant QueenB Radio, Inc.) and for properties immediately east of the subject parcel. The applications proposed to amend the existing land uses (all Residential) to Centers and Corridors Core. The 2006 Comprehensive Plan already designated this area for a “District Center,” however no center planning had occurred and no center-type land use had been established for these parcels. During the next two years (the applications were held over for a year due to the complexity of the proposals), these applications were considered by the City. Ultimately, a majority of the Plan Commission voted

<sup>1</sup> [www.spokanetransit.com/routes-schedules/route/45-regal](http://www.spokanetransit.com/routes-schedules/route/45-regal), accessed July 21, 2016.

to recommend denial of the applications, because they believed center planning should involve a neighborhood planning process. For various reasons set forth in the ordinances approving the amendments, the City Council disagreed and approved the applications, subject to the condition that the applicants must enter into binding development agreements with the City addressing the matters set forth in the ordinances approving the amendments. Copies of those ordinances are attached to this report as **Exhibit S-3**. Thereafter, the applicant (along with the other 2005 applicants) entered into development agreements with the City addressing development of the properties. A copy of the agreement between the applicant and the City, which relates to the property lying south of and adjacent to the subject site, is attached to this report as **Exhibit A-5**.<sup>2</sup>

K. Purchase and Sale Agreement. The subject property is currently owned by the City of Spokane. However, the applicant has entered into a Purchase and Sale Agreement with the City to buy the property (see **Exhibit A-3**). Closing of that sale agreement is subject to a number of conditions, including the following:

- The purchaser securing from the Spokane Parks and Recreation Department an easement to allow access through Park property into the subject property;
- Approval of a Comprehensive Plan Amendment to amend the land use and zoning of the site for Centers and Corridors; and
- Approval of a development agreement identical to the one entered into for the adjacent properties (see discussion under Item J above).

L. Draft Development Agreement. As discussed above, the applicant has initiated negotiations with the City Attorney's office to prepare a development agreement for the subject property. The most recent draft of the proposed agreement is attached to this report as **Exhibit A-4**. This agreement, largely identical to the previously approved development agreement, would place conditions on development on the subject property for the next ten years. As with the development agreement currently recorded for the properties in the District Center, the draft development agreement requires adherence to an integrated site plan, including provisions for:

- Pedestrian connections;
- Tree preservation;
- Design theme;
- A community plaza;
- Viewscapes; and
- Long-term development of the Center.

A copy of the previously approved development agreement regarding the adjacent property is attached to this report as **Exhibit A-5**. The existing Integrated Site Plan for the adjacent property is included in this Staff Report as **Exhibit A-6**.

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<sup>2</sup> City of Spokane, Council Ordinance C34469, August 17, 2009

M. Past Neighborhood Planning Processes. Starting in 2008 the Southgate Neighborhood initiated a neighborhood planning process, utilizing the Neighborhood's planning allocation of \$21,150 from the Spokane City Council in 2007. In 2012 the Neighborhood completed this effort and adopted a multi-part plan for the Neighborhood, consisting of a Transportation & Connectivity Plan, a Parks and Open Space Element, and a number of maps. All the various parts were recognized by the City Council in Resolution 2012-0008 on January 30, 2012.

The Transportation & Connectivity Plan included discussion of the following items that relate to or could affect this proposal:

- The Typical Street/Arterial Character map indicated a “local access” street along the southern boundary of the subject property, providing access from S Regal Street in the east to S Crestline Street to the west. No such road exists at this time, nor is one shown in any City street map, existing or planned.
- The Ferris/Adams Student Trail map indicated a “primary route” student trail along the same alignment as the local access street discussed above. No such amenity currently exists within the subject property.

The Parks and Open Space Plan included discussion of the Southeast Sports Complex, including both the existing condition of the park (at the time of writing) and the Neighborhood's desire for future improvements to the Southeast Sports Complex. While at the time of writing the subject property was owned by the City of Spokane, none of the exhibits or discussions of the complex included changes to the subject parcel. The Parks and Open Space Plan included the following relevant provisions:

- Proposed enhancements to the Southeast Sports Complex including improved site access from S Regal St (which has since been completed);
- Increased pedestrian access and circulation, including new paved pedestrian connections west to east through the complex; and,
- A potential community center to be developed west of the existing parking lot and north of the subject parcel, located entirely within the existing complex property.

The subject property was not addressed in the Parks and Open Space Plan.

N. Southeast Sports Complex Master Plan.

On April 13, 2016 the City of Spokane Parks and Recreation Department gave a presentation to the Southgate Neighborhood regarding a Draft Master Plan for the Southeast Sports Complex. That draft plan provides a forward looking plan for the sports complex that includes new amenities, a reconfigured field layout, and a cooperative concept for additional fields on the western half of the KXLY property to the south of the existing complex. The new Master Plan graphic shows “future retail” uses on the subject property with shared parking on the western half of the property.





*Excerpt from Southeast Sports Complex Draft Master Plan –Subject Property Shown in Red*

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

P. Application Process:

- Application was submitted on October 31, 2015 and Certified Complete on December 1, 2015;
- Agency Comment from Interested City Departments and Agencies was requested December 9, 2015 to be completed by February 8, 2016.
- Notice of Application was posted, published, and mailed on May 10, 2016, which began a 60 day public comment period. The comment period, scheduled to end on July 11, 2016, was extended to July 25, 2016;
- The applicant made a presentation regarding the proposal to the Southgate Neighborhood Council on June 8, 2016;
- A SEPA Determination of Non-Significance was issued on August 23, 2016;
- Notice of Plan Commission Public Hearing and SEPA Determination was posted and mailed by August 30, 2016;
- Notice of Public Hearing and SEPA Determination was published on August 30, 2016 and September 6, 2016;

- Comprehensive Plan Amendment Hearing Date is scheduled with the Plan Commission for September 14, 2016, with continuance likely to September 21, 2016, and with deliberations likely continued to September 28, 2016.

#### **IV. AGENCY, INTERESTED DEPARTMENT, & PUBLIC COMMENT**

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as **Exhibits PA-1 through PA-4**. Four agency/city department comments were received regarding this application:

- County of Spokane, Public Works
- City of Spokane, Fire Department
- City of Spokane, Planning & Development
- Spokane Transit Authority

The majority of comments received concerned requests for additional information once a future development proposal for the subject property is submitted. As this application does not include specific improvement proposals and only concerns the land use and zoning of the parcel these comments did not warrant additional study. The City of Spokane Planning & Development comments also included a statement that no conflict with City utilities is expected.

Notice of this proposal was also sent to all property owners within the notification area and was posted on the subject property, in the Spokesman Review, and in the local library branch. During the public comment period four comment letters were received from the following individuals (see **Exhibit P-1 through P4**):

- Tim and Paula Davenport – 2313 E 52nd Lane
- Sandra Christensen – South Stone Street
- John Murray, President, and Karen Caton, Vice President – Redhawk Homeowners Association.
- Ted Teske, Chair - Southgate Neighborhood Council

Public comments received ranged from concerns about groundwater and traffic, to site access and parking, and, in the case of one commenter, objection to the change in character a change in Land Use designation and Zone might cause. In the case of the Neighborhood Council, their comments indicate support of the proposed change in land use designation and zoning.

#### **V. TECHNICAL REPORTS & OTHER RELEVANT DOCUMENTS**

No technical reports were requested by any commenting agency, nor were any required by the City.

## **VI. COMPREHENSIVE PLAN AMENDMENT PROCESS GUIDING PRINCIPLES**

SMC 17G.020.010 provides the following guiding principles for the annual comprehensive plan amendment process:

1. Keep the comprehensive plan alive and responsive to the community.
2. Provide for simultaneous review of proposals to allow for cumulative impact analysis of all applications on a City-wide basis and in conjunction with budget decisions.
3. Make map adjustments based on a foundation in policy language, consistently applying those concepts citywide.
4. Honor the community's long-term investment in the comprehensive plan, through public participation and neighborhood planning processes, by not making changes lightly.
5. Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically and socially sustainable manner.
6. The proposed changes must result in a net benefit to the general public.

## **VII. REVIEW CRITERIA**

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

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

*Staff Analysis: Staff has reviewed and processed the proposed amendment in accordance with the most current regulations of the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. Staff is unaware of any recent state or federal or local legislative actions with which the proposal would be in conflict.*

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

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

*RCW 36.70A.010, Legislative findings.*

*The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the*



*conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.*

*The Growth Management Act details 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, “Planning Goals”), including the following goals that are relevant to this application:*

- (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
- (3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
- (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
- (5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*
- (11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
- (12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

*The Growth Management Hearings Board for Eastern Washington has indicated that these goals are to guide the development and adoption of comprehensive plans and development regulations. The goals are all created equal with no priority set forth by the legislature and with no goal independently creating a substantive*

requirement.<sup>3</sup> The Board recognized that this lack of priority becomes problematic when jurisdictions are faced with competing goals, and indicated that, although the GMA does not permit the elevation of a single goal to the detriment of other equally important GMA goals, the GMA does permit local legislative bodies to give varying degrees of emphasis to the goals so as to allow them to make decisions based on local needs in order to harmonize and balance the goals (ibid).

GMA's goals guided the City's development of its comprehensive plan and development regulations. Application of the review criteria in Chapter 17G.020 SMC ensures that amendments to the comprehensive plan are also guided by and consistent with GMA's goals and purposes. The applicant has provided a discussion/analysis on this topic in their application materials which discusses all 13 goals and the proposal's relationship to each (see **Exhibit A-1**).

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

*Staff Analysis:* The City did not require, nor did any Agency comment request or require a traffic impact analysis for the proposal. Furthermore, as shown in **Exhibit PA-3**, any impacts to city utilities and non-transportation infrastructure would be mitigated by enforcement of City policies and development regulations. The subject property is already served by water, sewer, and transit service and lies immediately adjacent to existing local streets. Per State law, subsequent development of the site will be subject to a concurrency determination under SMC 17D.010.020. Staff is confident that, between enforcing the concurrency requirement and enforcement of the City's development regulations and standards, including the collection of transportation impact fees, any infrastructure implications associated with development of the site will be addressed concurrent with development of the site.

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

*Staff Analysis:* As indicated in the previous section, staff is confident that, by enforcing concurrency, the City's development regulations, and by collecting appropriate transportation impact fees, the applicant will be required to cover the cost of mitigating the impacts of development of the site.

- E. Internal Consistency.** The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the

<sup>3</sup> City of Wenatchee v. Chelan County, EWGMHB Case No. 08-1-0015, FDO at 25 (March 6, 2009).

development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Staff Analysis:

1. Development Regulations. As a non-project proposal, there are no specific plans for development of this site. Additionally, any future development on this site will be required to be consistent with the current Development Regulations at the time an application is submitted.
2. Capital Facilities Program. See discussion under paragraph C, above. As no additional infrastructure or capital expenditures by the City are anticipated for this non-project action, it is not anticipated that the City's integrated Capital Facilities Program would be affected by the proposal.
3. Neighborhood Planning Documents Adopted After 2001. The Southgate Neighborhood adopted a series of documents as part of their Neighborhood Planning effort in 2012 (see section III.M, above). While both the Transportation and Circulation Plan and the Parks and Open Space Element included desired/requested features adjacent to the subject property, they did not include any specific designs/plans/discussion of the subject parcel itself. The proposal to change land use/zoning for the subject property would not preclude the installation/development of those adjacent features.
4. Miscellaneous Comprehensive Plan Goals and Policies. Staff have compiled a group of Comprehensive Plan Goals and Policies which are excerpted from the Comprehensive Plan and contained in **Exhibit S-2** of this report. Further discussion of cogent Comprehensive Plan policies are included under criterion K.2 below.

The various factors related to internal consistency, as shown above, seem to indicate that the project would be consistent with internal requirements of the City. The Plan Commission will need to determine in their deliberations if this criteria has been met, or if it can adequately be addressed through conditions as may be imposed as a condition of the Comprehensive Plan amendment and any subsequent development application, in accordance with the provisions of SMC §17D.010.020(C)(2)(c).

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

Staff Analysis: No comments have been received from any agency, city department, or neighboring jurisdiction which seems to indicate that this proposal is not regionally consistent.

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

- i. Land Use Impacts. In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.
- ii. Grouping. Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

*Staff Analysis: This application is being reviewed as part of the annual cycle of comprehensive plan amendments along with two other applications for Comprehensive Plan Amendments. The three applications under consideration are spread throughout the city and concern properties distant from and unconnected to any of the others under consideration. Each of the three applications lies in a different neighborhood and different City Council district. Each of the three is separated from the others by large swaths of pre-existing urban development. While all three applications concern proposed changes in land use and zoning, the conditions and exact modification(s) of land use and zoning are not likely to affect each other in any cumulative amount. As such, it appears that no cumulative effects are possible, nor do the potential for such effects need to be analyzed.*

H. SEPA. SEPA review must be completed on all amendment proposals.

1. Grouping. When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.
2. DS. If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

*Staff Analysis: The application has been reviewed in accordance with the State Environmental Policy Act (SEPA) that requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of information contained with the environmental checklist, the written comments from local and State departments and agencies concerned with land development within the city, a review of other information available to the Director of Planning Services, a Determination of Non-Significance (DNS) was issued on August 23, 2016; City of Spokane Planning, lead agency; Lisa D. Key, Planning Director, SEPA Responsible Official. The DNS is attached as **Exhibit S-1**.*

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

*Staff Analysis: All affected departments and outside agencies providing services to the subject properties have had an opportunity to comment on the proposal. No comments were received that would indicate that additional public facilities would be required to serve the subject property were the proposal approved.*

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

*Staff Analysis: The proposal does not involve amendment of the urban growth area boundary. Therefore, this criterion is not applicable to this proposal.*

- K.     Consistent Amendments.

1.     Policy Adjustments. Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. The need for this type of adjustment might be supported by findings from feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan. Examples of such findings could include:
  - a.     Growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
  - b.     The capacity to provide adequate services is diminished or increased;
  - c.     Land availability to meet demand is reduced;
  - d.     Population or employment growth is significantly different than the plan's assumptions;
  - e.     Plan objectives are not being met as specified;
  - f.     The effect of the plan on land values and affordable housing is contrary to plan goals;
  - g.     Transportation and/or other capital improvements are not being made as expected;
  - h.     A question of consistency exists between the comprehensive plan and its elements and chapter 36.70A RCW, the countywide planning policies, or development regulations.



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

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

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

*Staff Analysis:* As outlined by the applicant in their submitted materials (see **Exhibit A-1**) the inclusion of the subject property in the Center would allow for better circulation within the KXL Y-owned properties of the Center and could likewise increase pedestrian and transit access to the subject property. Likewise, as shown in the Draft Southeast Sports Complex Master Plan (see section III.N, above), comments from the Southgate Neighborhood Council (see **Exhibit P-4**), and the arguments presented by the applicant in their application (see **Exhibit A-1**), the subject property integrates well with neighborhood plans, the Parks and Recreation Department's plans, and the Center as a whole.

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

*Staff Analysis:* Policy LU 3.2 "Centers and Corridors", states: "Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused."

A conceptual district center size is offered under the policy, stating, "As a general rule, the size of the district center, including the higher density housing surrounding the center, should be approximately 30 to 50 square blocks." Policy LU 4.5, Block Length, states in the discussion: "Block lengths of approximately 250 to 350 feet on average are preferable, recognizing that environmental conditions (e.g., topography or rock outcroppings) might constrain these shorter block lengths in some areas."

Assuming block sizes for the purpose of this discussion are 350 feet by 350 feet (the largest size discussed in Policy LU 4.5), the center area should range from roughly 84 to 141 acres. The existing center zoning, represented by CC zones on the Spokane Zoning Map, as well as the surrounding higher density housing is approximately 133.6 acres in size. As such, the District Center as it stands now is within the size envisioned by the Comprehensive Plan, assuming the larger block size. The addition of the subject

*properties to that center would constitute a 1.4 percent increase in area and would not exceed the maximum size for a District Center envisioned by the Comprehensive Plan.*

*Regardless of the assumed block size considered, the addition of the subject property's 1.9 acres to the District Center appears to further proper execution of the District Center designation already established by prior City actions (see sections III.J and III.M, above). Given the existing plans for development of adjacent parcels as well as the plans for the Southeast Sports Complex, it appears that Center-type development of the subject parcel would integrate well with the development character of the vicinity and would thus further the goals and policies of the Comprehensive Plan.*

*As discussed in the items above, there is no indication that the proposal would require additional infrastructure or capital facilities to serve it. Likewise, as discussed above, the proposal would appear to be appropriately scaled to fit into the designation of a Center as described by the Comprehensive Plan. Given the subject property's adjacency to a previously established Center and the fact that Center-type development on the site would conform to both the existing plans of adjacent development and the Draft Master Plan for the Southeast Sports Complex, it appears the site is suitable for the proposed designation.*

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

Staff Analysis: *As indicated above, a fundamental goal of the Comprehensive Plan is the efficient use of land and resources. The Comprehensive Plan seeks to implement this objective with a focused growth strategy known as "centers and corridors". As discussed in general in items a and b above, and in consideration of the policies listed in **Exhibit S-2**, the proposal appears to be supportive of the Center Land Use Designation and the Centers and Corridors Core zoning designation of the adjacent parcels. Likewise the proposal would not appear to interfere with the provision of park and recreational facilities and services on the adjacent Spokane Parks and Recreation properties.*

*In summary, the Plan Commission will need to determine if these three criteria have been met, or if they can adequately be addressed through conditions as may be imposed on the approval of the Comprehensive Plan amendment and any subsequent development application, in accordance with the provisions of SMC §17D.010.020(C)(2)(c).*

- 3. Rezones, Land Use Plan Map Amendment. Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map

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

*Staff Analysis: If the land use plan map amendment is approved as proposed, the zoning designation of the parcels will change from RSF (Residential Single Family) to CC2-District Center. No policy language changes have been identified as necessary to support the proposed land use plan map amendment. As such, it appears that this criterion would be met for the proposed land use designation change.*

L. Inconsistent Amendments.

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

*Staff Analysis: The City of Spokane uses a method of "consistent" and "inconsistent" annual review, with "inconsistent" proposals only allowed to be reviewed every other year. This request is being considered under a "consistent" review cycle. No inconsistencies with the Comprehensive Plan have emerged during analysis [see discussion under criterion K.2 above], thus it appears to be appropriate to consider this proposal in the current year.*

2. Adequate Documentation of Need for Change.
  - a. The burden of proof rests entirely with the applicant to provide convincing evidence that community values, priorities, needs and trends have changed sufficiently to justify a fundamental shift in the comprehensive plan. Results from various measurement systems should be used to demonstrate or document the need to depart from the current version of the comprehensive plan. Relevant information may include:
  - b. Growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
  - c. The capacity to provide adequate services is diminished or increased;
  - d. Land availability to meet demand is reduced;
  - e. Population or employment growth is significantly different than the plan's assumptions;



- f. Transportation and/or other capital improvements are not being made as expected;
- g. Conditions have changed substantially in the area within which the subject property lies and/or Citywide;
- h. Assumptions upon which the plan is based are found to be invalid; or
- i. Sufficient change or lack of change in circumstances dictates the need for such consideration.

*Staff Analysis: This application is not being reviewed as an inconsistent Comprehensive Plan Land Use Map Plan amendment request. As such, the criteria above do not appear to be applicable to this application.*

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

*Staff Analysis: This application is not being reviewed as an inconsistent Comprehensive Plan Land Use Map Plan amendment request. As such, the criterion above do not appear to be applicable to this application.*

*If the Plan Commission were to find that the proposal is an “inconsistent amendment”, they would need to determine if they had enough information to reach a decision, based upon the criteria detailed in the above discussion. If not, they could recommend denial of the application (as per SMC 17G.020.060 (M)(2)).*

## **VIII. DRAFT FINDINGS OF FACT**

- A. The Washington State Legislature passed the Growth Management Act (GMA) in 1990, requiring among other things, the development of a Comprehensive Plan (RCW 36.70A).
- B. The City of Spokane adopted a Comprehensive Plan in May of 2001, in compliance with the requirements of the GMA, and has provided for periodic updates and annual amendments, as allowed under GMA.
- C. Under GMA, comprehensive plans may be amended no more frequently than once per year. All amendment proposals must be considered concurrently in order to be evaluated for their cumulative effect. Also, the amendment period should be timed to coordinate with budget deliberations. Pursuant to Spokane Municipal Code 17G.020.020 all applications submitted by the deadline and found to be complete, excluding a single application that was withdrawn by the applicant prior to the public comment period, have been considered concurrently and constitute the only amendments to the Comprehensive Plan this calendar year.

- D. Comprehensive Plan amendment application Z1500085COMP (see **Exhibit A-1**) was submitted by the October 31, 2015 deadline for Plan Commission review during the 2015/2016 amendment cycle, as required by Spokane Municipal Code 17G.020.060.C.
- E. The proposed amendment is to the Land Use Plan Map of the City's Comprehensive Plan, which the application proposes to modify the land use designation of a single 1.9-acre property from "Open Space" to "Centers and Corridors Core".
- F. The subject property is a single parcel, constituting a part of Government Lot 8 in the northeast quarter of Section 4, Township 24 North, Range 43 East in the City of Spokane, Southgate Neighborhood. This property was annexed into the City of Spokane in 1960 in combination with a number of other parcels.
- G. The subject property is located immediately northwest of the existing Southgate District Center.
- H. The core of the Southgate District Center consists of approximately 48.5 acres with approximately 85.1 acres of adjacent higher density zoning, in all totaling 133.6 acres. If this application is approved, the subject property would add an additional 1.9 acres, or 1.4 percent, to the existing District Center.
- I. The subject property is accessed via S Regal Street, a minor arterial, with secondary access via an access drive leading west from the intersection of S Regal Street and the Palouse Highway, which is itself also classified as a minor arterial in this location.
- J. The requested implementing zoning designation is "Centers and Corridors Type 2 – District Center" for the entire property.
- K. Staff requested comments from agencies and departments on December 9, 2015. Comments received are summarized as follows:
- Scott Engelhard of the County of Spokane Public Works (see **Exhibit PA-1**);
  - Dave Kokot, P.E., of the City of Spokane Fire Department (see **Exhibit PA-2**); and,
  - Eldon Brown, P.E., of the City of Spokane Planning & Development Department (see **Exhibit PA-3**).
  - Karl Otterstrom, AICP, of the Spokane Transit Authority (see **Exhibit PA-4**)
- L. A public comment period was originally set to run from May 10, 2016, to July 11, 2016 to provide a 60 day comment period. Due to the date of submittal of technical analyses required of another Comprehensive Plan Amendment application, the public comment period was extended by 14 days, through July 25, 2016. Comments received from the public included the following:

- John Murray, President of the Redhawk Homeowners Association (see **Exhibit P-1**);
- Sandra Christensen of S Stone Street (see **Exhibit P-2**);
- Tim and Paula Davenport of 2313 E 52nd Lane (see **Exhibit P-3**); and,
- Ted Teske, Chair of the Southgate Neighborhood Council (see **Exhibit P-4**).

M. The Southgate Neighborhood Council received a presentation from the applicant at their June 8, 2016 meeting.

N. The Community Assembly received a presentation regarding the proposed 2015/2016 Comprehensive Plan amendment applications at their June 2, 2016 meeting.

O. The Spokane Plan Commission held substantive workshops to study the requested amendment on May 11, 2016.

P. A State Environmental Policy Act (SEPA) Determination of Non-Significance was issued on August 23, 2016 by City of Spokane Planning; Lisa Key, Planning Director and SEPA Responsible Official (see **Exhibit S-1**). The public appeal period for the SEPA determination ends at 5pm on September 13, 2016.

Q. On August 26, 2016 the Washington State Department of Commerce and appropriate state agencies were given the 60-day notice before adoption of any proposed changes to the Comprehensive Plan.

R. Notice of the SEPA Determination of Non-Significance, the Comprehensive Plan Land Use Map amendment, and announcement of the August 24, 2016 Plan Commission Public Hearing were published in the Spokesman Review on August 30, 2016 and September 6, 2016 and the Official City Gazette on August 31, 2016 and September 7, 2016.

S. Notice of Public Hearing and SEPA Determinations was posted on the subject property and mailed to all property owners and tax payers of record, as shown by the most recent Spokane County Assessor's record, and occupants of addresses of property located within a 400 foot radius of any portion of the boundary of the subject property on August 30, 2016.

T. The staff report provided an analysis of all the decision criteria for approval of a Comprehensive Plan amendment as prescribed by SMC 17.G.020, Comprehensive Plan Amendment Procedure.

U. The Plan Commission held a public hearing on the requested amendment on September 14, 2016, which was continued to September 21, 2016, with deliberations held on September 28, 2016.

V. As a result of the City's efforts, the public has had extensive opportunities to participate throughout the process and persons desiring to comment were given that opportunity to comment.

Additional findings of fact may be added by the Plan Commission during deliberations, based upon new information that may be introduced into the record through the course of the hearing proceedings.

**IX. DRAFT CONCLUSIONS:**

Based upon the application materials, technical studies, staff analysis, SEPA review, agency and public comments received, and public testimony presented regarding the requested Comprehensive Plan Amendment application File No. Z1500084, the Plan Commission will need to address the following conclusions with respect to the review criteria, as detailed in SMC 17G.020.030, and the decision criteria, as detailed in SMC 17G.020.060(M) in their deliberations:

1. The proposed amendment to the comprehensive plan **IS / IS NOT** consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.
2. The proposed change **IS / IS NOT** consistent with the goals and purposes of the state Growth Management Act.
3. Infrastructure implications of the proposed comprehensive plan amendment **IS / IS NOT** reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.
4. The proposed amendment **IS / IS NOT** internally consistent with development regulations, capital facilities program, shoreline master program, the downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa.
5. The proposed amendment to the comprehensive plan **IS / IS NOT** consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.
6. The 2015/2016 proposed Comprehensive Plan amendments **HAVE / HAVE NOT** been reviewed concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.
7. Adverse environmental impacts association with this proposed amendment **HAVE / HAVE NOT** been identified. If adverse environmental impacts have been identified, adequate mitigation measures **HAVE / HAVE NOT** been identified as requirements for incorporation into a decision on the proposed amendment.
8. A SEPA review **HAS / HAS NOT** been completed on the requested amendment.
9. The proposed amendment **DOES / DOES NOT** adversely affect the City's ability to provide the full range of urban public facilities and services citywide at the

planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

10. The proposed land use designation **IS / IS NOT** in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.).
11. The proposed map amendment and site **ARE / ARE NOT** suitable for the proposed designation.
12. The map amendment **DOES / DOES NOT** implement applicable comprehensive plan policies better than the current map designation.
13. The proposed amendment **IS / IS NOT** consistent with the Comprehensive Plan policies.
14. The applicant **HAS / HAS NOT** presented enough evidence to justify the need for the proposed change to the Comprehensive Plan.
15. The proposed change to the Comprehensive Plan **IS / IS NOT** more effectively or appropriately addressed through another aspect of the planning department's work program (neighborhood planning, writing new regulations, etc.).
16. The Plan Commission **DID / DID NOT** receive enough information from the applicant to be able to reach a decision based on the merits of the proposal.

#### **X. PLAN COMMISSION RECOMENDATION:**

Following the close of public testimony and deliberations regarding conclusions with respect to the review criteria and decision criteria detailed in SMC 17G.020, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested amendment to the Land Use Plan Map of the City's Comprehensive Plan.

If recommended for approval, the Plan Commission may incorporate conditions of approval into their recommendation, as may be identified in deliberations as necessary and/or appropriate to address the review criteria, decision criteria, and/or neighborhood compatibility issues.

#### **XI. LIST OF EXHIBITS**

<u>Exhibit</u>	<u>Description</u>
A-1	Application Materials
A-2	SEPA Checklist
A-3	Purchase and Sale Agreement
A-4	Draft Development Agreement
A-5	Development Agreement for Adjacent Parcels
A-6	Integrated Site Plan
S-1	SEPA Determination of Non-Significance
S-2	Relevant Comprehensive Plan Policies
S-3	Ordinances Relating to Adjacent Comprehensive Plan Amendments (Past)
P-1	Public Comment - John Murray, President, Redhawk Homeowners Association

<u>Exhibit</u>	<u>Description</u>
P-2	Public Comment - Sandra Christensen
P-3	Public Comment - Tim and Paula Davenport
P-4	Public Comment - Southgate Neighborhood Council
PA-1	Agency Comment - County of Spokane, Public Works
PA-2	Department Comment - City of Spokane Fire Department
PA-3	Department Comment - City of Spokane Planning & Development
PA-4	Agency Comment - Spokane Transit Authority

**STAFF REPORT ON COMPREHENSIVE PLAN  
LAND USE AMENDMENT APPLICATION  
2.78 acres northeast of N North Center Street; Avista Corporation; File Z150078COMP**

**I. SUMMARY OF REQUEST AND RECOMMENDATIONS:**

**DESCRIPTION OF PROPOSAL:**

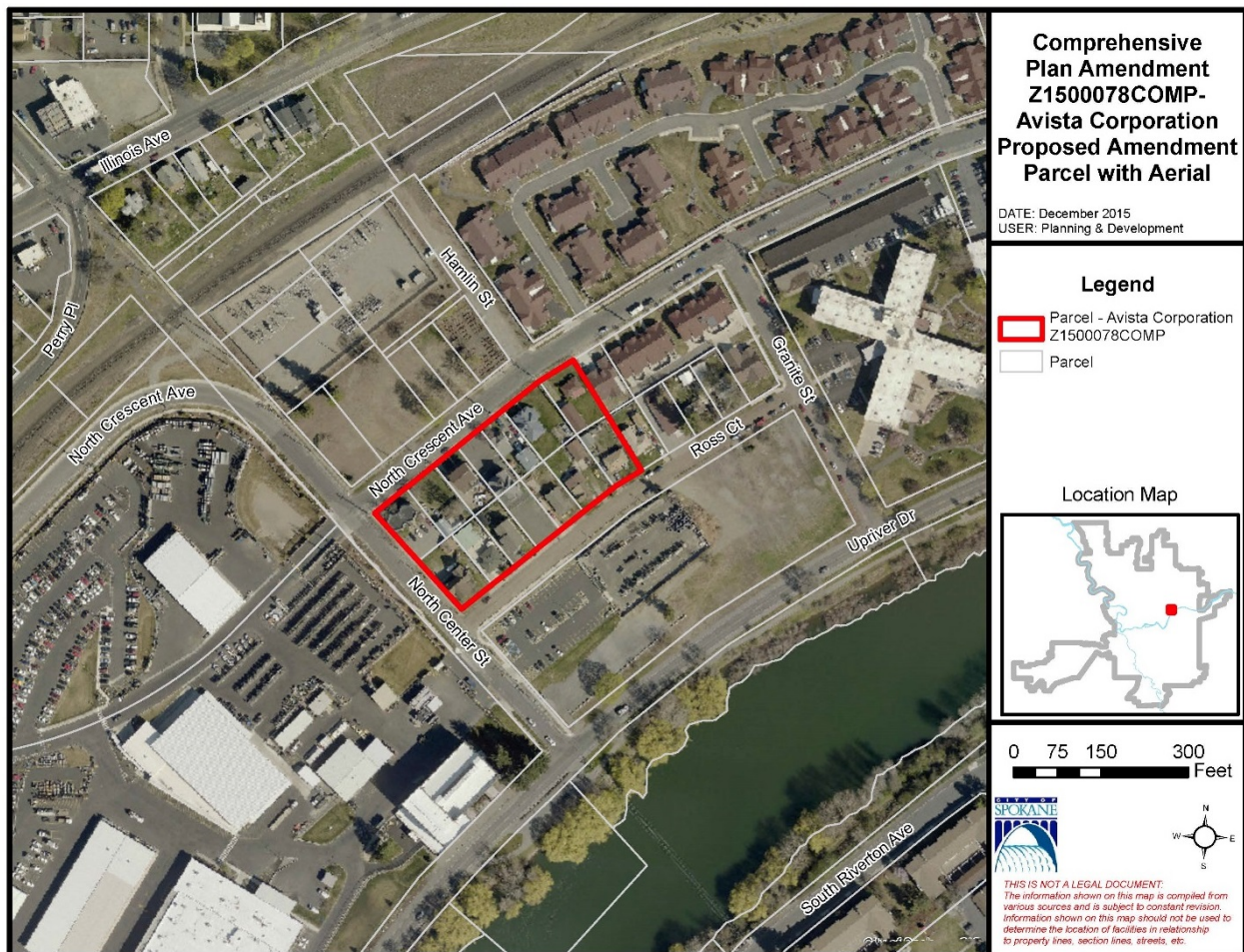
The proposal is to change the land use of fourteen properties from “Residential 15-30” to “Light Industrial” with a concurrent change in zoning from “Residential Multi-Family” to “Light Industrial.” The fourteen subject properties are approximately 2.78 acres in size. No specific development proposal is being approved at this time.

**II. GENERAL INFORMATION**

<b>Agent:</b>	Robin Bekkedahl, Avista Corporation
<b>Applicant/Property Owner(s):</b>	Avista Corporation
<b>Location of Proposal:</b>	The subject site includes 14 parcels bounded on the north by N. Crescent Ave, on the west by N. Center St. and on the south by Ross Ct., generally located NE of the existing Avista headquarters (parcels 35093.1106 to 1107, and 35093.1201 to 1212).
<b>Legal Description:</b>	Ross Park, Holes Subdivision Lots 1-4, parts of 5 and 6, and all of 7-12, as well as Ross Park, Wilkinson Subdivision Lots 6 and 7, all within SW1/4, Section 9, Township 25 North, Range 43 East, Willamette Meridian.
<b>Existing Land Use Plan Designation:</b>	“Residential, 15-30 units per acre”
<b>Proposed Land Use Plan Designation:</b>	“Light Industrial”
<b>Existing Zoning:</b>	RMF (Residential Multi-Family)
<b>Proposed Zoning:</b>	Light Industrial
<b>SEPA Status:</b>	A SEPA threshold Determination of Non-Significance was made on August 23, 2016. The appeal period closed on September 13, 2016 (reference <b>Exhibit S-1</b> ).
<b>Enabling Code Section:</b>	SMC 17G.020, Comprehensive Plan Amendment Procedure.
<b>Plan Commission Hearing Date:</b>	The Plan Commission hearing date is scheduled for September 14, 2016 which potential continuation to the next meeting(s) of the Plan Commission.
<b>Staff Contact:</b>	Kevin Freibott, Assistant Planner; <a href="mailto:kfreibott@spokanecity.org">kfreibott@spokanecity.org</a>

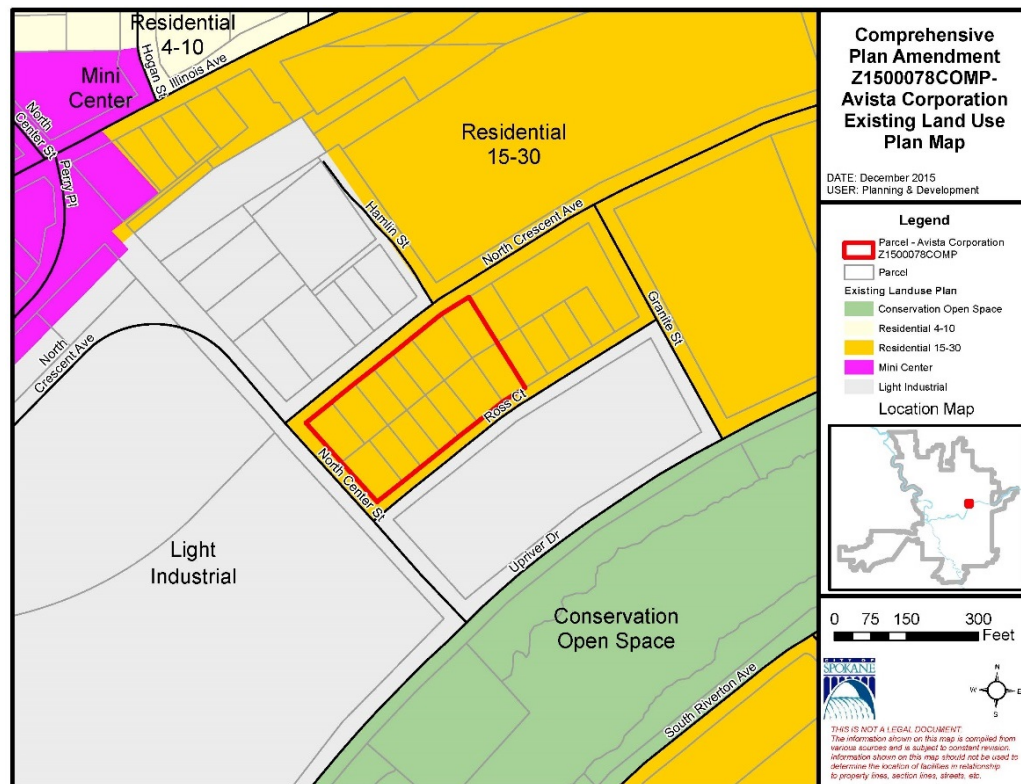
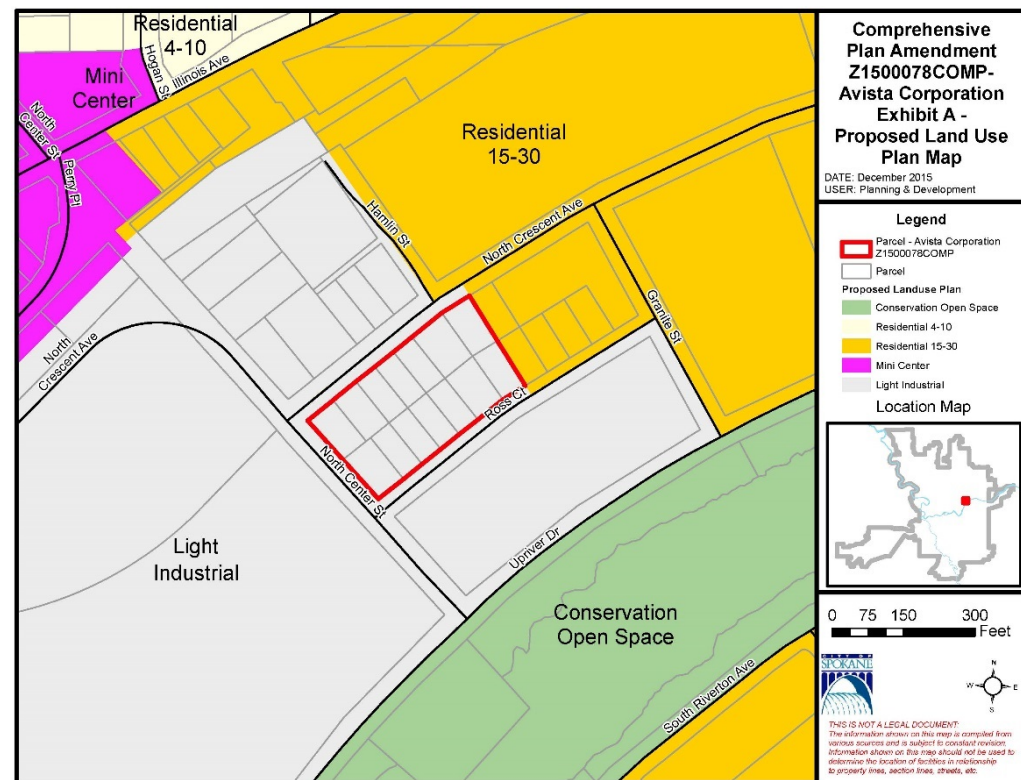


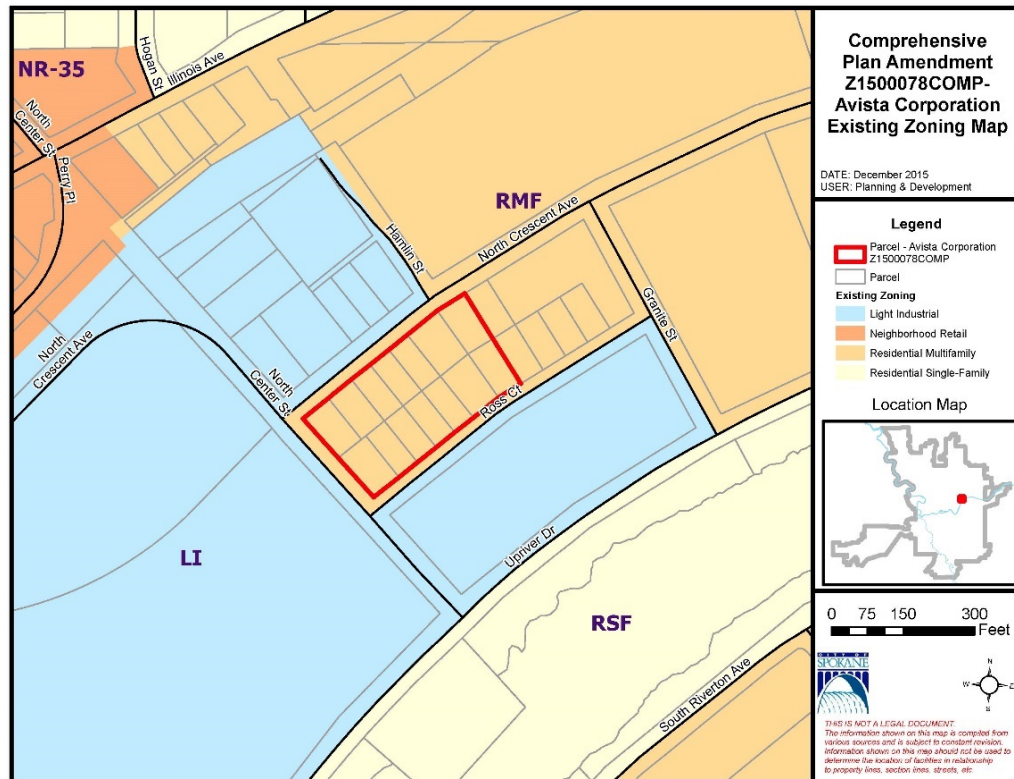
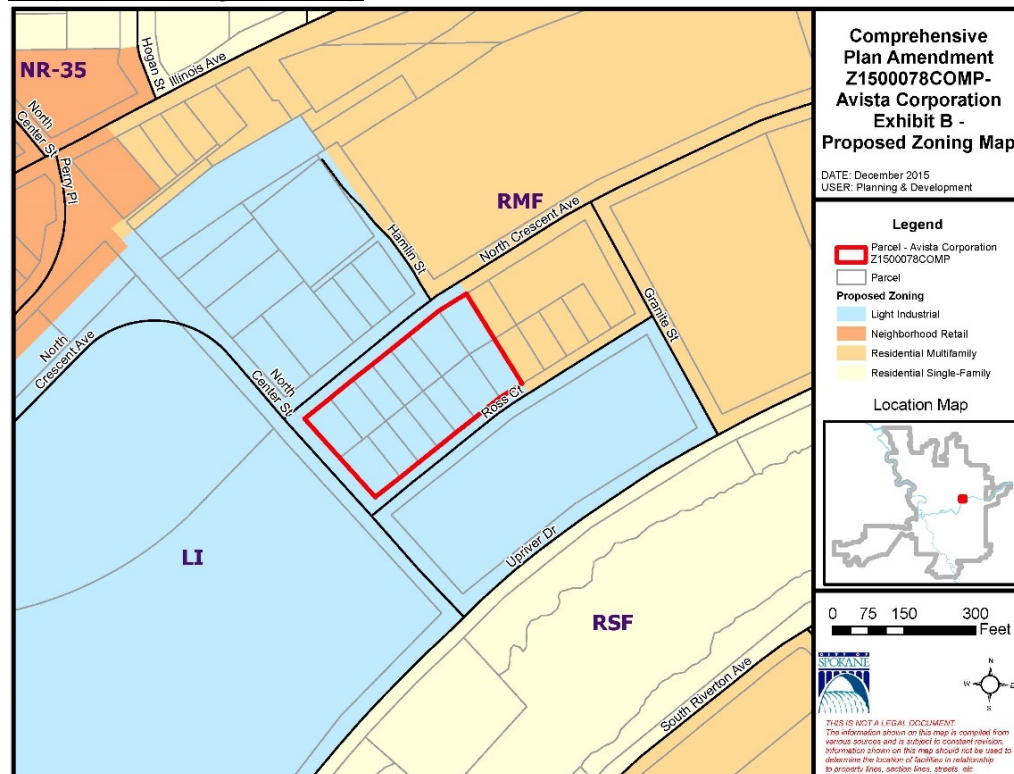
### III. BACKGROUND INFORMATION



- A. Site Description:** The subject property contains 14 parcels, totaling 2.78 acres in size, located east of the intersection of N Crescent Avenue and N Center Street, northeast of the existing Avista headquarters and southwest of property owned by the Riverview Retirement Community. The subject properties, shown in red above, are all owned by the Avista Corporation. While the aerial photograph above shows houses on those properties, the houses have since been removed. The site is currently vacant and used by Avista as an unimproved parking lot.
- B. Project Description:** Pursuant to the procedures provided in Spokane Municipal Code Section 17G.020, "Comprehensive Plan Amendment Procedure," the applicant is requesting a comprehensive plan land use plan map designation change from "Residential 15-30" to "Light Industrial." If approved, the zoning would be changed from RMF (Residential Multi-Family) to Light Industrial. The applicant's proposal does not include any specific plans for development or improvement to the property. Development and improvement of the site would be subject to all relevant provisions of the City's unified development code, including without limitation, Chapter 17D.010 SMC relating to concurrency.



C. Existing Land Use Plan Map Designations with Subject Area in RedD. Applicant-Proposed Land Use Plan Map

**E. Existing Zoning Plan Map with Subject Parcels in Red****F. Proposed Zoning Plan Map**

**G. Zoning and Land Use Designation History.** The subject property was annexed into the City of Spokane in 1891 along with all properties in the vicinity. Prior to 2006, the zoning of the proposed property was R3-D (Multifamily Residence Design Zone 3), generally described as Medium-Density Residential. Since the establishment of the current zoning code in 2006, the location has been zoned RMF (Residential Multi-Family). When the Comprehensive Plan for the City of Spokane was rewritten in 2001 according to the newly adopted requirements of the Growth Management Act, the land use of the properties was identified as “Residential 15-30” on the Land Use Map. It has not been changed since that date.

**H. Adjacent Land Uses and Improvements:**



To the northwest<sup>1</sup>: Electrical substation operated by Avista Corporation.  
 To the southwest: Light industrial uses (Avista Corporation Headquarters).  
 To the southeast: Parking and fenced storage yard (Avista Corporation).  
 To the northeast: Multi-family residential uses (Riverview Retirement Community).

<sup>1</sup> Because the parcels are lined up roughly southwest to northwest, similar cardinal directions were used to avoid confusion.



- I. Transportation Improvements. The subject properties are surrounded on three sides by N Crescent Avenue, N Center Street, and Ross Court. All three are classified by the City as “local” streets. The nearest transit service is Route 27, the “Hillyard Route,” that lies approximately 730 feet to the northwest of the subject properties. Access to this route requires that pedestrians cross an uncontrolled rail crossing. However, a paved pathway leads to and from the crossing, improving pedestrian access. The nearest stop on the line is at the intersection of N North Center Street and E Illinois Avenue, approximately 800 feet walking distance from the subject properties.
- J. Past Land Use Map Amendments in Vicinity. The City received an application concerning the subject properties as well as properties to the northwest and southeast in October of 2010, requesting an identical land use and zoning change to what is proposed in this application. During processing of that application several properties were withdrawn from the overall request due to adverse neighborhood reaction and public comment. Included in that withdrawal were the fourteen properties that are now the subject of this application. The 2011 application continued without the subject properties and was approved by the City Council on November 28, 2012.

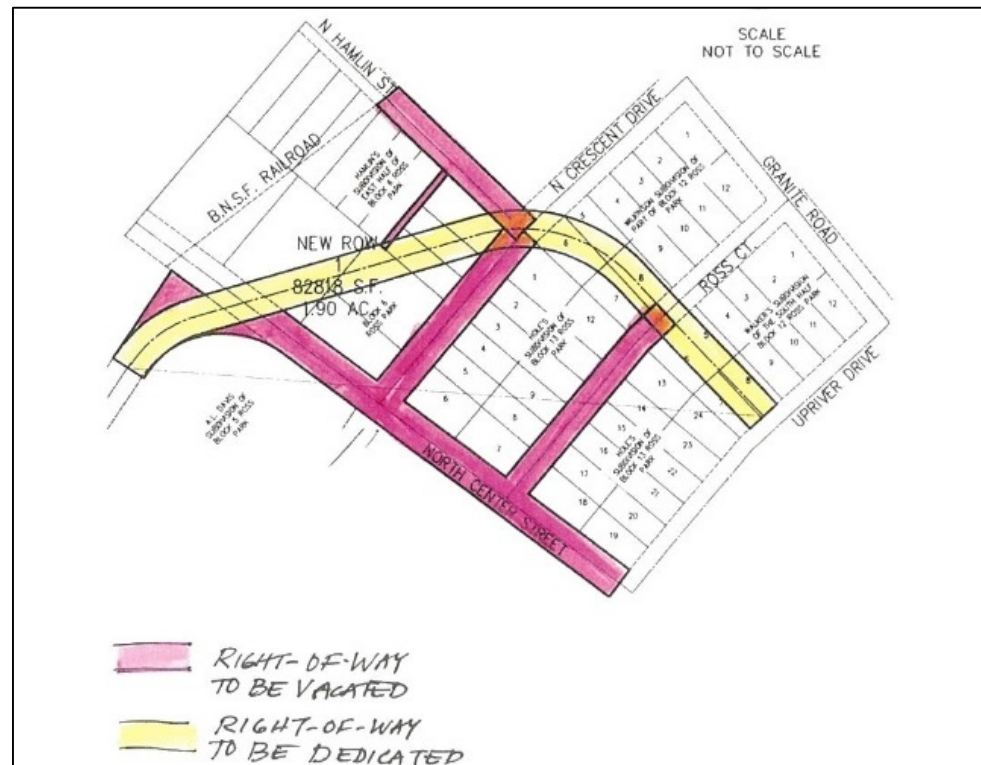


- K. Past Neighborhood Planning Processes. In 2011 the Logan Neighborhood chose to develop a set of new zoning districts and standards for the Hamilton corridor, using form-based zoning concepts. While the Hamilton Corridor zoning has been adopted by the City, the subject properties are too distant from that part of the neighborhood to have any implications on the Neighborhood's plans. The subject properties are outside the Hamilton Corridor zoning. Likewise, all parcels within the vicinity of the subject properties are outside the Hamilton Corridor.
- L. Concurrent Requests by Applicant. Concurrent with the requested Land Use and Zoning change, Avista Corporation is seeking two other approvals from the City. These other approvals are not dependent on this application – the approval or denial of those requests will have no effect on the approval/denial of the land use

and zoning change. However, they are worth noting as they reflect Avista Corporation's overall plans for the subject properties.

#### *Street Vacation/Dedication*

Avista Corporation requested that the City vacate portions of N Center Street, N Hamlin Street, and E Ross Court in the vicinity of the subject properties. Following approval of the vacation, the applicant (Avista) is expected to request an extension of N North Center Street to the east, curving southeast to create a new intersection with E Upriver Drive southeast of the subject properties (see figure below). The City Council approved the request for vacation of the roadways on August 15, 2016.<sup>2</sup>



#### *Shoreline Conditional Use Permit*

Avista Corporation requested that the City grant a Shoreline Conditional Use Permit for the construction of a new intersection at the termination of the extended E North Crescent Avenue. The Spokane Hearing Examiner held a hearing on this proposal on June 2, 2016. The request for a Shoreline Conditional Use Permit was approved by the Hearing Examiner on that date.<sup>3</sup>

- M. Applicable Municipal Code Regulations.** SMC 17G.020, Comprehensive Plan Amendment Procedures.

<sup>2</sup> Spokane City Ordinance ORD C35423.

<sup>3</sup> City of Spokane Planning File #Z1500071SCUP.

N.     Application Process:

- Application was submitted on October 31, 2015 and Certified Complete on December 1, 2015;
- Agency Comment from Interested City Departments and Agencies was requested December 9, 2015 to be completed by February 8, 2016.
- Notice of Application was posted, published, and mailed on May 10, 2016, which began a 60 day public comment period. The comment period, scheduled to end on July 11, 2016, was extended to July 25, 2016;
- The applicant made a presentation regarding the proposal to the Logan Neighborhood Council on May 25, 2016;
- A SEPA Determination of Non-Significance was issued on August 23, 2016;
- Notice of Plan Commission Public Hearing and SEPA Determination was posted and mailed by August 30, 2016;
- Notice of Public Hearing and SEPA Determination was published on August 30, 2016 and September 6, 2016;
- Comprehensive Plan Amendment Hearing Date is scheduled with the Plan Commission for September 14, 2016, with continuance likely to September 21, 2016, and with deliberations likely continued to September 28, 2016.

IV.     AGENCY, INTERESTED DEPARTMENT, & PUBLIC COMMENT

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as **Exhibits PA-1** through **PA-3**. Three agency/city department comments were received regarding this application:

- County of Spokane, Public Works
- City of Spokane, Fire Department
- City of Spokane, Planning & Development

The majority of comments received concerned requests for additional information, once a future development proposal for the subject property is submitted. As this application does not include specific improvement proposals and only concerns the land use and zoning of the parcel, these comments did not warrant additional study. The City of Spokane Planning & Development comments also included a statement that no conflict with City utilities is expected.

Notice of this proposal was also sent to all property owners within the notification area and was posted on the subject property, in the Spokesman Review and in the local library branch. No public comments were received during the public comment period.

**V. TECHNICAL REPORTS & OTHER RELEVANT DOCUMENTS**

No technical reports were requested by any commenting agency, nor were any required by the City.

**VI. COMPREHENSIVE PLAN AMENDMENT PROCESS GUIDING PRINCIPLES**

SMC 17G.020.010 provides the following guiding principles for the annual comprehensive plan amendment process:

1. Keep the comprehensive plan alive and responsive to the community.
2. Provide for simultaneous review of proposals to allow for cumulative impact analysis of all applications on a City-wide basis and in conjunction with budget decisions.
3. Make map adjustments based on a foundation in policy language, consistently applying those concepts citywide.
4. Honor the community's long-term investment in the comprehensive plan, through public participation and neighborhood planning processes, by not making changes lightly.
5. Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically and socially sustainable manner.
6. The proposed changes must result in a net benefit to the general public.

**VII. REVIEW CRITERIA**

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

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

*Staff Analysis:* Staff has reviewed and processed the proposed amendment in accordance with the most current regulations of the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. Staff is unaware of any recent state or federal or local legislative actions with which the proposal would be in conflict.

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

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



*RCW 36.70A.010, Legislative findings.*

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

*The Growth Management Act details 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, "Planning Goals"), including the following goals that are relevant to this application:*

*(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

*(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

*(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

*(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

*(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

*(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

*The Growth Management Hearings Board for Eastern Washington has indicated that these goals are to guide the development and adoption of comprehensive plans and development regulations. The goals are all created equal with no priority set forth by the legislature and with no goal independently creating a substantive requirement. City of Wenatchee v. Chelan County, EWGMHB Case No. 08-1-*



0015, FDO at 25 (March 6, 2009). The Board recognized that this lack of priority becomes problematic when jurisdictions are faced with competing goals, and indicated that, although the GMA does not permit the elevation of a single goal to the detriment of other equally important GMA goals, the GMA does permit local legislative bodies to give varying degrees of emphasis to the goals so as to allow them to make decisions based on local needs in order to harmonize and balance the goals. *Id.*

GMA's goals guided the City's development of its comprehensive plan and development regulations. Application of the review criteria in Chapter 17G.020 SMC ensures that amendments to the comprehensive plan are also guided by and consistent with GMA's goals and purposes. The applicant has provided a discussion/analysis on this topic in their application materials which discusses all 13 goals and the proposal's relationship to each (reference **Exhibit A-1**).

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

*Staff Analysis:* The City did not require, nor did any Agency comment request or require a traffic impact analysis for the proposal. Furthermore, as shown in **Exhibit PA-3**, any impacts to city utilities and non-transportation infrastructure would be mitigated by enforcement of City policies and development regulations. The subject property is already served by water, sewer, and transit service and lies immediately adjacent to existing local streets. Per State law, subsequent development of the site will be subject to a concurrency determination under SMC 17D.010.020. Staff is confident that, between enforcing the concurrency requirement and enforcement of the City's development regulations and standards, including the collection of transportation impact fees, any infrastructure implications associated with development of the site will be addressed concurrent with development of the site.

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

*Staff Analysis:* As indicated in the previous section, staff is confident that, by enforcing concurrency, the City's development regulations, and by collecting appropriate transportation impact fees, the applicant will be required to cover the cost of mitigating the impacts of development of the site.

- E. Internal Consistency.** The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals

or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Staff Analysis:

1. Development Regulations. *As a non-project proposal, there are no specific plans for development of this site. Additionally, any future development on this site will be required to be consistent with the current Development Regulations at the time an application is submitted.*
2. Capital Facilities Program. *See discussion under paragraph C, above. As no additional infrastructure or capital expenditures by the City are anticipated for this non-project action, it is not anticipated that the City's integrated Capital Facilities Program would be affected by the proposal.*
3. Neighborhood Planning Documents Adopted After 2001. *The Logan Neighborhood adopted form-based zoning standards for the Hamilton Corridor, which were subsequently approved and adopted by the City. However, that corridor lies well outside the vicinity of the subject properties and would not affect the proposal.*
4. Miscellaneous Comprehensive Plan Goals and Policies. *Staff have compiled a group of Comprehensive Plan Goals and Policies which are excerpted from the Comprehensive Plan and contained in **Exhibit S-2** of this report. Further discussion of cogent Comprehensive Plan policies are included under criterion K.2 below.*

*The various factors related to internal consistency, as shown above, seem to indicate that the project would be consistent with internal requirements of the City. The Plan Commission will need to determine in their deliberations if this criterion has been met, or if it can adequately be addressed through conditions as may be imposed as a condition of the Comprehensive Plan amendment and any subsequent development application, in accordance with the provisions of SMC §17D.010.020(C)(2)(c).*

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

Staff Analysis: *No comments have been received from any agency, city department, or neighboring jurisdiction indicating that this proposal is not regionally consistent.*

- G. Cumulative Effect. All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning

documents, adopted environmental policies and other relevant implementation measures.

- i. Land Use Impacts. In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.
- ii. Grouping. Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

*Staff Analysis: This application is being reviewed as part of the annual cycle of comprehensive plan amendments along with two other applications for Comprehensive Plan Amendments. The three applications under consideration are spread throughout the city and concern properties distant from and unconnected to any of the others under consideration. Each of the three applications lies in a different neighborhood and different City Council district. Each of the three is separated from the others by large swaths of pre-existing urban development. While all three applications concern proposed changes in land use and zoning, the conditions and exact modification(s) of land use and zoning are not likely to affect each other in any cumulative amount. As such, it appears that no cumulative effects are possible, nor do the potential for such effects need to be analyzed.*

H. SEPA. SEPA review must be completed on all amendment proposals.

1. Grouping. When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.
2. DS. If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

*Staff Analysis: The application has been reviewed in accordance with the State Environmental Policy Act (SEPA) that requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of information contained with the environmental checklist, the written comments from local and State departments and agencies concerned with land development within the city, a review of other information available to the Director of Planning Services, a Determination of Non-Significance (DNS) was issued on August 23, 2016; City of Spokane Planning, lead agency; Lisa D. Key, Planning Director, SEPA Responsible Official. The DNS is attached as **Exhibit S-1**.*

I. Adequate Public Facilities. The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described

in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

*Staff Analysis: All affected departments and outside agencies providing services to the subject properties have had an opportunity to comment on the proposal. There were no comments received that would indicate a concern regarding the provision of public facilities and services to the subject property. The requested Comp Plan Amendment is a non-project action, however, so no concurrency determination is being made at this time. A concurrency determination would be required at the time of any development application on the subject property.*

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

*Staff Analysis: The proposal does not involve amendment of the urban growth area boundary. Therefore, this criterion is not applicable to this proposal.*

K.     Consistent Amendments.

1.     Policy Adjustments. Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. The need for this type of adjustment might be supported by findings from feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan. Examples of such findings could include:
  - a.     Growth and development as envisioned in the plan is occurring faster, slower or is failing to materialize;
  - b.     The capacity to provide adequate services is diminished or increased;
  - c.     Land availability to meet demand is reduced;
  - d.     Population or employment growth is significantly different than the plan's assumptions;
  - e.     Plan objectives are not being met as specified;
  - f.     The effect of the plan on land values and affordable housing is contrary to plan goals;
  - g.     Transportation and/or other capital improvements are not being made as expected; and/or
  - h.     A question of consistency exists between the comprehensive plan and its elements and chapter 36.70A RCW, the countywide planning policies, or development regulations.

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

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

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

*Staff Analysis: Of specific application to this criteria is Comprehensive Plan policy LU 1.10 “Industry,” which states that the City should provide a variety of industrial locations and site sizes for industrial development. The policy goes on to say that industrial locations should be:*

- Free from critical areas;*
- Not subject to conflicting adjacent land uses;*
- Readily accessible to adequate transportation, utility, and service systems; and*
- Convenient to the labor force.*

*Regarding critical areas, the subject properties are generally flat and do not contain any wetlands or wetland buffers, as shown on City of Spokane GIS maps. Likewise, the subject properties lie outside any flood zone or hazardous soils or geography.*

*Regarding adjacent land uses, the subject properties are surrounded on three sides by Light Industrial uses. Only properties to the northeast of the subject properties could potentially conflict with a Light Industrial designation on the subject properties. As was determined in the previous land use designation change for surrounding properties, those potential conflicts could be adequately addressed through the landscaping, screening, and frontage improvements required by the Spokane Municipal Code, most directly by the requirements of Spokane Municipal Code 17C.130. Furthermore, were the Avista Corporation application for the rerouting of E North Crescent Avenue approved, the non-industrial uses to the northeast would be further separated from the proposed light industrial uses of the subject properties by a new street (see background information III.L above).*

*Lastly, regarding readily accessible transportation and convenience for the labor force, the subject properties are served adequately by three existing local streets. Furthermore, existing transit service is located within ¼ mile.*



*The Plan Commission will need to determine if this criterion has been met, or if it can adequately be addressed through conditions as may be imposed as a condition of the Comprehensive Plan amendment and any subsequent development application, in accordance with the provisions of SMC §17D.010.020(C)(2)(c).*

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

Staff Analysis: *As discussed in the items above, there is no indication that the proposal would require additional infrastructure or capital facilities to serve it. Likewise, as discussed above, the proposal would appear to concern properties that would be sufficiently buffered from non-industrial uses to the northeast through application of Spokane Municipal Code standards at the time of development.*

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

Staff Analysis: *As discussed in general in items a and b above and in consideration of the policies listed in **Exhibit S-2**, the proposal would appear to be supportive of the Light Industrial zoning designation of the adjacent parcels. Likewise, application of Spokane Municipal Code requirements for landscaping, screening, and frontage improvement would ensure that conflicts with adjacent non-industrial uses would be minimized. The Plan Commission will need to determine in their deliberations if this criterion has been met, or if it can adequately be addressed through conditions as may be imposed as a condition of the Comprehensive Plan amendment and any subsequent development application, in accordance with the provisions of SMC §17D.010.020(C)(2)(c).*

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

Staff Analysis: *If the land use plan map amendment is approved as proposed, the zoning designation of the parcels will change from RMF (Residential Multi-Family) to LI (Light Industrial). No policy language changes have been identified as necessary to support the proposed land use plan map amendment. As such, it appears that this criterion would be met for the proposed land use designation change.*

L. Inconsistent Amendments.

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

*Staff Analysis: The City of Spokane uses a method of "consistent" and "inconsistent" annual review, with "inconsistent" proposals only allowed to be reviewed every other year. This request is being considered under a "consistent" review cycle. No inconsistencies with the Comprehensive Plan have emerged during analysis [see discussion under criterion K.2 above], thus it appears to be appropriate to consider this proposal in the current year.*

2. Adequate Documentation of Need for Change.

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

*Staff Analysis: This application is not being reviewed as an inconsistent Comprehensive Plan Land Use Map Plan amendment request. As such, the criterion above does not appear to be applicable to this application.*

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

*Staff Analysis: This is not being reviewed as an inconsistent Comprehensive Plan Land Use Map Plan amendment request. As such, the criterion above does not appear to be applicable to this application.*

*If the Plan Commission were to find that the proposal is an “inconsistent amendment”, they would need to determine if they had enough information to reach a decision, based upon the criteria detailed in the above discussion. If not, they could recommend denial of the application (as per SMC 17G.020.060 (M)(2)).*

#### **VIII. DRAFT FINDINGS OF FACT**

- A. The Washington State Legislature passed the Growth Management Act (GMA) in 1990, requiring among other things, the development of a Comprehensive Plan (RCW 36.70A).
- B. The City of Spokane adopted a Comprehensive Plan in May of 2001, in compliance with the requirements of the GMA, and has provided for periodic updates and annual amendments, as allowed under GMA.
- C. Under GMA, comprehensive plans may be amended no more frequently than once per year. All amendment proposals must be considered concurrently in order to be evaluated for their cumulative effect. Also, the amendment period should be timed to coordinate with budget deliberations. Pursuant to Spokane Municipal Code 17G.020.020 all applications submitted by the deadline and found to be complete, excluding a single application that was withdrawn by the applicant prior to the public comment period, have been considered concurrently and constitute the only amendments to the Comprehensive Plan this calendar year.
- D. Comprehensive Plan amendment application Z1500078COMP (reference **Exhibit A-1**) was submitted by the October 31, 2015 deadline for Plan Commission review during the 2015/2016 amendment cycle, as required by Spokane Municipal Code 17G.020.060.C.
- E. The proposed amendment is to the Land Use Plan Map of the City's Comprehensive Plan, which the application proposes to modify the land use designation of fourteen properties totaling 2.78 acres from “Residential Multi-Family” to “Light Industrial”.
- F. The subject properties comprise fourteen parcels within the southwest 1/4 of Section 9, Township 25 North, Range 43 East, Willamette Meridian, being further described as Ross Park, Holes subdivision lots 1 through 4, parts of lots 5 and 6,



and lots 7 through 12, as well as Wilkinson subdivision lots 6 and 7, all in the City of Spokane, Logan Neighborhood. These properties were annexed into the City of Spokane in 1891 in combination with many other parcels.

- G. The subject properties are accessed via three streets designated by the City as “local” streets: E North Crescent Avenue, E Ross Court, and N North Center Street.
- H. The requested implementing zoning designation is “Light Industrial” for the entire property.
- I. Staff requested comments from agencies and departments on December 9, 2015. Comments received are summarized as follows:
- Scott Engelhard of the County of Spokane Public Works (reference **Exhibit PA-1**);
  - Dave Kokot, P.E., of the City of Spokane Fire Department (reference **Exhibit PA-2**); and,
  - Eldon Brown, P.E., of the City of Spokane Planning & Development Department (reference **Exhibit PA-3**).
- J. A public comment period was originally set to run from May 10, 2016, to July 11, 2016 to provide a 60 day comment period. Due to the date of submittal of technical analyses required of another Comprehensive Plan Amendment application, the public comment period was extended by 14 days, through July 25, 2016. Regardless, no public comments were received during the comment period.
- K. The Logan Neighborhood Council received a presentation from the applicant at their May 25, 2016 meeting.
- L. The Community Assembly received a presentation regarding the proposed 2015/2016 Comprehensive Plan amendment applications at their June 2, 2016 meeting.
- M. The Spokane Plan Commission held a substantive workshop to study the requested amendment on May 25, 2016.
- N. A State Environmental Policy Act (SEPA) Determination of Non-Significance was issued on August 23, 2016 by City of Spokane Planning; Lisa Key, Planning Director and SEPA Responsible Official (see **Exhibit S-1**). The public appeal period for the SEPA determination ends at 5pm on September 13, 2016.
- O. On August 26, 2016 the Washington State Department of Commerce and appropriate state agencies were given the 60-day notice before adoption of any proposed changes to the Comprehensive Plan.
- P. Notice of the Public Hearing and Determination of Non-Significance for the proposed Comprehensive Plan Land Use Map amendment, was published in the Spokesman Review on August 30, and September 6, 2016 and the Official City Gazette on August 31, September 7, and September 14, 2016.

- Q. Notice of Public Hearing and SEPA Determination was posted on the subject property and mailed to all property owners and tax payers of record, as shown by the most recent Spokane County Assessor's record, and occupants of addresses of property located within a 400 foot radius of any portion of the boundary of the subject property on August 30, 2016.
- R. The staff report provided an analysis of all the decision criteria for approval of a Comprehensive Plan amendment as prescribed by SMC 17.G.020, Comprehensive Plan Amendment Procedure.
- S. The Plan Commission held a public hearing on the requested amendment on September 14, 201, which was continued September 21, 2016, and deliberations were held on September 28.
- T. As a result of the City's efforts, the public has had extensive opportunities to participate throughout the process and persons desiring to comment were given that opportunity to comment.

Additional findings of fact may be added by the Plan Commission during deliberations, based upon new information that may be introduced into the record through the course of the hearing proceedings.

#### IX. DRAFT CONCLUSIONS:

Based upon the application materials, technical studies, staff analysis, SEPA review, agency and public comments received, and public testimony presented regarding the requested Comprehensive Plan Amendment application File No. Z1500084, the Plan Commission will need to address the following conclusions with respect to the review criteria, as detailed in SMC 17G.020.030, and the decision criteria, as detailed in SMC 17G.020.060(M) in their deliberations:

1. The proposed amendment to the comprehensive plan **IS / IS NOT** consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.
2. The proposed change **IS / IS NOT** consistent with the goals and purposes of the state Growth Management Act.
3. Infrastructure implications of the proposed comprehensive plan amendment **IS / IS NOT** reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.
4. The proposed amendment **IS / IS NOT** internally consistent with development regulations, capital facilities program, shoreline master program, the downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa.
5. The proposed amendment to the comprehensive plan **IS / IS NOT** consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring

- jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.
6. The 2015/2016 proposed Comprehensive Plan amendments **HAVE / HAVE NOT** been reviewed concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.
  7. Adverse environmental impacts association with this proposed amendment **HAVE / HAVE NOT** been identified. If adverse environmental impacts have been identified, adequate mitigation measures **HAVE / HAVE NOT** been identified as requirements for incorporation into a decision on the proposed amendment.
  8. A SEPA review **HAS / HAS NOT** been completed on the requested amendment.
  9. The proposed amendment **DOES / DOES NOT** adversely affect the City's ability to provide the full range of urban public facilities and services citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.
  10. The proposed land use designation **IS / IS NOT** in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.).
  11. The proposed map amendment and site **ARE / ARE NOT** suitable for the proposed designation.
  12. The map amendment **DOES / DOES NOT** implement applicable comprehensive plan policies better than the current map designation.
  13. The proposed amendment **IS / IS NOT** consistent with the Comprehensive Plan policies.
  14. The applicant **HAS / HAS NOT** presented enough evidence to justify the need for the proposed change to the Comprehensive Plan.
  15. The proposed change to the Comprehensive Plan **IS / IS NOT** more effectively or appropriately addressed through another aspect of the planning department's work program (neighborhood planning, writing new regulations, etc.).
  16. The Plan Commission **DID / DID NOT** receive enough information from the applicant to be able to reach a decision based on the merits of the proposal.

**X. PLAN COMMISSION RECOMENDATION:**

Following the close of public testimony and deliberations regarding conclusions with respect to the review criteria and decision criteria detailed in SMC 17G.020, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested amendment to the Land Use Plan Map of the City's Comprehensive Plan.

If recommended for approval, the Plan Commission may incorporate conditions of approval into their recommendation, as may be identified in deliberations as necessary

and/or appropriate to address the review criteria, decision criteria, and/or neighborhood compatibility issues.

**XI. LIST OF EXHIBITS**

<b>Exhibit</b>	<b>Description</b>
A-1	Application Materials
A-2	SEPA Checklist
S-1	SEPA Determination of Non-Significance
S-2	Relevant Comprehensive Plan Policies
PA-1	Agency Comment - County of Spokane, Public Works
PA-2	Department Comment - City of Spokane, Fire Department
PA-3	Department Comment - City of Spokane, Planning & Development