



# Spokane Plan Commission Agenda

September 28, 2016

2:00 PM to 5:00 PM

City Council Chambers

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

## Public Comment Period:

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

## Commission Briefing Session:

- |             |  |               |
|-------------|--|---------------|
| 2:00 - 2:15 | 1) Approve <a href="#">September 14, 2016</a> & <a href="#">September 21, 2016</a> meeting minutes |               |
|             | 2) City Council/Community Assembly Liaison Reports   |               |
|             | 3) President Report  | Dennis Dellwo |
|             | 4) Transportation Subcommittee Report  | John Dietzman |
|             | 5) Secretary Report  | Lisa Key      |

## Workshop:

- |             |  |                |
|-------------|--|----------------|
| 2:15 - 3:00 | 1) <a href="#">Infill Housing Recommendations</a>  | Nathan Gwinn   |
| 3:00 - 3:30 | 2) <a href="#">Countywide Addressing Ordinance</a> | Tami Palmquist |
| 3:30 - 4:00 | 3) Mayor's Quality Housing Report                  | Alicia Ayars   |

## Hearing:

- |             |  |                                |
|-------------|--|--------------------------------|
| 4:00 - 5:00 | 1) Comprehensive Plan Annual Amendment Deliberations | Tirrell Black & Kevin Freibott |
|             | • <a href="#">QueenB-South Regal Z1500085COMP</a>    |                                |
|             | • <a href="#">Avista Z1500078COMP</a>                |                                |
|             | • <a href="#">Morningside Z1500084COMP</a>           |                                |

## Adjournment:

Next Plan Commission meeting will be on October 12, 2016 at 2:00 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
  - Police Chief Selection Committee met yesterday and the finalists have been selected.
  - Downtown construction is proceeding and it has caused some conflict with business owners. The Mayor, CM Beggs and CM Kinnear are working with business to help mitigate some of the issues caused by the construction.
  - Scheduling and organizing five (5) public safety forums in the three (3) Council Districts. They will start on September 22<sup>nd</sup>.
  - Council is actively working on the annual budget.
  - The demolition ordinance is in the process of being updated.
2. Community Assembly Liaison Report- Greg Francis
  - Lisa Key attended the last Community Assembly meeting. She will be assisting in developing a plan to help with the engagement of neighborhoods.
3. Transportation Subcommittee Report - Paul Kropp
  - At the last Plan Commission Transportation Subcommittee discussed the current street standards and the impact the standards have on the traffic throughout the City.
4. Secretary Report-Lisa Key
  - Open House at the Downtown library occurred last night it was well staffed by Plan Commission members. The next Comprehensive Plan Update Open houses will be held as follows:
    - 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
5. President Report-Dennis Dellwo
  - None

## Workshops:

1. Citywide Capital Improvement Program consistency Review - Crystal Marchand
  - Presentations and overview given by the following;
    - i. Utilities-Katherine Miller
      1. Wastewater & Water-Mark Papich
      2. Storm Water-Chuck Deilke
      3. Solid Waste Collection- Scott Windsor
    - ii. Parks Department- Eric Jones
  - Questions asked and answered

2. Comprehensive Plan 2017 Update: Chapter 4 LINK Spokane-Louis Meuler
  - Presentation and overview given
  - Questions asked and answered

**Hearings:**

1. Comprehensive Plan Annual Amendment: Queen B Radio
  - Presentation and overview given by Kevin Freibott
  - Applicant Presentation: Stanley Schwartz & Mike Stanicar
  - Questions asked and answered

**Public Comments:**

1. Kerry Brooks spoke in support of the Queen B Radio Comprehensive Plan Amendment.
2. Ka'aren Caton shared concerns regarding traffic management and water management in the area of the proposed Comprehensive Plan Amendment.

2. Comprehensive Plan Amendment-Avista
  - Presentation and overview given by Kevin Freibott
  - Applicant presentation: Robin Bekkedahl
  - Questions asked and answered

**Public Comments:**

None

**Meeting Adjourned at 5:17 P.M.**

Next Plan Commission Meeting is scheduled for **September 21, 2016**

# Spokane Plan Commission

September 21, 2016

Meeting Minutes: Meeting called to order at 4:00 p.m.

## Attendance:

- Board Members Present: Dennis Dellwo, FJ Dullanty, Christy Jeffers, Jacob Brooks, Patricia Kienholz, Christopher Batten, Todd Beyreuther, Michael Baker
- Board Not Members Present: John Dietzman, Greg Francis; Community Assembly Liaison, Lori Kinnear; Council Liaison
- Staff Members Present: Lisa Key, Tirrell Black, Kevin Freibott, James Richman, Pamela Bergin, Amanda Winchell, Boris Borisov, Inga Note, Amy Mullerleile, Shauna Harshman, Jo Ann Wright

## Hearing:

1. Comprehensive Plan Annual Amendment: Morningside Investments LLC
  - Presentation and overview given by Tirrell Black
  - Applicant presentation: J.R. Bonnet
    - Bill White provided an overview of the traffic impact study
    - Steven Hassing- attorney for Morningside Investment
  - Inga Note answered Commissioners questions on the impact on traffic
  - Questions asked and answered

## Public Comments:

1. Jim Bakke presented on behalf of a group spoke in opposition of the proposed Comprehensive Plan amendment.
2. Curt Fackler presented on behalf of a group spoke in opposition of the proposed Comprehensive Plan amendment.
3. Eric Krueger spoke in opposition of the proposed Comprehensive Plan amendment.
4. Amanda Krueger spoke in opposition of the proposed Comprehensive Plan amendment.
5. Jerry Lobdell spoke in opposition of the proposed Comprehensive Plan amendment.
6. Barbara Krueger spoke in opposition of the proposed Comprehensive Plan amendment.
7. Michael Holland spoke in opposition of the proposed Comprehensive Plan amendment.
8. Jay Cousins spoke on behalf of Community Assembly in opposition of the proposed Comprehensive Plan amendment.
9. Karen Carney spoke on behalf of the Balboa Neighborhood in opposition of the proposed Comprehensive Plan amendment.
10. Carol Voogd spoke in opposition of the proposed Comprehensive Plan amendment.
11. Jeff Martin spoke in opposition of the proposed Comprehensive Plan amendment.
12. Tisha Goodman spoke in opposition of the proposed Comprehensive Plan amendment.
13. Patrick Rooks spoke in opposition of the proposed Comprehensive Plan amendment.
14. Mike McGarr spoke in opposition of the proposed Comprehensive Plan amendment.
15. Kristy Caruso spoke in opposition of the proposed Comprehensive Plan amendment.

16. Dan Futia spoke in opposition of the proposed Comprehensive Plan amendment.
17. Sam Selley spoke in opposition of the proposed Comprehensive Plan amendment.

**Applicant Response:**

None

**Meeting Adjourned at 7:49 P.M.**

Next Plan Commission Meeting is scheduled for **September 28, 2016** at 2:00 pm

DRAFT

Infill Development Project  
Summary Report and Recommendation

Spokane City Plan Commission  
Infill Development Steering Committee



September 23, 2016

## Contents

Problem Definition .....	1
Goals and Evaluation Criteria .....	6
Recommendation Priorities and Evaluation .....	10

## Appendices

A. Maps and Tables	
Table 1 Development Opportunities: Vacant and Underdeveloped Land	A-1
Map 1 Development Opportunities – Citywide and Joint Planning Area	A-2
Map 2 Development Opportunities – Near Downtown	A-3
Table 2 Housing Units by Council District – 2010	A-4
Map 3 Housing Units by Council District – 2010	A-5
Table 3 Median Parcel Size – Residential Single-family (RSF) Zoning District	A-6
Map 4 Parcel Size in Residential Single-family (RSF) Zoning District	A-7
Map 5 Median Parcel Size – Residential Single-family (RSF) Zoning District – by Neighborhood Council Area	A-8
Map 6 Building Permits Between 2006-2015 by Building Class Code	A-9
B. Public Participation Program	
Steering Committee Workshop #1 Notes   6/20.2016	B-1
Steering Committee Workshop #2 Notes   8.09.2016	B-6
Steering Committee Workshop #3 Notes   8.11.2016	B-9
Steering Committee Workshop Recommendation Meeting Notes   8.11.2016	B-11
<i>Note: Appendix B will be expanded upon with the full public participation documents being included for the Planning Commission Hearing.</i>	
C. Meeting History	C-1

## Infill Development Steering Committee Members

Ben Stuckart, Council President  
Lori Kinnear, District 2, Liaison to Plan Commission  
Patricia Kienholz, Plan Commissioner  
Michael Baker, Plan Commissioner  
Mike Ekins, Interface Commercial Capital  
Kay Murano, Spokane Low Income Housing Consortium  
Darryl Reber, Inland Empire Residential Resources  
Michael Cathcart, Spokane Home Builders Association  
Asher Ernst, Infill Developer  
Evan Verduin, Make Architecture & Design  
David Shockley, Spokane Preservation Advocates  
Greg Francis, Plan Commission Community Assembly Liaison  
Kitty Klitzke, Futurewise  
Gail Prosser, Business Owner  
Andrew Rolwes, Downtown Spokane Partnership  
Patrick Rooks, Community Assembly Representative

## Former Members

Cindy Algeo, Spokane Low Income Housing Consortium  
Kathryn Burk-Hise, Spokane Preservation Advocates

# Problem Definition

## Purpose

By 2037, Spokane is projected to grow to a population of more than 236,000 by adding 20,000 new residents (Spokane County Planning Technical Advisory Committee, 2015, p. 9). The City's Comprehensive Plan supports locating these new residents closer to the city core and near designated centers and corridors by filling in and redeveloping vacant and underutilized land near these areas.

This project's purpose is to investigate what options the community has to effectively remove barriers and challenges for development on vacant land in the city core, consistent with the City of Spokane's adopted plans. This project seeks to answer the following question. What resources do we need to make **infill development** as viable to finance, design, build, occupy, and maintain as greenfield development is on the city's outer fringes?

Each year, Spokane experiences infill development – that is, new buildings on vacant spaces, both in built-up areas of the city, and in adjacent land that is designated for urban growth. This activity proves a local market demand exists for new homes and businesses built in close proximity to others. Is it occurring at the levels and in the locations expected by the City's Comprehensive Plan? Is development well-designed to allow higher intensities, without detracting from the character of the existing conditions? Does it offer housing that is affordable to the full variety of income levels, and is it built to sufficient quality for the population?

The most recent addition of infill development tools were created in 2012, following the work of an infill housing task force that met in 2008 and 2011. Those tools were adopted into code but were only minimally applied by the development community. One obstacle to encouraging and promoting these methods appears to be a lack of knowledge and/or confusion regarding how investors, developers, and the general public perceive how the development tools apply.

The city has limited available land and a growing population. Without the ability to provide new housing and business within the core of the city, growth would occur in a manner that results in sprawling development on the urban fringe – a condition which is costlier to the community to provide and maintain public infrastructure. When development is removed from proximity to jobs and services, it affects individual lives as well, resulting in decreased livability, increased travel time, and fewer transportation options.

The City's adopted goals regarding desired development patterns and infill are further described below in Section 2, Goals and Evaluation Criteria.

## Permit History

Permits issued by the City of Spokane may be tracked by location. The City's Comprehensive Plan focuses new growth around a number of centers and corridors. These areas are envisioned to have mixed-use development and significantly higher housing densities than other areas designated for commercial or residential uses. These areas are also likely to be surrounded by built-up areas, where any development will be essentially infill. Centers fall into categories of different scales: from smaller neighborhood and district centers, to larger employment centers and the Downtown regional center.

Project staff reviewed building permit data for new construction and various forms of residential and non-residential construction that indicated possible infill development, but excluding accessory structures such as garages or permits with valuations of less than \$100,000 (other than single-family homes). Over the ten-year



period from 2006 to 2015, there were 17 permits for selected categories of new construction issued Downtown. Most of these were for non-residential buildings.

In other centers and corridors over the same period, 205 permits were issued for new construction. Of these, 94 permits were for detached or attached housing (such as townhomes) in centers.

Over the same time period of ten years ending in 2015, more than 5,200 housing units were permitted citywide. (During most of these years, less than 100 residences were demolished in Spokane, with an average of about 60 per year over the last five years). In Downtown over the ten-year period, there were 55 dwelling units permitted, and 756 units in all other centers and corridors. About 3,000 units, or more than half of the total, were built farther than one-quarter mile from centers or corridors.

### **Preliminary Inventories of Vacant and Underdeveloped Land**

Spokane County and its cities use a regionally adopted methodology to conduct a Land Quantity Analysis (“LQA,” City of Spokane, 2015b). The LQA selection method excludes City owned property and other property needed for a public purpose. Also, the LQA considers any property with an assessed improvement value of \$500 or less to be vacant. For the purposes of sampling for the infill development project, parcels of land with assessed improvement values of \$25,000 or less were considered “vacant or underdeveloped,” using 2016 Spokane County Assessor data, and land in industrial areas was excluded from the analysis.

The modified selection process resulted in a parcel set and map (Map 1) showing the selected sites simply as various “development opportunities.” A number of positive characteristics were also applied to the sites. Parcels in the selection were assigned a combined score based on whether any portion was within a specified distance of the following features, with one point awarded for each feature:

- City of Spokane Water Distribution— Sites at least partially within 350 feet of water lines
- City of Spokane Sanitary Sewer— Sites at least partially within 350 feet of sewer lines
- Centennial Trail – Sites at least partially within one-quarter mile of the Trail
- City of Spokane Existing Bikeway – Sites at least partially within one-quarter mile of an existing bikeway
- City of Spokane Planned Bikeway – Sites at least partially within one-quarter mile of a planned bikeway
- Spokane Transit Authority’s Planned High Performance Transit Network – Sites at least partially within one-quarter mile of the following proposed routes:
  - G1 – Monroe/Grand-29th-Regal
  - G2 – Central City Line
  - G3 – Sprague
  - R1 – Division
  - B1 – Cheney (only west of the Plaza was selected)
  - B2 – I-90 East (only east of the Plaza was selected)
- Sites at least partially within Centers and Corridors

### **Development Opportunities in Centers: Infill Sites**

As stated above, centers fall into categories of different scales: from smaller neighborhood and district centers, to larger employment centers and the Downtown regional center.

The preliminary results of the trial development opportunities methodology revealed regarding present opportunities in centers and corridors, suggest that there are more than 220 acres of such vacant or

undeveloped parcels within centers, about 60 acres of which is located Downtown with approximately 160 acres located in centers and corridors elsewhere in the city.

The roughly 60 acres of identified vacant and underdeveloped properties located Downtown are contained on many separate parcels of various sizes. Six of these parcels are larger than 33,000 square feet, or approximately three quarters of an acre, offering relatively large-scale opportunities for multi-story new development. Ninety-three parcels are less than 5,000 square feet, offering smaller scale opportunities, and the remaining 192 parcels are between 5,000 and 33,000 square feet in size.

For the 160 acres located outside Downtown, within the city's other centers and corridors, there are 24 vacant and underdeveloped parcels, containing about 100 acres, that are each larger than 33,000 square feet. One hundred four parcels, encompassing roughly five acres, are smaller than 5,000 square feet, and 284 parcels, encompassing approximately 55 acres, are between 5,000 and 33,000 square feet.

### **Vacant and Underdeveloped Parcel Size Categories**

The different size categories are important to inform what type of development can be expected to occur. Sites less than 5,000 square feet in size may be the right size for some types of development in centers, such as attached housing or a small commercial uses. Also, these sites may be aggregated with adjacent property to build something more substantial.

Sites larger than 5,000 square feet, however, are probably sufficiently large to build any form of development permitted in that particular location. The largest buildings built near Downtown Spokane in recent years have reached 4 to 6 stories and consisted of multi-family residential buildings, mixed-use buildings, and commercial buildings. One recent example built over the last year in the Hamilton Corridor is the Matilda Building, east of Gonzaga University. This mixed-use building was built on 1.8 acres, utilizing four-story concrete construction in a zone with an allowed height of 55 feet.

### **Limitations and Further Study**

This information provides only a partial picture of development opportunities in centers and corridors. Further block-by-block analysis and field verification would be required to more accurately inventory the development opportunities. The Matilda Building site itself was not captured by the analysis because the value of previously existing improvements that were demolished during re-development caused assessed improvement value to exceed the \$25,000 selected threshold. It should be noted that there is a time lag between when changes are made to a given property, and when that change is reflected in the Assessor data. A different practice of comparing land value and assessed improvement value could potentially be applied to such larger sites to predict the presence of additional developable sites.

Another example of the method's limitations is evident on the enlarged view of the development opportunities map in the east portion of Downtown (Map 2), where many instances of additional infill space are shown adjacent to building footprints on partially developed property. In other areas of the city, large, partially developed parcels might also include areas for infill. These areas cannot be captured by the development opportunities method using assessed value of improvements alone because the portion of the parcel that has developed exceeds the \$25,000 threshold, regardless of the fact that a portion of the site is vacant and relatively unimproved. Conversely, many identified sites in centers and corridors may be unusable for development due to difficulties associated with the physical site, past uses, or other factors. Subarea planning in selected centers would provide more certain information.

### **Development Opportunities Outside and Around Centers**

The mapping study described above also found additional vacant and underdeveloped land indicating potential infill growth near centers and corridors in Spokane and its adjacent joint planning areas within the

urban growth area. More than 390 acres of vacant and underdeveloped land was on parcels that were outside but at least partially within one-quarter mile of both the edges of centers and corridors, and of transit routes.

Large recent construction projects in such areas near Downtown include the 940 North Ruby Apartments, built on a 0.8-acre site in 2015. These apartments are a residential building, six stories high (5-over-1 construction), with parking on the main floor, in a zone with an allowed height of 150 feet. Nearby, the 315 West Mission Apartments were built this year on 0.8 acres. They are of three-story wood construction, in a zone with an allowed height of 150 feet. In another area near Downtown, both the residential and commercial portions of Kendall Yards continue to develop with three-story commercial and mixed-use buildings and a variety of single-family, attached housing, and multi-family residential buildings, reaching as high as four stories.

### **Development Opportunities in Other Locations**

More than 4,000 acres of additional vacant and underdeveloped land was found farther than one-quarter mile from the city's centers and corridors, both within the city and its adjacent joint planning areas within the urban growth area, using the 2016 assessed improvement value data. Of this land, about 25 percent is located on parcels that are at least partially within one-quarter mile of transit routes. Some of these sites will be infill opportunities, while others are "greenfield" sites, located in undeveloped areas.

Some additional land owned by agencies will become available for development by others over the planning horizon of the Comprehensive Plan. The City of Spokane is currently creating a disposition policy with the City Council for review of assets that would, potentially, result in some City-owned parcels becoming available for purchase. These parcels, of course, would be excluded from the analysis above because they are owned by the City and thus automatically excluded.

The project team reviewed housing density and parcel size in the Residential Single-family (RSF) zoning district. These maps (Maps 3 through 5) are provided for information. As described below, the Comprehensive Plan designates density depending on location, and for residential areas, often the Comprehensive Plan designates both maximum and minimum densities. The information may be useful for further inquiries into appropriate considerations for unique neighborhood context, while the challenge remains for much of the city and neighborhood subareas to achieve those designated densities for the efficient provision of services and infrastructure.

## **Process and Stakeholder Input**

### **Steering Committee Members/Former Infill Housing Task Force Members**

In early 2016, a subcommittee of four City Plan Commissioners met to discuss the project's process structure. In May, the subcommittee was expanded to include a designated project steering committee of 16 individuals, each representing professions or organizations that have interest in infill development. Two of these committee members formerly served as infill housing task force members in 2011. As an essential component of the project, the committee comprised a core group of dedicated stakeholder representatives to facilitate the development of constructive recommendations.

### **Focus Groups**

Six different focus groups, made up of a large number of stakeholder representatives, met with the steering committee members and Planning Services Department project staff in May and June 2016. These meetings enabled a series of focused discussion of issues that various functional groups of stakeholders have in common, though they may be distinct from other types of professionals or organizations. Attendance at each of the focus groups ranged between 15 and 24 stakeholders(not including project staff, steering

committee members, and other interested members of the public), with interest areas focusing on finance and real estate; architecture and for-profit developers; non-profit developers; tiny housing; community organizations (including public agencies); and, neighborhood representatives. Four of the steering committee members attended all six focus group meetings.

Following the focus group meeting series, the steering committee participated in four workshops to develop preliminary recommendations. A number of recurring themes emerged at the focus group meetings and workshops. One of these themes was greater housing diversity, or the development of a variety of housing types, such as small single-family lots, attached housing (townhouses), clustering, manufactured housing, and “tiny” housing, for a mixture of family incomes and situations. The project participants identified the ability to separately own units in more locations in Spokane as a principal means of achieving more of these housing options.

Financial incentives and other partnerships, between the public and private sectors, and among agencies, was another theme. Participants supported continuing the City of Spokane’s existing target area incentive strategy as a means of encouraging infill. This strategy uses planning for revitalization and targeted areas in the city, such as Downtown, to support and enhance the development process in these areas.

The third major theme captured in the meetings was that of information brokering and public education. Participants identified a need for broader knowledge of where developable parcels are located, what resources are available to developers and the public, and how infill development can be successful and beneficial to the community.

Finally, a fourth major theme was neighborhood context. Each neighborhood values its individual character; impacts from higher intensity development may be perceived differently in different areas of the city. To improve infill development’s cohesion with neighborhood context, participants identified the use of more effective transition regulations and buffers, additional design standards, and enhanced communication between neighbors, developers, and the City to help improve design and maintain neighborhood character.

#### **Public Open House and Online Survey**

An open house was held August 30, 2016, in Spokane City Hall. The steering committee presented 25 preliminary recommendations for public consideration and discussion. Project staff collected comments and conducted an online survey.

*[One hundred responses have been received so far. Insert results of survey after it is completed 9/12/2016]*

#### **Plan Commission and City Council**

The Plan Commission and City Council will hold public workshops and hearings in September and October. These events will provide additional opportunities to receive and consider additional public comments.

# Goals and Evaluation Criteria

## Guidance from the Project Charter and Comprehensive Plan

City Planning Department staff, along with a subcommittee of the Plan Commission and others, met between January and April 2016 to discuss the mission and goals of the project.

The team's mission is to enable and promote quality infill development in a manner that meets adopted policies in the City's Comprehensive Plan and other defined criteria. This development should provide a desirable mixture of affordable housing options to people of all income levels (Comprehensive Plan Goals H1 and H2); preserve existing housing stock where appropriate (Policy H3); sustainably realize density objectives (Goal LU 3); be designed to maintain and encourage attractive neighborhood character (Policy DP 3.8); be consistent with the Comprehensive Plan, adopted neighborhood plans and subarea plans; and be consistent with existing neighborhood character, and/or the neighborhood character envisioned in adopted neighborhood plans.

The goals of the project are to:

1. Communicate and review today's development standards and tools with descriptive graphics to illustrate implementation potential;
2. Develop recommendations to increase clarity and effectiveness of existing residential infill regulations;
3. Explore opportunities to better promote and encourage infill housing development in desired locations through potential changes in policies, code amendments, education and promotion strategies, and/or incentive programs;
4. Evaluate what, if any, further changes are needed to implement the City's Comprehensive Plan policies, and neighborhoods' visions as reflected in adopted neighborhood and subarea plans, for development of vacant or underdeveloped lots and parcels within an already built-up area; and
5. Establish a system to monitor trends in permit counts and valuation by area, and evaluate performance relative to the economy.

Finally, the project was organized according to four distinct phases to address its implementation. The first phase is to communicate and review today's standards. The second phase is gathering stakeholder input. Third, the project would identify citywide opportunities, and fourth, the project would identify geographic- or location-specific opportunities. Accordingly, the committee's recommendations are arranged according to these last two phases, citywide and location based, to acknowledge and assist this phasing.

## Recommendation Impact/Feasibility Criteria

The project's purpose and desired communication outcomes from the public participation program (Appendix B) were used by groups within the committee in initial consideration during the workshops of the suggestions of the focus groups.

Impact is rated according to the following criteria:

- **How well does the recommendation address the infill project's purpose:**
  - Enable and promote quality development on vacant and underdeveloped lots and parcels in developed areas of the city and its urban growth area in a manner that:
    - Provides a desirable mixture of affordable housing options to people of all income levels, and sustainably realizes density objectives;
    - Is designed to maintain and encourage attractive neighborhood character;
    - Is consistent with the City of Spokane Comprehensive Plan, as well as adopted neighborhood plans and subarea plans; and,

- Is consistent with existing neighborhood character, and/or the neighborhood character envisioned in adopted neighborhood plans.
- **How well does the recommendation address one or more of the project’s communication objectives:**
  - Produce useful documents to describe today’s development standards and tools.
  - Increase public awareness of the infill tools and allowable development products.
  - Dialogue with stakeholders that results in productive recommendations to increase opportunities for development and new housing on vacant or underdeveloped sites in built-up areas.
  - Develop an easy-to-follow report and recommendations for future action based on the project’s findings.
  - Develop a plan for monitoring the effectiveness of infill development strategies developed through this process.

Feasibility is rated according to these following criteria:

- **How likely is the recommendation to be accomplished/implemented?**
  - Financial feasibility: Does the recommendation require new financial investment? Will it be possible to fund it? How?
  - Operational & legal feasibility: Is the recommendation legally and practically feasible?
  - Political feasibility: Are there political considerations that would prevent the recommendation from being viable? Is it sustainable in the event of a major leadership change?
  - Social feasibility: Would the recommendation be supported by the public?
  - Community partners: Are there community partners who are willing/able to collaborate?

## City of Spokane Comprehensive Plan Policy

The City’s Comprehensive Plan contains a land use plan map and policies to guide the City’s activities in programming improvements, conducting business to form partnerships, and regulating development. A collection of relevant policies was prepared to assist in responding to the comments received in the focus group meetings. A portion of that list appears below. The full text of the City of Spokane’s Comprehensive Plan may be found online:

[static.spokanecity.org/documents/business/resources/mostrequested/comp-plan-2015-full.pdf](http://static.spokanecity.org/documents/business/resources/mostrequested/comp-plan-2015-full.pdf)

The following five goals and their supporting and related policies are particularly relevant to the infill development project. These goals were used in guiding the discussions in the focus group meetings and work materials:

### H 1 AFFORDABLE HOUSING

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

Related Policies:

- H 1.16 Partnerships to Increase Housing Opportunities - *Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable lower-income housing.*

### H 2 HOUSING CHOICE AND DIVERSITY

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

Related Policies:

- H 2.3 Accessory Dwelling Units - *Allow one accessory dwelling unit as an ancillary use to single family owner-occupied homes in all designated residential areas as an affordable housing option.*
- H 2.7 Taxes and Tax Structure - *Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.*

### **H 3 HOUSING QUALITY**

**Goal: Improve the overall quality of the City of Spokane's housing.**

Related Policies:

- H 3.2 Property Responsibility and Maintenance - *Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.*
- H 3.3 Housing Preservation - *Encourage preservation of viable housing.*

### **DP 3 FUNCTION AND APPEARANCE**

**Goal: Use design to improve how development relates to and functions within its surrounding environment.**

Related Policies:

- DP 1.4 New Development in Established Neighborhoods - *Ensure that new development is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.*
- DP 2.2 Zoning and Design Standards - *Utilize zoning and design standards that have flexibility and incentives to ensure that development is compatible with surrounding land uses.*
- DP 3.1 Parking Facilities Design - *Make aesthetic and functional improvements to commercial areas in order to improve their image, appeal, and sales potential.*
- DP 3.8 Infill Development - *Ensure that infill construction and area redevelopment are done in a manner that reinforces the established neighborhood character and is architecturally compatible with the surrounding existing commercial and residential areas.*

### **LU 3 EFFICIENT LAND USE**

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

Related Policies:

- LU 1.3 Single-Family Residential Areas - *Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.*
- LU 1.4 Higher Density Residential Uses - *Direct new higher density residential uses to centers and corridors designated on the land use plan map.*
- LU 3.1 Coordinated and Efficient Land Use - *Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and focused growth in areas where adequate services and facilities exist or can be economically extended.*
- LU 3.2 Centers and Corridors - *Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.*
- LU 3.11 Compact Residential Patterns - *Allow more compact and affordable housing in all neighborhoods, in accordance with neighborhood based design guidelines.*
- LU 3.12 Maximum and Minimum Lot Sizes - *Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.*
- LU 4.1 Land Use and Transportation - *Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the*

*transportation chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.*

- TR 2.4 Parking Requirements - *Develop and maintain parking requirements for vehicles that adequately meet the demand for parking yet discourages dependence on driving.*
- TR 2.6 Viable Walking Alternative - *Promote and provide for walking as a viable alternative to driving.*
- TR 3.1 Transportation and Development Patterns - *Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.*

In addition to the policy text, the Land Use Plan Map of the Comprehensive Plan guides the location of development. This is important to what housing types are generally appropriate for development based on the location. For example, the highest densities possible with attached houses, according to The Housing Partnership (2003, p. 2) are about 22 units per acre. Center and Corridor designations in the Comprehensive Plan provide for mixed-use development and high-density housing, with units per acre constrained only by building height and floor area ratio, which varies according to the type of center (Spokane Municipal Code [17C.122.080](#)). The Comprehensive Plan targets 32 units per acre for housing in the core of neighborhood centers, such as the one at South Perry Street and 9th Avenue, and up to 22 units per acre at the perimeter (Policy LU 3.2). For employment centers such as the nearby center along Sprague Avenue, the Comprehensive Plan designates a core of 44 units per acre transitioning again to 22 units per acre at the perimeter.

### Other Adopted Policy

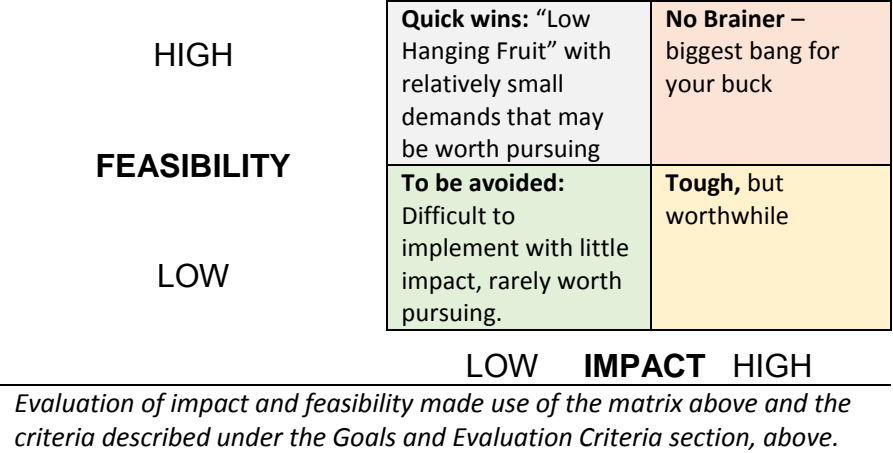
Subarea plans adopted as elements of the Comprehensive Plan by the City Council include the Fast Forward Spokane: Downtown Plan Update (2008). This subarea plan identifies several opportunity sites, interrelated strategies for different districts, and an overall complete streets model for implementation of a multi-modal transportation system Downtown.



Recommendation Priorities and Evaluation

The committee’s individual recommendations are evaluated below. Recommendations were considered a higher priority if they help implement more of the relevant goals and if they score high on the impact-feasibility matrix. Higher priorities were identified by groups within the committee using a set of criteria to that achieve both high impact and feasibility, as described at right.

The evaluation matrices below are the committee’s recommendations arranged in three tiers or levels of priority. Top priority in the first tier is assigned to those items for new processes ranked high-impact and high-feasibility. A second tier of priority recommendations do not have both high impact and high feasibility. Finally, the third tier are recommendations regarding adjustments or commitments to existing processes.



High Impact | High Feasibility Recommendations

Items ranked high-impact and high-feasibility.

Recommendation	Lead Dept. or Agency, if Implemented	Location	Notes	Evaluation		
				Goals Implemented	Impact <ul style="list-style-type: none"><li>Addresses project purpose/objective</li></ul>	Feasibility <ul style="list-style-type: none"><li>Likely to be accomplished</li></ul>
<b>Equal Ownership Opportunities C-7</b> Development regulations should provide equal opportunities for fee-simple divisions, owner and rental occupancy of individual higher-density housing units, such as attached housing and cottage housing, and accessory dwelling units. <ul style="list-style-type: none"><li><b>Unit Lot Subdivision for New Development C-3</b> Amend unit lot subdivision policy to allow new development for separately owned units that do not directly front on a public street and that addresses lot coverage, more permissive setbacks, and allows alley-only, private driveway, or alternative access (like cluster developments) for project sites with frontage on a street.</li><li><b>Dimensional Standards C-8</b> Review and update dimensional and other standards such as smaller lot sizes to support attached housing and more efficient use of land, provided the overall maximum density of the development does not exceed its designated density.</li></ul>	City of Spokane – Planning; City Council	Citywide	Dimensional standards should be made the same for fee-simple attached housing as for multi-family structures. Examples include allowing attached housing on the same lot width as multi-family housing in the Residential High-Density (RHD) zoning district. See SMC <a href="#">Table 17C.110-3</a>  There is moderate feasibility for the dimensional standards aspect of this recommendation.	H 1 Affordable H 2 Choice DP 3 Function LU 3 Efficient	High	High

Definitions: **Code Recommendations (“C”)** are those that suggest changes to existing sections of Spokane Municipal Code.  
**Programmatic Recommendations (“P”)** are those that involve changes to existing or new programs, and may initiate new sections of Spokane Municipal Code.  
**Improvement Recommendations (“I”)** are identified improvements to include as projects in an appropriate Capital Improvement Program or Local Improvement District.

Recommendation	Lead Dept. or Agency, if Implemented	Location	Notes	Evaluation		
				Goals Implemented	Impact • Addresses project purpose/objective	Feasibility • Likely to be accomplished
<b>Utility Rates and Connection Fees P-11</b> Restructure utility rates and/or connection fees for multifamily development so that they do not favor single-family development over multi-family.	City of Spokane – Planning/Utilities; City Council	Citywide		H 1 Affordable H 2 Choice LU 3 Efficient	High	High
<b>Infill Development Education Campaign P-3</b> Prioritize the development and implementation of a robust Infill Development Education Campaign and Communication Plan that will increase awareness and understanding of the benefits of infill housing through consistent and ongoing communication with developers, property owners, and neighbors.  Include additional marketing tools to promote infill development and dispel myths regarding infill housing; and, develop presentation and education materials regarding infill housing and its role as a tool to development quality, attractive housing for all income levels.	City of Spokane Office of Neighborhood Services; Community, Housing and Human Services (“CHHS”) Affordable Housing Committee  Planning re: Code amendments and Affordable housing	Citywide	A key component of the Education Campaign will be citizen involvement in the education process, and not only education by agency employees.	H 1 Affordable H 2 Choice H 3 Quality DP 3 Function LU 3 Efficient	High	High
<b>Land Aggregation Entity P-7</b> Explore options to aggregate, hold, reuse, and/or resell existing and newly foreclosed, abandoned, and nuisance properties for better community use/benefit (e.g., a land bank).	City of Spokane – Office of Neighborhood Service/Asset Management; City Council  Planning re: Code Change  Private Organization	Citywide or Location-Specific	A new or existing nonprofit organization or agency might assume the role of a land bank or similar entity. A different, regulatory tool to encourage assembly of land large enough to redevelop is graduated density zoning.	H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	High	High
<b>Cottage Housing C-10</b> Cottage housing should allow for a portion of units with a higher maximum size and the ability to attach units and mix housing types.	City of Spokane – Planning; City Council	Residential Single Family (RSF) and Residential Agricultural (RA) Zones Citywide	Minimum unit size is set by the International Building Code. SMC <a href="#">17C.110.350</a> currently limits all cottage units to a maximum of 1,000 square feet, including any attached garage, and units must be single, detached residences. <a href="#">Link</a> to zoning map	H 1 Affordable H 2 Choice LU 3 Efficient	High	High

OtherRecommendations

These items would not have both a high impact and high feasibility. These items are ranked starting with highest feasibility to identify the ‘low-hanging fruit’ actions that might be readily integrated into a work program.

Recommendation	Lead Dept. or Agency, if Implemented	Location	Notes	Evaluation		
				Goals Implemented	Impact <ul style="list-style-type: none"><li>Addresses project purpose/objective</li></ul>	Feasibility <ul style="list-style-type: none"><li>Likely to be accomplished</li></ul>
<b>Housing Choices Gap Analysis P-4</b> Coordinate an analysis of gaps in housing choice with the intent of identifying tools, incentives, and code amendments necessary to encourage the development of housing forms that would reduce gaps in housing choice.	City of Spokane Planning	Citywide		H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	<b>Moderate</b>	<b>High</b>
<b>Land Management P-7d</b> Improve management of existing and newly foreclosed, abandoned, and nuisance properties through code enforcement and other measures.	City of Spokane – Office of Neighborhood Service/Asset Management; City Council  Planning re: Code Change	Citywide	This recommendation has a strong link to Land Aggregation Entity (P-7), which could offer more resources for cleanup of foreclosed properties. The City of Spokane (2016) Civil Enforcement Unit identified several measures to improve property management. <a href="#">Link</a> to white paper. Examples: <ul style="list-style-type: none"><li>Working with lenders/owners to clear title on properties</li><li>Pursuing nuisance abatement</li></ul>	H 1 Affordable H 2 Choice H 3 Quality	<b>Low</b>	<b>High</b>
<b>Pocket Residential Development C-11</b> Pocket Residential Tool should be allowed outright in Residential Single-family (RSF) or with a conditional use permit rather than through a zoning change to Residential Single-family Compact (RSF-C).	City of Spokane – Planning; City Council	Residential Single-family (RSF) Zone Citywide	<a href="#">Link</a> to zoning map	H 1 Affordable H 2 Choice LU 3 Efficient	<b>Moderate</b>	<b>High</b>
<b>Transit-Oriented Parking Reductions C-5</b> Study reducing parking requirements for transit-oriented uses near bus routes with 15-minute weekday service.	City of Spokane – Planning	Near 15-Minute Weekday Transit Routes - Citywide	Currently, SMC <a href="#">17C.230.130</a> provides that the planning director may approve reducing the minimum spaces required, considering proximity to transit. Such approvals are conditioned upon the project contributing toward a pedestrian and transit supportive environment next to the site and in the surrounding area. Parking reductions related to proximity to this type of transit should be made standard, rather than at the director’s discretion.	H 1 Affordable H 2 Choice DP 3 Function LU 3 Efficient	<b>Moderate</b>	<b>High</b>
<b>Manufactured Homes C-15</b> Review and update the manufactured home age and minimum size standards on lots outside of a manufactured home park; and, explore modifications to local mobile home park size and ownership models.	City of Spokane – Planning; City Council	Citywide	Current manufactured home regulations require that only new manufactured home units are allowed outside manufactured home parks. Only a unit comprised of two or more fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long (864 SF). Roofing and siding material and roof pitch are regulated, with requirements to be set upon a permanent foundation and meet State energy code. Additional residential design standards may be warranted, but would be required to apply to all homes by State law. New manufactured home parks must be at least ten acres in size. SMC <a href="#">17C.345</a> . <a href="#">This recommendation should be closely linked to Design Standards C-2.</a>	H 1 Affordable H 2 Choice	<b>Moderate</b>	<b>Low/Moderate</b>

Recommendation	Lead Dept. or Agency, if Implemented	Location	Notes	Evaluation		
				Goals Implemented	Impact <ul style="list-style-type: none"><li>Addresses project purpose/objective</li></ul>	Feasibility <ul style="list-style-type: none"><li>Likely to be accomplished</li></ul>
<b>Defer Development Fees C-6</b> Explore paying development fees (all development fees – permits, connection, GFCs, etc.) at the end of the project instead of the beginning to assist by reducing the carrying cost (Note: define “end of project” and explore the timing for payment of fees).	City of Spokane – planning/Utilities/ City Legal; City Council	Citywide	<ul style="list-style-type: none"><li>Staff Note: Traffic Impact Fees currently can be deferred this process should be looked at as an example to enacting this recommendation.</li><li><a href="#">Section 17D.075.040 C</a> Assessment of Impact Fees</li></ul>	H 1 Affordable	<b>High</b>	<b>Low</b>
<b>Design Standards C-2</b> <b>Create a committee of knowledgeable stakeholders who would facilitate the exploration of</b> form-based, point-based or other system of menu options that extends design standards to all residential development types <u>(including residential structures for which the predominant use/feature is a garage/shop)</u> . The development must comply with subarea plans and city design standards (Note: Encourage a committee of developers, designers and neighbors to facilitate the creation of a form-based, point-based or menu of options system).	City of Spokane – planning; City Council	Citywide	<p>The committee is divided on this recommendation, with some committee members believing that further study and analysis is needed on the underlined text and applicability to all residential development types.</p> <p>The City/council should set aside funds to hire a consultant to work holistically on a set of design standards for all residential units from single family to multi-family and centers and corridors design standards.</p> <p>This recommendation should be closely linked to Manufactured Homes C-15.</p>	H 3 Quality DP 3 Function	<b>Moderate</b>	<b>Moderate</b>
<b>Foreclosure Properties P-7b</b> Find tools to make upside-down/foreclosure (zombie) properties available for re-use or redevelopment.	City of Spokane – Office of Neighborhood Services; CHHS; City Council  SNAP (Spokane Neighborhood Action Partners)	Citywide	<p>This recommendation has a strong link to Land Aggregation Entity (P-7), which could offer more resources for re-use or development of foreclosed properties. The City of Spokane (2016) Civil Enforcement Unit identified several measures to redevelop foreclosure and bank real estate owned properties. <a href="#">Link</a> to white paper. Examples:</p> <ul style="list-style-type: none"><li>GRIPS – a geographical real property information system to see scope and investment opportunities</li><li>Streamlining or expediting foreclosures</li><li>Public entity could acquire properties, give priority sales to neighbors, and credit documented landscaping and maintenance through partial lien forgiveness</li></ul>	H 1 Affordable H 3 Quality LU 3 Efficient	<b>High</b>	<b>Low</b>
<b>Form Based Standards C-9</b> Enact a form-based strategy in appropriate locations, rather than standards for specific housing types.	City of Spokane – Planning; City Council	Likely Residential Areas near Downtown and Areas Near Centers - Citywide	<p>Form-based standards for established neighborhoods are usually prescriptive to the desired form of construction. This strategy could be implemented through subarea planning in residential neighborhoods to allow additional housing types, such as attached, duplex, triplex, etc., as well as small retail uses, as appropriate, that respond to the neighborhood context because their form or appearance is similar. Form based strategies could include:</p> <ul style="list-style-type: none"><li>Removing owner-occupancy requirement for accessory dwelling units</li><li>Creating a 4-12 Unit Building Multi-Family Zone in Transition Areas</li></ul> <p>This recommendation is less about use and more about form.</p>	H 1 Affordable H 2 Choice H 3 Quality DP 3 Function LU 3 Efficient	<b>High</b>	<b>Low - Moderate</b>

Recommendation	Lead Dept. or Agency, if Implemented	Location	Notes	Evaluation		
				Goals Implemented	Impact <ul style="list-style-type: none"><li>• Addresses project purpose/objective</li></ul>	Feasibility <ul style="list-style-type: none"><li>• Likely to be accomplished</li></ul>
<b>Financing Solutions P-10</b> To reduce barriers and encourage infill development, pursue strategies that mitigate the impact of low-value market areas on new development. Areas with large numbers deteriorating housing can impact property appraisal of more well-kept homes and create barriers to new development (Note: One of the potential tools available to combat the impact of low-value market areas is the Community Revitalization Area designation through the U.S. Department of Housing and Urban Development).	City of Spokane – CHHS/Planning/Code Enforcement; City Council  Neighborhood stakeholders	Likely Residential and/or Commercial Areas in Neighborhoods with Unusually Low Property Values	Code enforcement can impact appraisals as well – this needs to be connected/linked to any new programs impacting appraisals.	H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	<b>High</b>	<b>Moderate</b>
<b>Integrated Parking Strategy P-1</b> Develop an Integrated Parking Strategy for Downtown Spokane. This could include expanding City Parking Services role in parking, the development of publicly-owned parking structures, offering incentives for the development of structured parking or integrated structured parking, and/or developing a coalition of interested parties.	Downtown Spokane Partnership (“DSP”); City of Spokane	Downtown	Investigate potential to link to the Multiple Family Tax Exemption (C-14) recommendation and other strategies. An integrated parking strategy is currently being pursued in the University District.	H 1 Affordable DP 3 Function LU 3 Efficient	<b>High</b>	<b>Moderate</b>
<b>Incentivizing Redevelopment of Existing Surface Parking and Underdeveloped Land P-2</b> Study the feasibility of creating a non-residential highest and best use taxation, or alternative use category other than undeveloped land, to address vacant lots, underdeveloped land, and surface parking lots Downtown.	City of Spokane –City Council/Admin  Greater Spokane Incorporated; DSP	Downtown	Types of parking taxes include commercial parking taxes, which apply to priced parking, and non-residential parking taxes, which apply to both priced and unpriced parking.  House bill HB2186 would enable a non-residential parking tax statewide. <a href="#">Link</a> to House Bill	H 1 Affordable DP 3 Function LU 3 Efficient	<b>Low</b>	<b>Moderate</b>
<b>Pave Unpaved Streets &amp; Alleys near Centers I-1</b> Unpaved <u>streets and</u> alleys, specifically alleys near Centers and Corridors and the Targeted Incentive Areas, should be paved to encourage infill development. Local Improvement Districts (LIDs) are a revenue source for paving streets and alleys in any location – reconsider recent changes to the LID ordinance that set a higher threshold for approval of LIDs.	City of Spokane – Planning/Integrated Capital management; City Council	Areas around Centers, Corridors, and the Targeted Incentive Areas	<a href="#">Link</a> to zoning map; <a href="#">link</a> to interactive Target Area Incentives map	H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	<b>High</b>	<b>Moderate</b>
<b>Increased Code Enforcement Activities P-12</b> Increase the ability of code enforcement to respond to complaints and develop other possible solutions for code violations , degrading properties and unmaintained vacant land. Explore establishing proactive code enforcement and / or revising substandard building code as possible options with ONS working with the Community Assembly as a partner.	City of Spokane – ONS / Community Assembly	City Wide		H 3 Quality	<b>High</b>	<b>Moderate</b>



Recommendations to Ongoing Processes

These recommendations relate to adjustment to or continuation of an existing City of Spokane program or Spokane County process. The items may be monitored for effectiveness in enabling infill development.

Recommendation	Lead Dept. or Agency, if Implemented	Location	Notes	Evaluation		
				Goals Implemented	Impact <ul style="list-style-type: none"><li>• Addresses project purpose/objective</li></ul>	Feasibility <ul style="list-style-type: none"><li>• Likely to be accomplished</li></ul>
<b>Developable Lands P-6</b> Produce and promote a developable lands inventory and map to assist developers in identifying sites with infill development potential and explore methodologies to capture data on availability of developable lands.	City of Spokane – Planning/Info. Technology; Spokane County, cities		Available lands inventory is in process with Assoc. of Realtors and Spokane County. City of Spokane Planning Department is studying how to make existing data accessible to the public in 2016 via online mapping.	H 2 Choice H 3 Quality LU 3 Efficient	High	High
<b>Targeting Infill Incentives C-1</b> Incentivize infill within and in close proximity (quarter-mile) of historically urban and urban core centers and corridors with current and new incentives. Continue to confine some incentives to or increase incentives in these areas and support the next phase of economic development and incentive work underway at the City.	City of Spokane – Planning (Economic Development Team); City Leadership/Council		<p>This recommendation should be strongly tied to both the Multiple-Family Tax Exemption C-14 and Targeted Investment Strategy P-5 recommendations. <a href="#">Link</a> to interactive Target Area Incentives map</p> <p>The committee would recommend reductions to or elimination of traffic impact fees in targeted areas.</p>	H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	High	High
<b>Multiple-Family Tax Exemption C-14</b> <u>Maintain &amp;</u> Expand the Multiple-Family Tax Exemption to targeted qualifying sites. Expand the program through education. Explore extension of 12-year program to apply to workforce housing (i.e., household incomes above low-income) and consider using the City’s authority under MFTE to increase opportunities for mixed-income development based on area context.	City of Spokane – Planning; City Council		<p><a href="#">Link</a> to the map of the Multiple Family Tax Exemption Area - SMC <a href="#">08.15.030(E)</a>;</p> <p>Mayor’s Housing Task Force discussed a recommendation that is opposite/more difficult.</p> <p>This recommendation should be strongly linked to both the Targeting Infill Incentives C-1 and Targeted Investment Strategy P-5 recommendations.</p>	H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	High	High
<b>Targeted Investment Strategy P-5</b> Continue to identify additional potential areas for development and incentivize development in those areas, such as the targeted investment areas.	City of Spokane – Planning (Economic Development Team); City Council		The targeted investment strategy should be strongly tied to both the Targeting Infill Incentives and Multiple Family Tax Exemption recommendations.	H 2 Choice H 3 Quality LU 3 Efficient	High	High
<b>Pedestrian Infrastructure I-2</b> Increase and prioritize, when possible, public investments in streets to create walkable, safe public right-of-ways that conform to City standards and facilitate infrastructure in accordance with the City’s Pedestrian Master Plan and and target areas(bike/pedestrian-related infrastructure).	City of Spokane – Integrated Capital Mngmnt, Engineering and Streets/ Interdepartment (LINK)			H 1 Affordable H 2 Choice H 3 Quality LU 3 Efficient	Moderate	High

Note: The committee recognized the need for the School District to identify and implement more efficient patterns of development and land use. However, it was agreed that such recommendation to the school district was outside of the perview of this sub committee’s role.

## References

- Housing Partnership, The. (2003). *Filling in the spaces: Ten essentials for successful urban housing*. Retrieved September 7, 2016, from <https://static.spokanecity.org/documents/projects/infillhousing/filling-in-the-spaces.pdf>
- Spokane, City of. (2016). *Abandoned opportunity: White paper*. Retrieved September 15, 2016, from <https://static.spokanecity.org/documents/projects/mayors-housing-quality-task-force/additional-materials/abandoned-opportunity-white-paper.pdf>
- (2015a). *City of Spokane's Comprehensive Plan*. Retrieved September 2, 2016 from <https://static.spokanecity.org/documents/business/resources/mostrequested/comp-plan-2015-full.pdf>
- (2015b). *Draft Land Quantity Analysis Result and Methodology*. Retrieved September 7, 2016, from <https://static.spokanecity.org/documents/business/resources/studies/other/city-spokane-2015-land-quantity-analysis-report.pdf>
- (2008). *Fast forward Spokane: Downtown plan update*. Retrieved September 9, 2016, from <https://static.spokanecity.org/documents/business/resources/compplan/subarea/fast-forward-downtown-plan-update.pdf>
- Spokane County Planning Technical Advisory Committee. (2015). *Population forecast and allocation: Periodic update under the Growth Management Act 2017 to 2037*. Retrieved September 8, 2016, from <https://static.spokanecity.org/documents/projects/shapingspokane/population-forecast-and-allocation.pdf>

## Table 1: Development Opportunities: Vacant and Underdeveloped Land

**Description:** Privately owned land in the City of Spokane and its Urban Growth Area - Joint Planning Area with 2016 assessed improvement values less than \$25,000. Please note these data are preliminary and numbers will change as the data is refined. The method for selection and display is under review. The purpose is to begin to demonstrate the possible range of occurrences of the selected sites based on discussions with steering committee members and stakeholders.

Table 1. Preliminary Parcel Count of All Vacant and Underdeveloped Land



Zoning Group	Factor	Small-Scale Opportunities (Lot < 5,000 sq)	Mid-Scale Opportunities (In Between)	Large-Scale Opportunities (Lot > 33,000)	TOTAL
RA, RSF	Parcel Count	684	2694	320	3698
	Acre Total	44.5	633.0	1809.8	2487.4
RTF, RMF, RHD	Parcel Count	206	504	60	770
	Acre Total	13.94	103.85	320.04	437.83
O, OR, NR, CB, GC	Parcel Count	268	707	81	1056
	Acre Total	19.83	166.80	164.06	350.70
CC1, CC2, CA	Parcel Count	76	218	7	301
	Acre Total	4.86	41.75	16.62	63.22
CC4, CA4	Parcel Count	2	10	0	12
	Acre Total	0.17	1.58	0.00	1.75
DTC, DTG, DTS, DTU	Parcel Count	93	192	6	291
	Acre Total	7.44	44.92	9.26	61.62
Other	Parcel Count	4	14	7	25
	Acre Total	0.29	2.66	46.22	49.17
CC3 Overlay (ALL ZONES - These parcels included in other areas)	Parcel Count	28	66	17	111
	Acre Total	2.28	15.39	84.82	102.49
Grand Total (Does NOT Include CC3 Overlay)	Parcel Count	1333	4339	481	6153
	Acre Total	91.02	994.61	2366.03	3451.66

Source: Spokane County Assessor Parcel Dataset











# Map 1 Development Opportunities Citywide and Joint Planning Area

## Legend

-  City of Spokane
-  Neighborhood







## Development Opportunities

### Positive Characteristics

-  0 (86 Parcels)
-  1 (233 Parcels)
-  2 (2,239 Parcels)
-  3 (1,465 Parcels)
-  4 (1,251 Parcels)
-  5 (471 Parcels)
-  6 (293 Parcels)
-  7 (118 Parcels)

### JPA - Development Opportunities

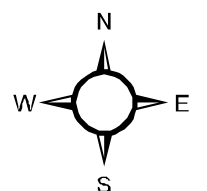
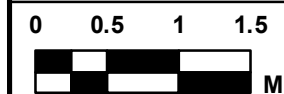
### Positive Characteristics

-  0 (81 Parcels)
-  1 (258 Parcels)
-  2 (306 Parcels)
-  3 (127 Parcels)
-  4 (23 Parcels)
-  5 (12 Parcels)

Positive Characteristics:

- Within 350 feet of water service.
- Within 350 feet of sewer service.
- Within 1/4 mile of the Centennial Trail.
- Within 1/4 mile of existing Neighborhood Greenways/Shared Paths
- Within 1/4 mile of planned Neighborhood Greenways/Shared Paths
- Within 1/4 mile of near-term High Performance Transit
- Within 1/4 mile of zoned Centers or Corridors (Including Downtown)

*NOTE: This analysis does not include industrial parcels or City owned properties that may be available for redevelopment.*



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

Print date: 9/23/2016



Map 2  
Development Opportunities  
Near Downtown

**Legend**

 City of Spokane

 Steering Committee Align Central City Line

**Development Opportunities**


**Positive Characteristics**



	0 (86 Parcels)
	1 (233 Parcels)
	2 (2,239 Parcels)
	3 (1,465 Parcels)
	4 (1,251 Parcels)
	5 (471 Parcels)
	6 (293 Parcels)
	7 (118 Parcels)

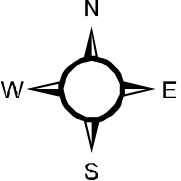
- Positive Characteristics:
- Within 350 feet of water service.
  - Within 350 feet of sewer service.
  - Within 1/4 mile of the Centennial Trail.
  - Within 1/4 mile of existing Neighborhood Greenways/Shared Paths
  - Within 1/4 mile of planned Neighborhood Greenways/Shared Paths
  - Within 1/4 mile of near-term High Performance Transit
  - Within 1/4 mile of zoned Centers or Corridors (Including Downtown)

*NOTE: This analysis does not include industrial parcels or City owned properties that may be available for redevelopment.*

0 200 400 600 Feet





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

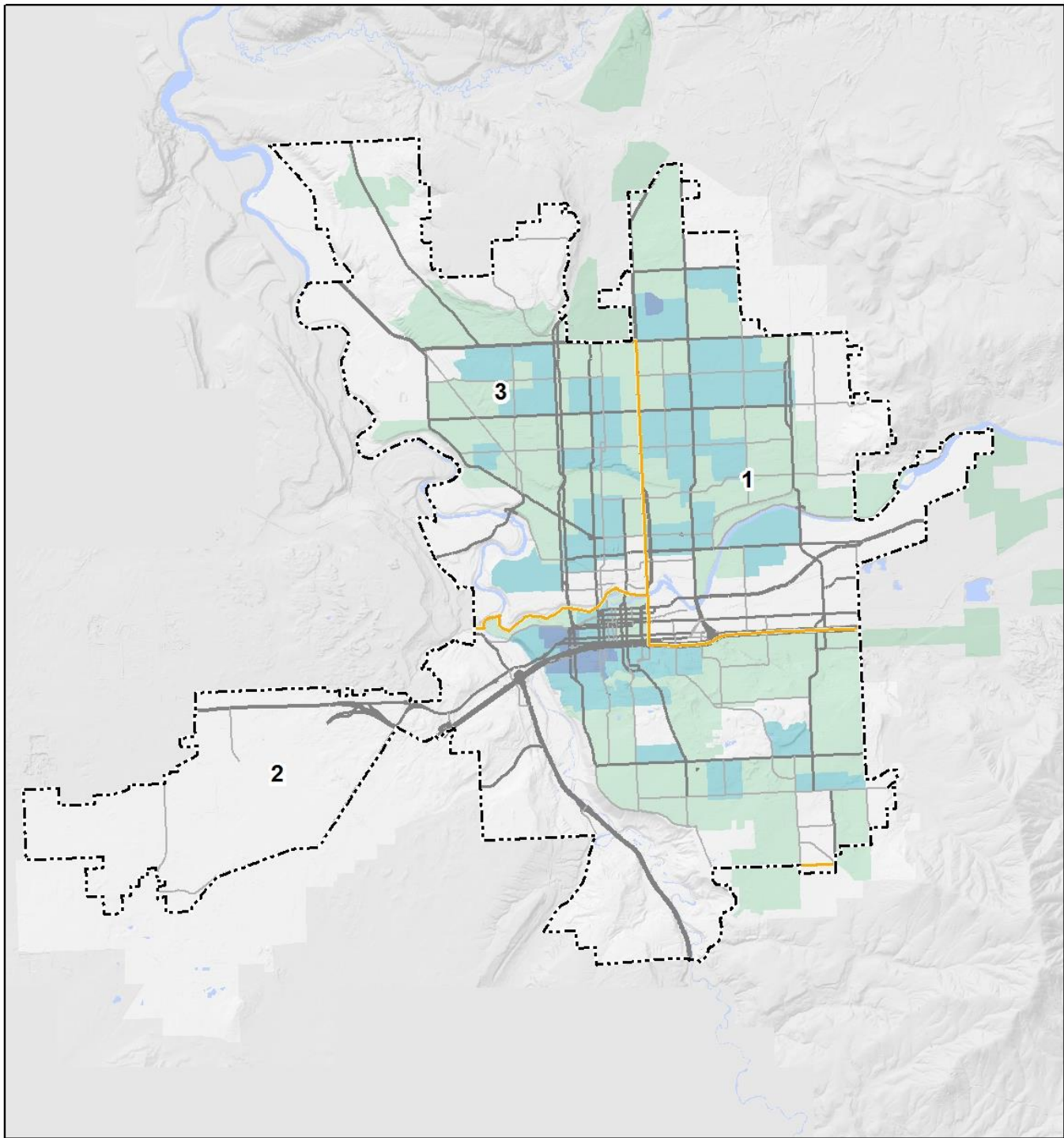
Print date: 9/23/2016

## Table 2: Housing Units by Council District - 2010

**Description:** 2010 US Census Data was used to calculate housing units and population at the block level. Some block groups were located both inside and outside the City of Spokane. All block or block groups with more than 50% of their area within the city were included. Block and block groups were split into categories of less than 2, 2-4, 5-8, and 8 or more units per acre. Additionally the block level map adds the 9-12 and 12 or more units per acre to account for higher achieved densities at the block level.

Downtown Spokane block groups hold the majority of the highest unit per acre category with the exception of one block group in the Nevada / Lidgerwood neighborhood. The areas surrounding downtown to the north in Council District 3 and east in Council District 1 are less than 2 units per acre as a result of Kendall Yards not being developed yet (North) and a large quantity commercial uses northeast of downtown. Council District 1 has the highest housing density with 2.6 units per acre. Even though District 2 includes downtown, it has the lowest housing density with 1.8 units per acre. This is a result of several factors: Council District 2 has the largest land area; the undeveloped areas near the airport affect the density; and steep slopes and floodplain areas along Latah Creek limit development.

City Council District #	Housing Units Per Acre	Total Housing Units	Population Per Acre	Total Population	Total Land Area (Acre)
1	2.59	30,750	6.05	71,665	11,853
2	1.80	35,064	3.64	70,715	19,434
3	2.31	29,699	5.37	69,101	12,869



**MAP 3  
HOUSING UNITS BY  
NEIGHBORHOOD  
COUNCIL DISTRICT**

**Legend**

- City of Spokane
- City Council District

**Units per acre**

- 2 or less
- 2-4
- 5-8
- 8 or more

Source: US Census  
2010 Data

0 0.5 1 2 3 Miles



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

Print date: 9/21/2016

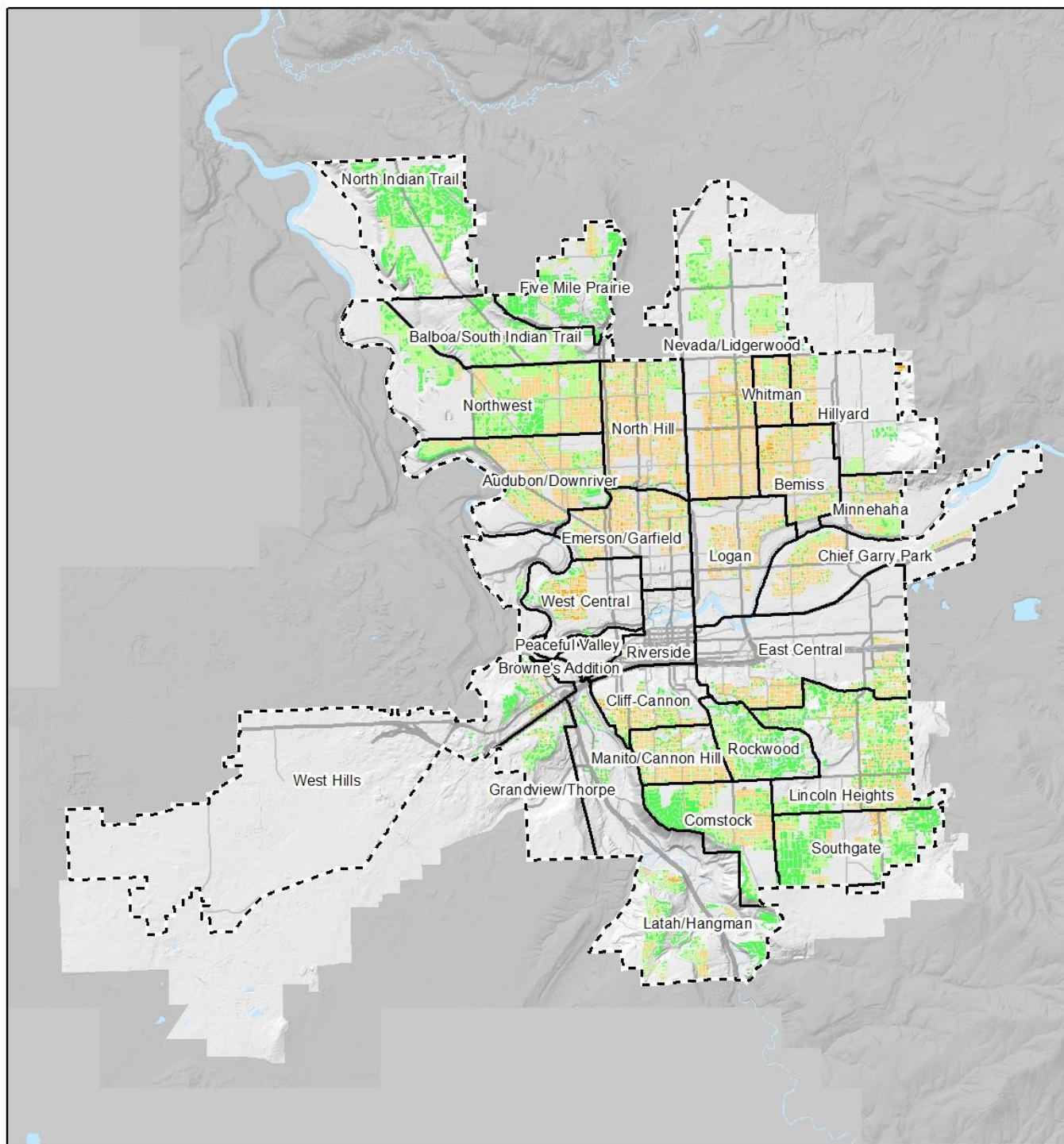


### Table 3: Median Parcel Size – Residential Single-family Zoning District by Neighborhood Council District

**Description:** The Median RSF Parcel Size map and table illustrate the breakdown in parcel size across the Spokane’s 28 neighborhoods. Parcels were sorted by the following categories: **Orange** | Below 5,000 square feet (sf), **Tan** | 5,000-7,200 sf, **Green** | 7201 – 11,000 sf and **Dark Green** | greater than 11,000 sf. Parcels with less than \$25,000 improvement value and parcels over 33,000 square feet were removed to more accurately analyze developed lands.

Generally, all of the neighborhoods closer to downtown core were in the 5,000-7,000 sf median parcel size range. Neighborhoods further from the core fell within the larger median size categories. Peaceful Valley has the smallest median RSF parcel size of 3,746 sf considerably below the standard minimum lot size of 5,000 sf. North Indian Trail has the largest median parcel RSF size of 11,334 sf which is slightly above the maximum lot size of 11,000 sf.

Neighborhood Name	RSF Parcel Average Area (Acres)	RSF Median Parcel Area (Acres)	RSF Parcel Average Area (SF)	RSF Median Parcel Area (SF)
Peaceful Valley	0.124	0.086	5,397	3,746
West Central	0.144	0.133	6,255	5,798
Nevada/Lidgerwood	0.154	0.137	6,713	5,968
Emerson/Garfield	0.145	0.138	6,316	5,998
Whitman	0.156	0.143	6,787	6,247
North Hill	0.156	0.144	6,804	6,255
Bemiss	0.158	0.148	6,874	6,460
Hillyard	0.174	0.149	7,588	6,490
Audubon/Downriver	0.171	0.149	7,440	6,499
Logan	0.153	0.152	6,647	6,612
Cliff-Cannon	0.174	0.155	7,584	6,747
East Central	0.174	0.155	7,575	6,756
Manito/Cannon Hill	0.170	0.155	7,423	6,774
Chief Garry Park	0.165	0.163	7,179	7,096
Minnehaha	0.176	0.163	7,667	7,096
Lincoln Heights	0.204	0.172	8,895	7,475
West Hills	0.229	0.177	9,971	7,732
Northwest	0.194	0.179	8,442	7,797
Comstock	0.215	0.187	9,378	8,150
Latah/Hangman	0.235	0.196	10,241	8,546
Grandview/Thorpe	0.233	0.214	10,154	9,339
Southgate	0.235	0.231	10,237	10,062
Rockwood	0.266	0.232	11,570	10,106
Balboa/South Indian Trail	0.248	0.233	10,820	10,163
Five Mile Prairie	0.259	0.255	11,299	11,086
North Indian Trail	0.281	0.260	12,227	11,334
Browne's Addition	No RSF	No RSF	No RSF	No RSF
Riverside	No RSF	No RSF	No RSF	No RSF



# **MAP 4** **PARCEL SIZE IN** **RESIDENTIAL** **SINGLE-FAMILY (RSF)** **ZONING DISTRICT**

Printed by: oakkari  
 Print date: 9/21/2016

## **Legend**

- City of Spokane
- Neighborhood

## **RSF Parcel Size**

- Less than 5,000 SF
- 5,001 - 7,200 SF
- 7,201 - 11,000 SF
- Greater than 11,000 SF

Source: Spokane County Assessor Parcel Dataset

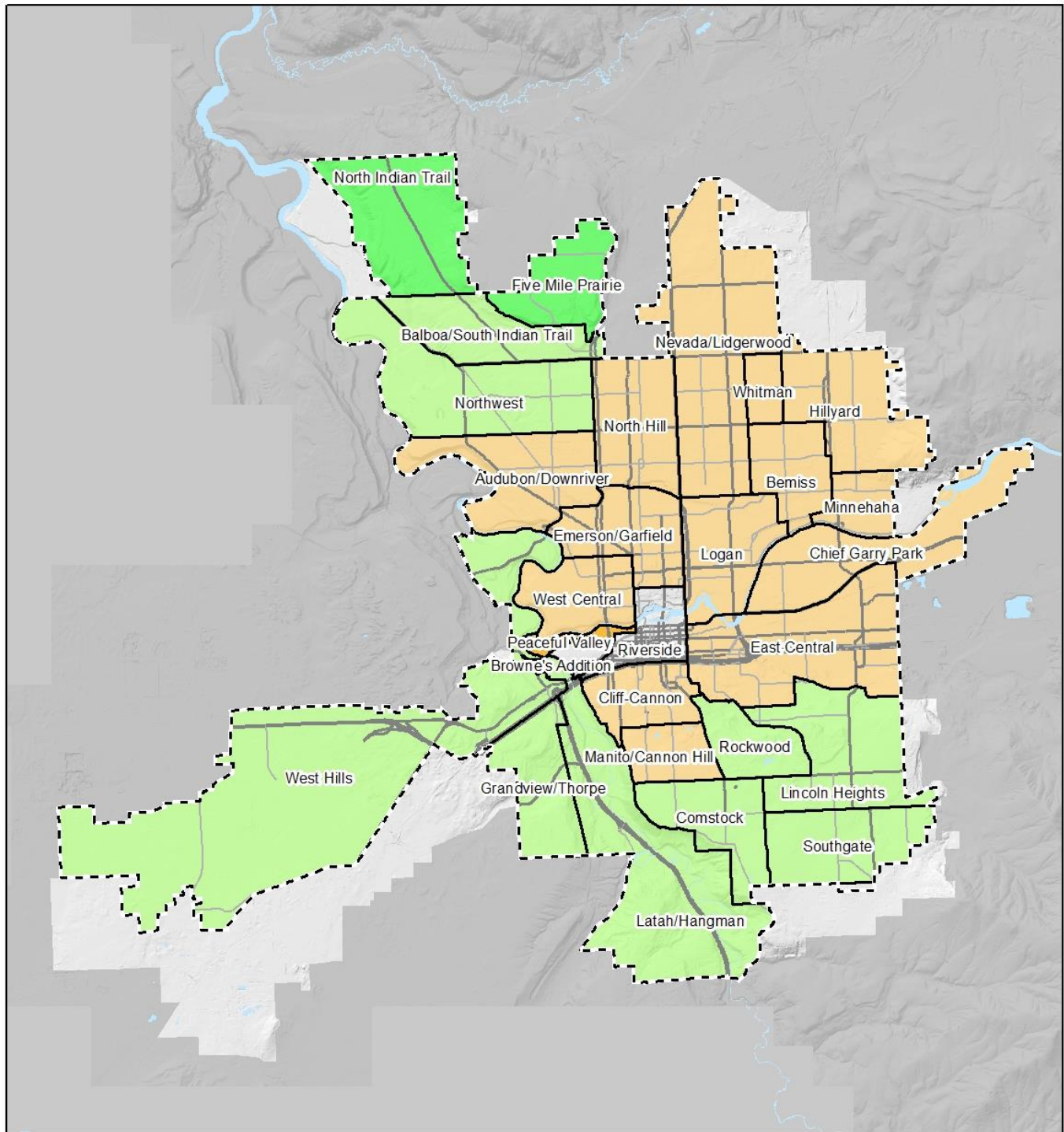
Note: Parcels with less than \$25,000 improvement value and parcels over 33,000 square feet were removed to more accurately analyze developed lands.

0 0.5 1 2 3 Miles



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





**Map 5**  
**Median Parcel Size**  
**Residential Single-family**  
**(RSF) Zoning District**  
**by Neighborhood**  
**Council Area**

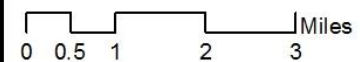
Printed by: oakkari  
 Print date: 9/21/2016

**Legend**

- City of Spokane
- Median RSF Parcel Size**
- Nor RSF
- Less than 5,000 SF
- 5,000 - 7,200 SF
- 7,201 - 11,000 SF
- Greater than 11,000 SF

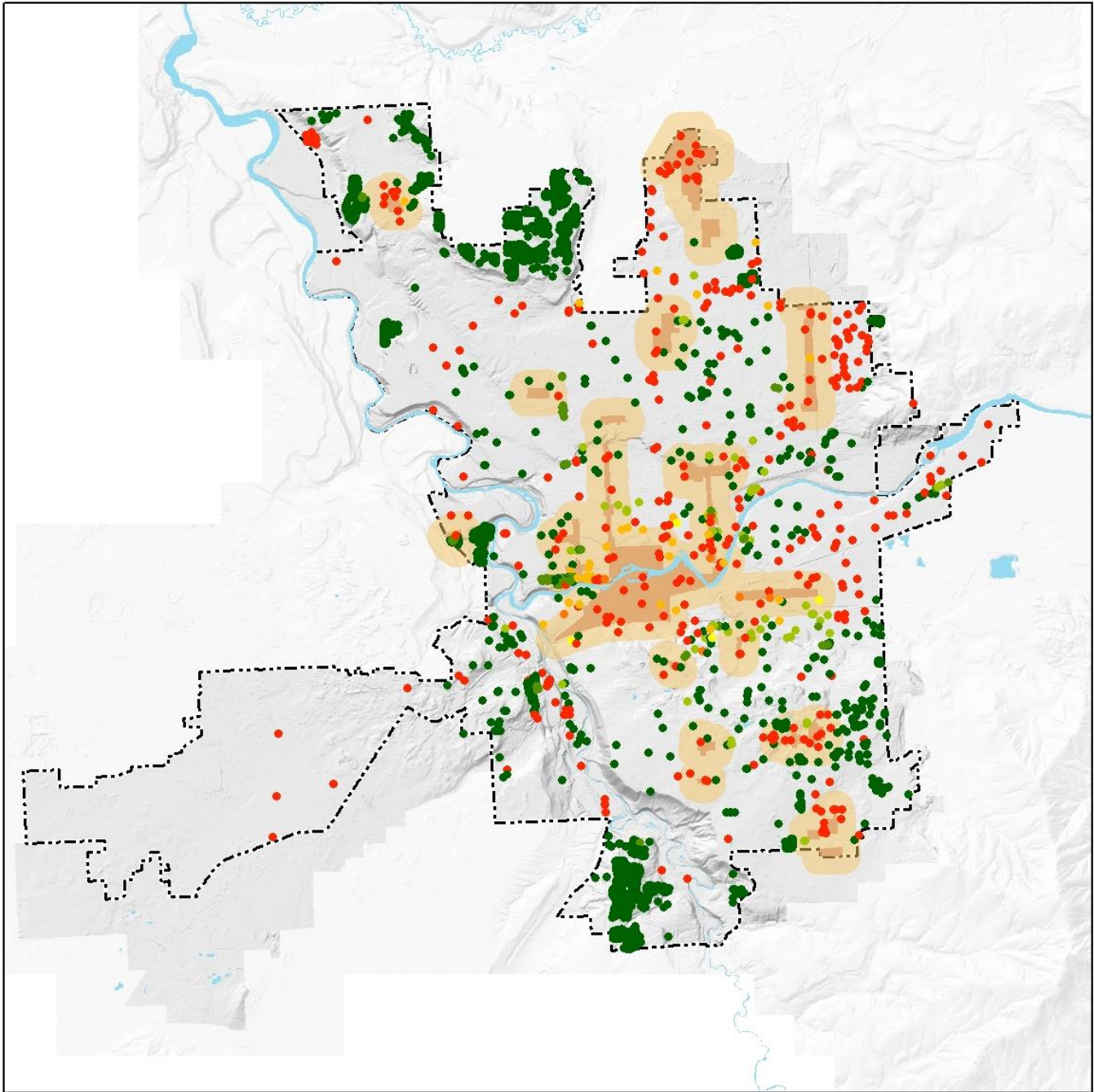
Note: Parcels with less than \$25,000 improvement value and parcels over 33,000 square feet were removed to more accurately analyze developed lands.

Source: Spokane County Assessor Parcel Dataset



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

# BUILDING PERMITS BETWEEN 2006-2015 BY BUILDING CLASS CODE



## Legend

### New Buildings Permits 2006-2015

#### Housing Type Class Code

- 101 - One-family house Detached (2297)
- 102 - One-family house Attached (235)
- 103 - Apartment building 2 units (168)
- 104 - Apartment bldg. 3 and 4 units (62)
- 105 - Apartment bldg. 5 or > units (2006)
- 110 - Mixed Use (Commercial and Residential) (321)
- Other commercial (114)\*

- City of Spokane
- CC Zones
- CC Zones .25 Mile Buffer

Source: City of Spokane  
Building Permit Dataset  
Printed by: oakkari  
Print date: 9/22/2016

0 0.5 1 2 3 Miles



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



K . . .

o h # @ = o ‡ V .

o # U h .

- € Gail Prosser, Michael Baker, Michael Cathcart, Mike Ekins, Greg Francis, Patricia Kienholz, Evan Verduin, Kay Murano, David Shockley, Alexander Scott (for Ben Stuckart), and Patrick Rooks

\ h .

- € Robert Cochran, Jim Kolva, Karl Otterstrom, Lee A. Arnold, Robert Tavares, John Chatburn, Cody Dompier, Patricia O'Callaghan, Mark Wilson

# . o o h .

- € Omar Akkari, Nathan Gwinn, Lisa Key, Andrew Worlock

) \ ) U ‡ y O .

- € Discussed making Development Opportunities map live for the public with infill related layers able to be turned off and on as well as the Development Opportunities data layer. Consider presence of features that inhibit development
- € Proximity to school, universities, all transit, and parks should be considered as amenities to be added to the mapping.
- € Parcels falling within the Multiple-Family Tax Exemption districts should also be included
- € What percentage of the City's area fell within the Development Opportunities parcels?  
(Answer: 7.5 percent)

° " @ .

- € Permit Locations: 2006-2015 (Units produced will be added)
- € Housing Density by Census Block and Block Group
- € Parcel Size by Neighborhood Council

## Stakeholder Input Status and Strategy Prioritization

Focus Groups 1 and 2a (Finance/Real Estate and Architecture/Development)

- **Category: Density/Land Use**

Ranking Group: Michael Baker, Kay Murano, Evan Verduin, Gail Prosser

***Highest Ranking (No Brainer)***

- **Development regulations should provide equal opportunities for fee-simple divisions and rental of individual middle-density housing units, such as attached housing and cottage housing. (21)**
  - *Arch./devel. focus group member note summary: A combination of dimensional requirement for lot width, frontage on a public street, site coverage, etc. severely limits home ownership.*
- **Allow smaller lot sizes with urban geometry to support attached housing and more efficient use of land, provided the overall maximum density of the development does not exceed its designated density. (23)**
  - *Arch./devel. focus group member note summary: Special purpose ordinances such as Pocket Residential and Unit Lot Subdivision should be applied more broadly.*
- **Allow additional housing forms in appropriate locations, rather than standards for specific housing forms. (37)**
  - *Arch./devel. focus group member note summary: Close-in locations near Downtown and the U-District.*

***Moderate Ranking (Quick Win)***

- **Cottage housing should allow for a portion of units with a higher maximum size and the ability to attach units and mix housing types. (16),(17)**
  - *Arch./devel. focus group member note summary: A density limit of ten dwellings per acre is sufficient and there is no need for size limitation of individual units.*
- **Pocket Residential Tool should be allowed outright in Residential Single-family (RSF) or with a conditional use permit rather than a zoning change to Residential Single-family Compact (RSF-C). (143)**

***Lowest Ranking (To Be Avoided)***

- **New low density zoning designation should be created to protect single family neighborhoods outside the city core, and a new higher density single family housing zoning designation should be created near the city core. (32, 33)**
  - *Arch./devel. focus group member note summary: More flexible standards can be created for an "Urban Residential" zone. Less expensive suburban land will continue to ab-*

Note: numbers in parentheses (n) correspond to comment numbers in Appendix B, attached.

See attached Appendix C for Recommendation Priority Matrix ranking explanations.

Architecture/Development Focus Group member response summary is provided as requested by committee where applicable and will be provided in full text by separate attachment.

*orb the large majority of new residential investment. The City's policies encourage infill development and changes to allow higher densities in suburban locations would be contrary.*

- Changes to Demolition Ordinance (Ranking group perceives a lack of political will to change this ordinance). (129)

- **Category: Development General**

Ranking Group: David Shockley and Alexander Scott (for Ben Stuckart)

***Highest Ranking (No Brainer)***

- **Expand the Multiple-Family Tax Exemption to targeted qualifying sites. Explore extension of program to apply to workforce housing (i.e., household incomes above low-income).** (135)
- **Restructure utility rates so that they do not favor single-family development over multi-family.** (35)

***(Split between Quick Win and No Brainer)***

- **Make infill opportunity site information available for small and midsize developers.** (130, 131)

***Moderate Ranking (Tough, but Worthwhile)***

- **Pursue U.S. Department of Housing and Urban Development designated community revitalization areas for infill properties undervalued in areas with distressed sales. Low median value of homes can impact property appraisal of more well-kept homes in depressed neighborhoods.** (30, 146)
  - *Arch./devel. focus group member note summary: Government can invest in these neighborhoods and remove regulatory barriers to investment.*
- **Create a Land Bank to help aggregate properties for more substantial development projects.** (139)

***Lowest Ranking (To Be Avoided)***

- **Life Safety Requirements on Dead-End Roads** (22)
  - *Arch./devel. focus group member note summary: Not a significant issue to infill development because very few infill projects will exceed 30 units.*
- **Local Economy** (247)
  - *Arch./devel. focus group member note summary: A stronger job market would do very little to encourage more infill development. Infill is a supply issue, not a demand issue.*

- **Category: Pedestrians/ Parking/Streets**

Ranking Group: Patricia Kienholz and Mike Ekins

***Highest Ranking (No Brainer)***

- **Reduce minimum parking spaces required on high frequency bus routes.** (245)

- **Unpaved alleys should be paved targeting specifically areas near Centers and Corridors.** (246)
  - *Arch./devel. focus group member note summary: The use of Local Improvement District process in lower income neighborhoods with high percentages of rental housing is not feasible. The City needs to invest capital into infill neighborhoods if private investment is expected.*

***Moderate Ranking (Quick Win)***

- **Increase public investments in streets to create walkable, safe, beautiful public right-of-ways that facilitate further downtown housing development. The Streets Department should focus more on Pedestrian Traffic Engineering and retrofit streets with pedestrian amenities.** (28, 29)
  - *Arch./devel. focus group member note summary: LIDs are of limited value. Narrowing street sections and using bump-outs to reduce crossing distances at pedestrian crossings.*

***(Split between No Brainer and Tough, but Worthwhile)***

- **Identify what incentives are available for parking structures integrated with other uses in the downtown.** (136)
- **Develop public parking structures to reduce need for surface parking lots.** (142)

***Lowest Ranking (To Be Avoided)***

- **Increase surface parking lot taxes to limit a desire to speculate on downtown surface parking lots.** (141)

- **Category: Tools/Education**

Ranking Group: Michael Cathcart, Greg Francis, Patrick Rooks

***Highest Ranking (No Brainer)***

- **Build accurate mapping of parcels with infill development potential.** (26, 140)
  - *Arch./devel. focus group member note summary: Data mapping is not significant because the Spokane County Scout system is very effective for anyone looking for infill parcels.*

***Moderate Ranking (Quick Win)***

- **Develop presentation and education materials to educate neighborhoods on the benefits of affordable and workforce housing to dispel myths and increase awareness.** (127, 145)
- **Develop presentation and education materials to educate neighborhoods / those near infill sites on the benefits of infill housing to dispel myths and increase awareness.** (144)

***Lowest Ranking (To Be Avoided)***

- **Encourage employer incentives to employees living closer to office / using transit. (This approach was not seen as having a large enough impact and few entities are perceived as willing to develop incentives.)** (137, 138)

### **Next Steps**

- August 9, 2016                      Steering Committee Workshop #2
- Week of August 22, 2016              Open House

### **Public Comments**

- Cody Dompier
  - Development incentives are helpful and should remain a priority.
  - Suggested looking at disincentives for undeveloped land / parking lots to spur development rather than parking or land speculation.
- Patricia O'Callaghan
  - Public infrastructure upgrades performance bonds for rehab of existing buildings. Owner might be incentivized to pay a portion of an alley or a sidewalk upgrade if paid into a trust or bond.
  - Stated that sewer line upgrades were a deterrent for redevelopment on infill sites like those found in West Central, north of Kendall Yards and West Bridge Avenue.

### **Action Items**

Staff will send focus group member response for Architecture/For Profit Development Group.

Staff will research incentives for structured parking and disincentives for surface parking.

Staff will research fire suppression sprinkler cost trends.

Staff will survey and summarize some best practices for infill development in other communities.



**August 9, 2016**

## **Spokane Plan Commission Infill Development Steering Committee Workshop #2 Notes**

### **Steering Committee Members Present**

- Gail Prosser, Michael Baker, Michael Cathcart, Mike Ekins, Greg Francis, Kay Murano, David Shockley, Patrick Rooks, Kitty Klitzke, Asher Ernst

### **Others Present**

- Robert Cochran, John Chatburn, Patricia O’Callaghan, Ian Robertson, Stephen Hopkins, Paul Kropp, Lori Phillips, Jen Hansen

### **City of Spokane Staff Present**

- Omar Akkari, Nathan Gwinn, Lisa Key, Andrew Worlock, Melora Sharts

### **Development Incentives for the City of Spokane: Discussion**

The City’s economic development strategy was presented and discussed.

### **Continued Stakeholder Input Status and Strategy Prioritization**

Focus Groups 2b through 5 (Tiny Homes, Non-Profit, Community, Neighborhood Council Representatives), and Neighborhood Council Discussion Summaries

- **Category: Density/Land Use**

Ranking Group: Kitty Klitzke, Patrick Rooks, Mike Ekins, Asher Ernst

***Highest Ranking (No Brainer)***

- **Incentivize infill in historically urban and urban core centers and corridors. Confine some incentives to/increase incentives in these areas.** (59),(80),(113),(285)

***Moderate Ranking (Quick Wins)***

- **Follow a point system for design standards. The development must implement a minimum number of points required, earnable through following neighborhood plan, neighborhood design guidelines, and city design standards. To match neighborhood scale, limit the footprint size of non-residential uses, such as garages and shops.**  
(46),(59),(80),(250),(253),(256),(281)
- **Amend unit lot subdivision policy to allow new development that addresses lot coverage, more permissive setbacks, and allows alley-only access (like cluster developments).**  
(52),(65),(84),(153),(156),(252),(255),(281)

- **Category: Development General**

Ranking Group: Michael Baker, Michael Cathcart, David Shockley, Gail Prosser

***Highest Ranking (No Brainer)***

- Study the walking environment within ¼ mile of Centers and Corridors and expand transition areas where most people are likely to walk. (73)
- Invest more in the quality of sidewalks, incomplete alleys, and on neighborhood peripheries to spur new development in target areas. (40),(98)

***Moderate Ranking (Quick Win)***

- Use tiny homes as affordable, single-family dwellings and investigate developing a small lot ordinance with standards allowing creation of new lots and development of existing lots that have smaller area and/or width than Standard Lots. (175)
- Develop an Integrated Parking Strategy for Downtown Spokane. This could include expanding City Parking Services role in parking and/or developing a coalition of interested parties. (61), (276),(286)
- Study reducing parking requirements for transit-oriented uses along high-performance transit. (112)

***(Tough, but Worthwhile)***

- In the City's state legislative agenda, pursue highest and best use taxation, or alternative use category other than undeveloped land, to address vacant lots, underdeveloped land, and surface parking lots. (62)

- **Category: Tools/Education**

Ranking Group: Kay Murano, Greg Francis, Melora Sharts

***Highest Ranking (No Brainer)***

- Make education a priority so people know what is happening. Find more marketing tools to promote infill development, more communication with developers, property owners, and neighbors to explain why we're doing what we're doing. (125)
- Do a gap analysis regarding in housing choice to identify tools to incent infill to address gaps, and make infill rules more flexible. (126)

***Moderate Ranking (Quick Win)***

- Continue to identify additional potential areas for development and incentivize development in those areas, such as the Targeted Investment Pilot areas. (71)
- Produce a developable lands inventory to help developers identify where developable and maps that identify locations within Centers and Corridors. (56),(96)
- Improve management of existing and new foreclosed properties. Create an organization, such as a land bank, to be first in line for foreclosed properties that can hold and resell them for better community use. (104)

***(Tough, but Worthwhile)***

- Find tools to make upside-down/foreclosure (zombie) properties available for redevelopment. (97)
- Pay fees at the end of the project instead of the beginning to assist by reducing the carrying cost. (93)

**Next Steps**

- |                   |                                |
|-------------------|--------------------------------|
| • August 11, 2016 | Steering Committee Workshop #3 |
| • August 30, 2016 | Open House                     |

**Public Comments**

- Ian Robertson
  - Expressed disagreement that churches are interested only in providing land for tiny housing communities, and not interested in providing oversight. (Comment from Tiny Housing Focus Group #183)
  - Disagree that working with nonprofits and churches to offer incentives where they have land, and to develop tiny housing clusters, is a low recommendation. A committee member pointed out the “low” recommendation was a suggested feasibility, and not an overall recommendation. (Comment from Tiny Housing Focus Group #181)
  - Development emphasis on larger projects leads to wasteful spending in larger organizations, such as on operational staffing. Developers should be enabled to work on smaller sites to provide affordable housing everywhere.

**Action Items**

Staff will send committee member comments for Thursday’s workshop.

## Spokane Plan Commission Infill Development Steering Committee Workshop #3 Notes

- Gail Prosser, Michael Baker, Michael Cathcart, Mike Ekins, Greg Francis, David Shockley, Patrick Rooks, Kitty Klitzke, Asher Ernst, Darryl Reber, Patricia Kienholz

- Robert Cochran, Lori Hays, Anna Vamvakias, Stephen Hopkins, Paul Kropp, Don Swanson

- Omar Akkari, Nathan Gwinn, Lisa Key, Brian McClatchey, Paul Trautman

- Infill Tools from Other Communities: Discussion

- Ranking group who reviewed the Density/Land use comment summaries for Workshop #2 elaborated on recommendations

- Five recommendations from ranking groups were reviewed, such as those related to code incentives in historic urban areas, and a point system for design standards.
- Committee members decided to convene a fourth workshop on August 25, 2016 to allow more time to recall themes from each focus group meeting, conduct further discussion, and review and formulate opinions on the preliminary recommendations.

- August 25, 2016 Steering Committee Workshop #4
- August 30, 2016 Open House

- Anna Vamvakias
  - Chief Garry Park Neighborhood Council does not meet until September. Comments would be submitted after their meeting.

- Asked whether areas targeted by changes would be citywide, to include all residential areas, and some committee members answered that was a possibility.
- Concern that there are no design standards for single-family development.
- Robert Cochran
  - Manufactured housing options are limited in Spokane. Manufactured housing is related to the tiny home trend, and could assist with infill development on irregular or difficult sites.
  - Two manufactured homes on a lot constitutes a manufactured home community under the current definition.
  - Park models are small and popular, including HUD-standard models.

### **Action Items**

Staff will resend list of preliminary recommendations developed in Workshops #1 and #2 with prompting questions and/or information for further consideration by the steering committee.



**September 13, 2016**

**Spokane Plan Commission Infill Development Steering Committee Recommendation Meeting  
Notes**

**Steering Committee Members Present**

- Gail Prosser, Michael Cathcart, Mike Ekins, Greg Francis, Patrick Rooks, Darryl Reber, Evan Verduin, Kay Murano, Asher Ernst, Patricia Kienholz, Kitty Klitzke, Michael Baker

**Others Present**

- Scott Kusel, Ian Robertson, Anne Betow, Dave Roberts, Stephen Hopkins, Marcella Bennett, Rhonda McLellan, Merle Gilliland

**City of Spokane Staff Present**

- Omar Akkari, Nathan Gwinn, Melissa Owen, Lisa Key, Tami Palmquist

**Draft Recommendations**

- The 24 draft recommendations from the draft report were reviewed in the context of the open house and online survey results, each item's lead agency if implemented, relevant public comments, and evaluation of high or low impact and feasibility. Four items were tabled for additional discussion:
  - Unit Lot Subdivision for New Development C-3
  - (Defer) Development Fees C-6
  - Design Standards C-2
  - Surface Parking Disincentives P-2
- Changes were made to the text of the recommendation section. A discussion about convening another meeting to discuss the changes occurred.
- The committee decided to have the draft changes sent to all stakeholder representatives who participated, to see if they could provide comments back in one week, and continue the recommendation meeting to the next week to review stakeholder comments and finish discussion of the four tabled items.

**Public Comments**

- Dave Roberts, Spokane Housing Ventures
  - It is difficult to justify work on small infill projects, but with adequate incentives, non-profit multi-family housing
  - Multi-family tax exemption for "workforce" housing would give nonprofits a more effective tool to serve a population with substantial need. It is not typically used

now because lower-income affordable projects use another exemption under State law

- Support the financing solutions (P-10), which would be helpful to make use of low-income tax credits. Spokane Housing Ventures makes a big use of low-income tax credits, effectively competing statewide to obtain an allocation of credits (and now tax-exempt bonds) for a project. Identifying a site in a community revitalization area scores “points” that helps the application succeed
- Ian Robertson, Fuller Center
  - The City of Spokane’s Resolution 2016-0039 encourages tiny housing in the city of Spokane, and requests the infill housing task force and City staff to examine possibilities for tiny houses and present its findings and recommendations to the City Council by the end of 2016. The report should contain a section on tiny houses
  - Infill development should be considered for the whole city, not just the core
  - Consider the cost of homelessness on public agencies
- Marcella Bennett
  - Communication issues: Would like to have participated in open house and survey but did not receive notification, which suggests that the response captured was not a broad representation of the city, but rather limited input, that is now being given high consideration
  - Concern with access issues for the new cottage housing project North Five Mile Road; safety of all road users has been impacted by the site entrances
- Merle Gilliland
  - Construction of additional units over 20 years is positive
  - Infill projects hurt property values struggling to recover from 2008 recession
  - Parking reductions in Walnut Creek, CA, for projects near rapid transit caused traffic congestion because residents still drove cars
- Anne Betow
  - Missing partners at steering committee such as Catholic Charities, SNAP
  - Email notice of next meeting

## Next Steps

- Week of September 19, 2016 (Date TBD)      Continued Recommendation Meeting
- September 28, 2016, 2:00 PM                      City Plan Commission Workshop

Appendix C  
Meeting History

Meeting	Date	Purpose
Plan Commission Special Meeting	January 7, 2016	Briefing
Plan Commission Workshop	January 13, 2016	Briefing
Joint City Council and Plan Commission Study Session	January 14, 2016	Briefing
Plan Commission Infill Housing Subcommittee	January 27, 2016	Preliminary Scoping
Plan Commission Workshop	March 23, 2016	Update
Plan Commission Infill Housing Subcommittee	April 7, 2016	Scope, Schedule and Status
Plan Commission Infill Housing Subcommittee	April 19, 2016	Charter Acceptance
Plan Commission Workshop	April 27, 2016	Charter Acceptance
Focus Group 1: Finance/Real Estate	May 17, 2016	Stakeholder Input
Focus Group 2A: Architecture/Development	May 17, 2016	Stakeholder Input
Focus Group 3: Tiny Housing	May 23, 2016	Stakeholder Input
Focus Group 2B: Non-Profit Development	May 24, 2016	Stakeholder Input
Focus Group 4: Community Organizations	June 7, 2016	Stakeholder Input
Plan Commission and Infill Development Steering Committee Walking Tour	June 13, 2016	Tour Portions of Kendall Yards and West Central Neighborhood
Focus Group 5: Neighborhood Council Representatives	June 30, 2016	Stakeholder Input
Joint City Council and Plan Commission Study Session	July 14, 2016	Briefing
Infill Development Steering Committee Workshop #1	July 20, 2016	Develop Preliminary Recommendations
Infill Development Steering Committee Workshop #2	August 9, 2016	Develop Preliminary Recommendations
Infill Development Steering Committee Workshop #3	August 11, 2016	Develop Preliminary Recommendations
Infill Development Steering Committee Workshop #4	August 25, 2016	Develop Preliminary Recommendations
Public Open House	August 30, 2016	Public Input on Preliminary Recommendation
Infill Development Steering Committee Recommendation Meeting	September 13, 2016	Develop Final Recommendations
Infill Development Steering Committee Status Update	TBD April 2017	Benchmarking Implementation

September 28, 2016

RE: Spokane Regional Addressing Standards

Dear Plan Commission Members:

Attached is the current working draft of the updated Public Safety Roadway Naming and Physical Addressing Code. Addressing authorities throughout Spokane County came together in 2015 to develop a set of standards for assigning street names and addresses. The group developed a template that all local agencies could then adopt. Currently staff is working to finalize the draft paying close attention to make sure that the new regulations include codes specific to the City of Spokane.

At this Plan Commission meeting we will give a high level overview of the regional addressing standards and present the draft ordinance. We plan to have a more in depth dialog following the presentation to be given on October 12<sup>th</sup> when the draft should be more complete. It is anticipated that we will hold a public hearing with the Plan Commission on October 26, 2016.

Sincerely,

Tami Palmquist  
Associate Planner

# SPOKANE REGIONAL ADDRESSING STANDARDS

## What is the current issue?

- Addressing authorities throughout Spokane County use a variety of methodologies to assign street names and addresses.
- Absent a countywide addressing standard, conflicts within our addressing system will continue to impede the ability of public safety agencies to provide timely and effective emergency response.

## What is our goal?

- Development of a common countywide standard used by all addressing authorities within Spokane County to reduce addressing conflicts and enhance public safety agencies' abilities to provide emergency response.
- This standard should support Federal, State, and Local standards:
  - U.S. Postal Service
  - National Emergency Number Association (NENA)

## Why is this necessary?

- There is no regional addressing standard, which results in conflicting and inconsistent addressing.
- Addressing & street naming processes are currently unique to each jurisdiction.
- Public Safety Dispatch Centers are highly reliant on computerized mapping (GIS).
- In order for Public Safety Dispatch Centers to function effectively and efficiently, standardized addressing is critical for the responders to actually find the address.
- Inconsistent addressing can cause issues for first responders in the field- with or without modern CAD systems.

## What are the benefits?

- Consistent countywide addressing standard & processes.
- Provides predictability for all developers regardless of the jurisdiction they are working within.
- Includes an addressing appeal process for problematic addressing.
- **Results in improved public safety response for our community and citizens.**

## What do you need to do?

- Become familiar with the Addressing Standard.
- Schedule an Addressing Standard presentation for your organization (optional).
- Adopt the Addressing Standard ordinance.

Want to learn more?

Visit <http://bit.ly/AddressIssues>  
for an interactive view  
of addressing issues

## Moving Forward

### Get in touch!

Ian VonEssen  
Regional Public Safety GIS Manager  
[ivonessen@spokanecounty.org](mailto:ivonessen@spokanecounty.org)

- Board of County Commissioner approval/adoption
- **Goal: Unincorporated County Adoption - 2016**
- Continued solicitation of regional partners
- Future Presentations to local government elected officials
- Receive/review comments from all stakeholders:
  - Homebuilders, Commissioners, City Councils
- **Goal: Countywide Adoption - March 2017**



# Project History

Replacement of Fire Computer Aided Dispatch System (CAD) with a map-centric system

New Fire & Law Enforcement CADs require consistent Communitywide Addressing

2012  
&  
2013

Regional RFP for Law Enforcement CAD/RMS

New World Systems Awarded Contract

New GIS-based CAD systems allow for:

Faster & Higher Accuracy Dispatching

Automatic Vehicle Routing

Real time Law Enforcement & Fire Asset Management

2014

Initial Meetings w/ Addressing Authorities (May - July) by 911 and GIS staff

Drafting of Initial Addressing Standard (September)

Joint Addressing Authorities Committee Meetings (September 17th & October 13th)

Included addressing staff representatives from the following County & Municipal entities:

City of Airway Heights, City of Spokane, City of Spokane Valley, City of Cheney,

City of Deer Park, City of Liberty Lake, & Spokane County.

2015

Completion of Recommended Communitywide Addressing Standard (December)

Presentation to Spokane Home Builders Association (January 12th)

Presentation to Spokane County Board of Commissioners (January 26th)

2016  
&  
2017

**Future Presentations to local government elected officials (Completion: September 2016)**

**Countywide System in place March 2017**

## SPOKANE REGIONAL ADDRESSING STANDARDS

**ORDINANCE NO. C-\_\_\_\_\_**

An ordinance relating to public safety roadway naming and physical addressing code; enacting a new chapter 17D.050A of the Spokane Municipal Code.

**NOW THEREFORE**, the City of Spokane does ordain:

Section 1. That there is enacted a new chapter 17D.050A of the Spokane Municipal Code to read as follows:

**Chapter 17D.050A Public Safety Roadway Naming and Physical Addressing Code**

**Section 17D.050A.010 Purpose, Goals, and Intent**

- A. The purpose and intent of this chapter is to establish a uniform method for naming roadways and assigning addresses for real property and structures within the City of Spokane.
- B. The goals of this chapter are as follows:
  - 1. To facilitate the expedient emergency response by medical, law enforcement, fire, rescue, and any other emergency services;
  - 2. To regulate the display of property address numbers and provide for accurate road name signage, installation, and maintenance thereof; and
  - 3. To provide property owners, the general public, emergency responders, and government agencies and departments with an accurate and systematic means of identifying and locating property and/or structures.

**Section 17D.050A.020 Applicability**

- A. This chapter applies to all public and private roadways, addresses for real property, and structures situated within the City of Spokane. The City of Spokane may name or rename roadways and assign or reassign addresses as necessary to further the purpose of this chapter.
- B. This chapter applies to the assignment of addresses to all new or existing buildings or properties within the City of Spokane.
- C. All non-conforming addresses may be changed to conform to this Code.

**Section 17D.050A.030 Administration**

The Development Services Center shall administer the provisions of this chapter, unless otherwise provided for herein.

**Section 17D.050A.040 Definitions**

- A. "Address" means a property location identification with the following format, and typically in the following order: address number, directional prefix, roadway name, roadway type, building

designator, and unit designator (e.g., “123 W. Main St., Apt. 456”). The following elements are required: address number, roadway name, and roadway type. The following elements may be optional: directional prefix, building designator, and unit designator.

- B. “Addressing Authority” means the Development Services Center.
- C. “Address Number” means the numeric designation for an addressable structure or unit.
- D. “Addressable” means a property required to be assigned an address under this chapter.
- E. “Addressable Property, Addressable Structures, Addressable Sites or Addressable Units” means, generally, the habitable or legally occupied structure, or a lot, parcel, or tract, but may also include other structures or sites as determined necessary by the relevant addressing authority.
- F. “Addressing Database” means the computerized format for tracking assigned roadway names and addresses within the City of Spokane. This system is maintained by \_\_\_\_\_.
- G. “Addressing Grid System” is the address number and directional system in a particular area such as a grid system, block system, plat, or subdivision.
- H. “Administrator” means the Development Services Center Manager.
- I. “Building Designator” means a single character alphabetic descriptor for a single building within a multiple unit complex (e.g., “123 W. Main St., Bldg. A”).
- J. “Department” means the Development Services Center.
- K. “Directional Prefix” means a single or double character alphabetic descriptor within a roadway name consisting of any combination of the cardinal directions of North, South, East, and West, generally used in specific roadway naming schemes (i.e., N, S, E, W, NE, NW, SE, SW).+
- L. “E911 Director” means the manager of the local 911 service.
- M. “Non-conforming Address or Roadway Name” means an address or roadway name that is not in compliance with this chapter.
- N. “Multiple Units” means the presence of two or more addressable structures, addressable sites, or addressable units on a single Spokane County tax parcel or group of undivided interest parcels.
- O. “Multiple Unit Complex” means an apartment, condominium, or business complex where there exist multiple buildings on a single site, and two or more buildings include multiple units.
- P. “Multiple Unit Structure” means a single structure which contains two or more units.
- Q. “Non-conforming Roadway Name Sign” means a roadway name sign that is not in compliance with this chapter.

- R. “Regional Public Safety Spatial Database” means the spatial format for tracking all assigned roadway names and addresses within Spokane County. This system is maintained by the Regional Public Safety Geographic Information Systems (RPSGIS) Committee for use in countywide public safety-related applications.
- S. “Roadway” means a public or private way on which vehicles travel, encompassing all roadway types.
- T. “Roadway Name” means the word or words either existing, or in the case of new or renamed roadways, which are approved by the Department of Engineering Services, used in conjunction with a directional prefix, and/or a roadway type to identify a public or private roadway.
- U. “Roadway Type” means an abbreviated word used in conjunction with a roadway name to describe the character of the roadway and will be in accordance with USPS Publication No. 28 Appendix C1. The following are allowable roadway types:
1. Alley (Aly): a narrow service roadway that serves rear lots and where platted width is less than twenty feet.
  2. Avenue (Ave): a through local, collector or arterial roadway generally running east-west.
  3. Boulevard (Blvd): a roadway with exceptional width, length and scenic value, typically with a landscaped median dividing the roadway; or an arterial or major collector roadway that lies diagonally to the east-west, north-south grid system.
  4. Circle (Cir): a local or collector roadway having ingress and egress from the same roadway. See also “Loop”.
  5. Court (Ct): a dead end or cul-de-sac that will not become an extension or a continuation of either an existing or future roadway, not longer than six hundred feet in length.
  6. Drive (Dr): a lengthy collector or arterial that does not have a definite directional course.
  7. Highway (Hwy): used to designate state or federal roadways only.
  8. Lane (Ln): a roadway used as a private local access within a development.
  9. Loop (Loop): a local or collector roadway having ingress and egress from the same roadway. See also “Circle”.
  10. Parkway (Pkwy): a thoroughfare designated as a collector or arterial, with a median reflecting the park-like character implied in the name.
  11. Place (Pl): a permanently dead-end roadway, terminating in a cul-de-sac, or short through roadway, not longer than six hundred fifty feet in length.

12. Road (Rd): typically reserved for roadways located outside the boundary of a city or town, and may be found within city/town limits due to past annexations or when a new roadway is in alignment with or within one hundred twenty five feet of an existing county road.
13. Street (St): a through local, collector or arterial roadway generally running north-south.
14. Way (Way): a curvilinear roadway.
- V. "Unit" means a specific dwelling or commercial space amongst a larger group of dwellings or commercial spaces (e.g., apartment, suites, etc.).
- W. "Unit Designator" means a secondary address number that is used to identify a separate unit on a single lot, parcel, tract of land, or within a multiple unit complex. A unit designator at a minimum shall consist of a unit type and a numeric identifier (e.g., 10126 W. Rutter Pkwy., Apt. 2). See also: "Multiple Units", "Multiple Unit Complex", "Multiple Unit Structure")
- X. "Unit Type" means an abbreviated word used in conjunction with a unit designator to describe the character of the unit and will be in accordance with USPS Publication No. 28 Appendix C2. The following are allowable unit types:
1. "Apt" for Apartment,
  2. "Bsmt" for Basement,
  3. "Bldg" for Building,
  4. "Dept" for Department,
  5. "Dorm" for Dormitory,
  6. "Fl" for Floor,
  7. "Frnt" for Front,
  8. "Hngr" for Hanger,
  9. "Lbby" for Lobby,
  10. "Lot" for Lot,
  11. "Lowr" for Lower Level,
  12. "Ofc" for Office,
  13. "Pier" for Pier,
  14. "Rear" for Rear,
  15. "Rm" for Room,
  16. "Slip" for Slip,
  17. "Spc" for Space,
  18. "Stop" for Stop,
  19. "Ste" for Suite,
  20. "Trlr" for Trailer,
  21. "Unit" for Unit,
  22. "Uppr" for Upper Level,
- Y. "Utility Site" means a parcel containing any type of utility service, located on a legal parcel of land with no association to a building and, requiring periodic maintenance or readings by utility company personnel.



#### **Section 17D.050A.050 Roadways to Which Naming Requirements Apply**

- A. New or unnamed existing roadways providing access to four (4) or more addressable parcels, structures, or units shall be named.
- B. Existing roadways for which renaming has been authorized by the City to promote the purpose of this chapter shall be renamed as provided for in the City Charter and the Spokane Municipal Code.
- C. Preapproved road names shall be identified on plat documents at the time of Final Plat submittal.
- D. Only traveled ways that qualify as roadways may be named; except that alleys in the downtown zones may be named.
- E. All roadways shall be named regardless of whether the ownership is public or private. Without limitation, this includes all roadways that are created within plats, short plats, binding site plans, PUDs and manufactured/mobile home parks.
- F. Driveways, access to parking areas and other traveled surfaces that are not considered roadways may not be named, but may have directions identified with the following method:
  - 1. Arrow signs indicating building or address ranges within an apartment complex or campus may be placed at the entrances and along the non-roadway traveled ways to locate the buildings.

#### **Section 17D.050A.055 Naming of Roadways**

- A. Any project permit action that results in a name being created to identify a new roadway, whether public or private, shall comply with the requirements of this chapter. The applicant will designate proposed roadway names. The Developer Services Center shall review the proposed roadway names for consistency with this chapter.
- B. Other than as provided in subsection (A) of this section, a roadway name shall be established or changed by ordinance upon recommendation of the plan commission. Any proposed roadway name change shall be consistent with the roadway naming standards of SMC 17D.050A.060.
- C. Before submitting a proposed roadway name change to the plan commission, the Developer Services Center shall cause the applicant to give notice to the owners of property fronting on the roadway, the United States Postal Service and emergency dispatching personnel, for the purpose of eliciting comments. The Developer Services Center shall also cause the applicant to post notice pursuant to SMC 17G.060.120.

#### **Section 17D.050A.060 Roadway Naming Standards**

All new, unnamed, or renamed roadways within the City of Spokane shall be named pursuant to this chapter and the following criteria:

- A. Roadway names shall be easy to read and pronounce.
- B. Roadway names shall not contain vulgarity or vulgar innuendo, nor insult to any person, group, or class of persons, or institution.
- C. Roadway names shall not sound similar to other roadway names within the City of Spokane, whether existing or currently proposed. (e.g., Links, Lynx)

D. Duplicate roadway names will not be allowed.

1. Any roadway name shall not duplicate any county roadway names unless the new roadway is in alignment with the existing county roadway.
2. Roadways with the same root name but different suffix (that are not in reasonable alignment with the existing roadway) will be considered as a duplicate roadway name, e.g., Chesterfield Drive or Chesterfield Lane and thus disallowed.

E. Roadway names shall conform to the most current M.U.T.C.D. and City of Spokane Standards for maximum letter usage, font style, font height, font stroke, and layout.

F. Roadway names shall be based on the Modern English alphabet and shall not contain special characters (periods, dashes, underscores, apostrophes, quotes, diacritic, etc.) or have frivolous, complicated, or unconventional spellings. Roadway names may contain a single space to separate two words (e.g. "Mount Spokane Dr."), with the following exception:

1. Alpha streets shall include quotation marks (e.g. "A" St.)

G. Roadway names should not include abbreviations (e.g., "St Charles" vs "Saint Charles"), with the exception of numbered roadways, which may be written in their abbreviated format (e.g., "1st" for "First", etc.).

H. Articles (e.g., "The", "A", or "An") shall not be used to begin roadway names.

I. Roadway names duplicating commercial or private facilities shall not be used (e.g., "Bowling Alley" or "Tennis Court").

J. Numbered or alphabetical roadway names shall continue in sequence (e.g., 1st adjacent to 2nd, and not adjacent to 3rd).

K. Numbered Avenues shall be spelt out from First to Tenth. Numbered Avenues starting at 11<sup>th</sup> shall display numbers with an ordinal suffix, in lower case letters.

L. A proposed roadway which is a continuation of, within one hundred twenty-five feet of another already existing and named roadway, or in alignment with an existing roadway, shall continue the roadway prefix direction, roadway name, and roadway type of the existing roadway whenever possible. If the proposed roadway will terminate at a cul-de-sac, the roadway type for the block containing the cul-de-sac may be Court (Ct).

M. Roadway name integrity should be maintained for the entire length of the roadway whenever possible. Roadway names shall only change when there is a substantial intersection or significant "visual geometric cue." Generally continuous roadways shall not be subdivided into segments with different names.

N. Roadway names shall not include a directional prefix (e.g., "W. West Washington Rd.").

O. Driveways serving four (4) or more addressable parcels, structures, or units shall be designated and named as a private roadway (e.g., “E. Elk Ln.”).

P. Roadway names shall not include words used as roadway types (e.g., “Circle St.” or “Avenue Way”).

Q. Roadway names shall not include the word highway (e.g., “Highway 2” or “Old Sunset Highway”).

R. Alleys should not be named or assigned addresses, except as permitting in the Downtown.

S. Roadways which meander or change abruptly from one predominant direction to another shall be assigned a directional prefix in one direction throughout the roadway length according to which general direction of such roadway is the predominant direction of travel.

T. If a roadway forks into two roadways, the fork with the highest projected traffic volume should continue the same name.

U. All proposed new or renamed roadway names which deviate from this document shall be subject to a review by the Addressing Authority and the E911 Director, or designee, for ease of use within E911 computer-aided dispatch systems, and verified against the Regional Public Safety Spatial Database.

#### **Section 17D.050A.070 Roadway Name Signs Required**

- A. All private and public roadways shall have approved roadway name signs posted at every intersection in compliance with federal, state, and local laws and regulations. Roadway name signs shall be made and installed pursuant to this chapter.
- B. Prior to the filing of a final plat, the developer shall install proper roadway name signs to be located per the jurisdiction standards and in accordance with the specifications and requirements of this chapter and shall arrange for inspection by the Administrator or designee.

#### **Section 17D.050A.080 Standards for Signage of Roadways**

- A. All public and private roadways shall be designated by names or numbers on signs clearly visible and legible from the roadway. All roadway signs, both public and private, shall be constructed, located and maintained in accordance with standards adopted by the City of Spokane.
- B. Roadway signs shall be located at intersections and be legible from all directions of vehicle travel for a distance of not less than one hundred fifty five feet, unless otherwise required by the Administrator.

1. All letters and numbers shall comply with M.U.T.C.D Standards for font style, font height, and font stroke.
2. Sign mounting height and lateral offset shall comply with the most current Standards of the City of Spokane.
3. All required roadway signs placed at the intersection of a public and private roadway shall be placed outside of the public right-of-way, and constructed and maintained by the private roadway owner(s).
4. On other than through-traffic roadways, signs identifying pertinent information shall be placed at the entrance to such roadways.
5. Signs shall be installed in a horizontal orientation and prior to final acceptance of roadway improvements.

#### **Section 17D.050A.090 Addressing Grid Systems**

- A. The city of Spokane shall participate in the use of the addressing grid system described in this section.
- B. The City of Spokane addressing grid is defined as follows:
  1. Sprague Avenue or Sprague Avenue extended divides the City into north and south addresses and Division Street or Division Street extended divides the City into east and west addresses.
  2. North of Sprague Avenue, addresses have even numbers on the east side of the roadway and odd numbers on the west side; south of Sprague Avenue, even numbers are on the west side of the roadway and odd numbers are on the east. West of Division Street, addresses have even numbers on the north side and odd numbers on the south side of the roadway; east of Division Street, even numbers are assigned to the south side of the roadway and odd numbers are on the north side.
  3. The appropriate directional designation, or abbreviation of the word itself (e.g., “N.” or “North”), is part of the address and follows the number. For example, the first lot south of Sprague Avenue on the west side of Division Street would have a street address of “1 S. Division Street.”

#### **Section 17D.050A.100 Addressing Standards**

- A. Each property owner who has addressable property and has not been assigned an address has a responsibility to apply to the Addressing Authority for a physical address.

- B. Each address assigned prior to the issuance of a building permit shall include, at a minimum: a site map showing any proposed or existing structures, driveways, and road approach locations and shall be accompanied by an application, as determined by the Addressing Authority.
- C. When any project permit action results in a name being created to identify a new roadway, whether public or private, the applicant will designate proposed roadway names. The director of planning shall review the proposed roadway names for consistency with this chapter.
- D. Before a building permit for new construction may be issued, the applicant must apply to the Development Services Center for a street address number. The Addressing Authority issues a certificate of street address to the applicant and retains a record in the department's files showing the name of the applicant and the location of the property. The number so assigned is used as the address for the property for all purposes.
- E. The numbering of addressable properties or structures along each roadway shall begin at the appropriate grid point of origin and continue in sequence. No address shall be out of sequence in relation to the adjacent addresses.
- F. Each block along a roadway may have up to one hundred address numbers. The hundred series shall change upon crossing a roadway intersection or in best possible alignment with the established address grid if applicable, with the exception of intersecting driveways and/or alleys. The hundred series along a public roadway shall not change upon crossing a private roadway, unless deemed necessary by the Addressing Authority. Private roadways wholly contained within plats shall be assigned hundred series as if they were public roadways.
- G. Two uniquely named roadways should not intersect more than once (e.g., Main St. should not intersect Pine Ln. at 200 W. Main St., and also intersect Pine Ln. at 400 W. Main St.). (Move to road naming standards).
- H. Addresses along a roadway shall have even numbers on one side of the roadway and odd numbers on the other side as defined in the addressing grid.
- I. Individual address numbers shall be assigned to fit within the block range of the roadway segment to which the address is assigned (e.g. a new address that is assigned to the 200 block of Main St., must be assigned a number between 200 and 299). Individual addresses should be assigned to be consistent with adjacent blocks of the same N-S or E-W orientation.
- J. Addresses accessed via a shared driveway shall be assigned based on the point of origin of the driveway from the connecting roadway and shall be sequential.
- K. Addressable property or structures shall be assigned an address based upon the roadway from which vehicular access to the property or structure is obtained, with the following exceptions:
1. Commercial and Public Facility structures may be assigned an address based upon the roadway the main entrance faces and not necessarily the access roadway.

2. Residential structures on corner lots may be assigned an address based upon the roadway the main entrance faces and not necessarily the access roadway.
- L. Fractional addresses shall not be used (e.g., “100 ½ W. Main St.”).
- M. Address numbers shall not contain any non-numeric characters (e.g., “118a” or “118b”).

#### **Section 17D.050A.110 Change in Roadway or Address Status**

- A. If a public or private roadway right-of-way is altered, the City shall review the alteration and may assign a corrected roadway name and/or address/addresses consistent with the provisions of this Code. If the access to an individual address is altered, the City shall assign a corrected address consistent with the provisions of this Code (e.g., the owners of 200 W. Cherry Ln. change the location of their driveway from Cherry Ln. to Spruce Ln. necessitating an address on Spruce Ln.).
- B. Roadway name changes should be approved only when they further the public interest or public safety, specifically in the dispatching of emergency vehicles. A change in the name of an existing roadway is subject to approval by the city council. The city council, subsequent to the recommendation of the plan commission, may grant a roadway name change if the proposed change is consistent with the policy for naming roadways found in **SMC 17D.050A.060**.

#### **Section 17D.050A.120 Multiple Units**

- A. Duplex/Triplex units shall be assigned one address for each unit when possible.
- B. ~~Detached accessory dwelling units may not be assigned a separate address from the primary unit. Detached accessory dwelling units may be assigned a unit designator. Dependent relative units shall not be assigned a separate address from the primary unit.~~ Accessory dwelling units (ADU) whether attached or detached, shall be assigned a secondary address from the primary dwelling unit. The ADU shall be identified by the building designator “Unit” (e.g.; 123 W. Main St., Unit 1).
- C. Manufactured Home Parks which contain dwelling units fronting on a public or private roadway(s) shall be assigned one address for each dwelling unit. Manufactured home parks which contain dwelling units fronting on unnamed private access roadway(s) shall be assigned one address for the entire property, and a secondary address assigned for individual spaces by the manufactured home park owner subject to approval by the City (e.g.; “1520 W. Richland St., Spc. 1”).
- D. Multiple unit complexes shall be assigned one address for the property based upon the roadway from which vehicular access to the structures is obtained whenever possible. If necessary, the addressing authority may assign an address based upon the roadway the main entrance faces (e.g., “1642 N. Sherman Rd., Spc. 10).
- E. Structures within multiple unit complexes shall be assigned a building designator for each structure as opposed to a unique address (e.g., “123 W. Main St., Bldg. A”) unless an exception is granted by the City.



- F. When unit designators are assigned to multiple unit structures with individual building designations, the unit designator shall include the building designation (e.g., 123 W. Main St., Apt. A200 or 123 W. Main St., Bldg. A, Apt. 200).
- G. When unit designators are assigned to buildings with multiple floors, all above ground units shall be assigned a three digit number (or higher) where the beginning number shall represent the floor upon which the unit is located (e.g., first floor units would be assigned a three digit number beginning with 1, "Apt. 101", fifteenth floor units would be assigned a four digit number beginning with 15, "Apt. 1501").
- H. Units within below grade stories shall include the alpha characters **LL** to indicate lower level and then be assigned a three digit number where the beginning number shall represent the floor upon which the unit is located (e.g. all units in the first level below grade would be assigned three digit numbers beginning with 1, "Apt. **LL**101", units on the second level below grade would be assigned three digit numbers beginning with 2, "Apt. **LL**201").
- I. Should a remodel of a multiple-unit structure alter the number or configuration of units, the addresses of units within said structure shall be updated to remain in compliance with this section.
- J. Should a remodel of a single-unit structure create a multiple-unit structure, the addresses of units within said structure shall be updated to remain in compliance with this section.
- K. When unit designators are assigned to individual multifamily dwellings (including apartments and condominiums) the units shall use the unit type for apartment: "Apt." or unit: "Unit".
- L. When unit designators are assigned to individual dwellings/spaces in manufactured home parks, the units shall use the unit type for space: "Spc.".
- M. When unit designators are assigned to individual commercial suites or tenant spaces within a commercial structure(s), the units shall use the unit type for suite: "Ste.".
- N. All other multiple unit structures not previously described shall contain a unit type which most closely identifies the unit's use and which is in accordance with current USPS Published Standards.

#### **Section 17D.050A.130 Residential Final Plat Addresses**

Prior to the filing of a residential final plat, all preliminary plat maps must be submitted and approved as required by the Spokane Municipal Code (SMC) 17G.080.050(C)(2), and the full physical addresses for all lots within or served by the development must be indicated on the final plat. Physical addresses will not be issued without an approved plat map unless authorized otherwise by **SMC \_\_\_\_\_**.

#### **Section 17D.050A.140 Display of Address**

- A. On structures now existing or hereafter erected the owner of the property or structure shall conspicuously place the correct address, as required by this chapter.

- B. Addresses shall be displayed on all new and existing buildings. Letters, numbers, or symbols shall meet the following standards:
  - 1. The posted address shall be metal or other durable material.
  - 2. The numbering/lettering shall be at least four inches in height, and one-half inch in stroke width minimum.
  - 3. The posted address shall contrast with its background.
  - 4. The address shall be placed on the structure plainly legible and visible from the roadway from which vehicular access is provided to the property or structure.
  - 5. Address is visible from all directions of travel.
- C. Structures in excess of 100 feet from the roadway fronting the property shall display the address on a sign, monument, or post not less than three feet, or more than six feet above the ground and located at the entrance to the property from the nearest roadway. The structure shall display additional posting at the structure location.
- D. If two or more addressable structures share a common primary access and any one of the addressable structures is located more than 100 feet from the roadway designated in the assigned address, the addresses for each structure shall be posted at the intersection of the shared access and the named roadway on a sign or post not less than three feet nor more than six feet above the ground, and each structure shall display additional posting at the structure location.
- E. If refuse collection is elsewhere than in the fronting street of a building, the owner and occupant shall conspicuously post and maintain the street address number near the refuse receptacles clearly legible from the place where the refuse is collected.
- F. Address numbers, signage, location, and sizing shall be maintained in a manner consistent with the provision, purpose and intent of this addressing standard by the responsible property owner, including all other local, state and federal laws.

#### **Section 17D.050A.150 List of Established Roadway Names, Assigned Addressing, and Mapping**

The City of Spokane - Spokane County RPSGIS committee shall maintain the Regional Public Safety Spatial Database comprised of all public and private roadways and addresses within all of Spokane County. The aforementioned spatial database is available for viewing either online from the Spokane County website or in person within the Spokane County Public Works Building during regular business hours.

**Section 17D.050A.160 Deviations from Literal Compliance**

The Administrator may grant minor deviations from literal compliance with the requirements of this chapter, with the approval of the Spokane City Council. Such deviations are intended to provide relief from literal compliance with specific provisions of this chapter in instances where there is an obvious practical problem with doing so, while still adequately addressing the property for location by emergency service providers and to promote the other purposes of this chapter.

**Section 17D.050A.170 Appeals**

- A. The Hearing Examiner shall hear appeals of roadway naming or renaming decisions by the City, pursuant to SMC 02.005.040(C).
- B. The Manager of the Development Services Center may approve roadway names for newly established roadways or sections thereof. The manager's decision is an administrative action that may be appealed to the hearing examiner under [chapter 17G.050 SMC](#).
- C. An appeal must be filed prior to final plat approval.
- D. Appeals must be in writing on forms provided by the department. The applicant has the burden of demonstrating that the desired roadway name satisfies the requirements of this chapter.
- E. An appeal fee as specified in [chapter 8.02 SMC](#) must be submitted with the completed appeal form and any supporting documentation.

**Section 17D.050A.180 Severability**

If any provision of this chapter is held invalid, the remainder of the chapter is not affected.

PASSED by the City Council on \_\_\_\_\_.

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

Mayor

Date

---

Effective Date

DRAFT

**CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND  
RECOMMENDATIONS ON THE COMPREHENSIVE PLAN LAND USE MAP  
AMENDMENT FILE NO. Z150085COMP**

**A Recommendation of the City Plan Commission to the City Council in the matter of a proposed Comprehensive Plan Amendment application by Stanley Schwartz on behalf of QueenB Radio, Inc. to amend the land use plan designation from “Open Space” to “Centers and Corridors Core” on a 1.9 acre parcel located at 2651 E. 49<sup>th</sup> Street. The implementing zoning designations requested is “CC2-District Center”.**

**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 Z150085COMP (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.
- W. XXX
- X. XXX

## 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. Z1500085, the Plan Commission makes 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):

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.

DRAFT

## RECOMMENDATION:

In the matter of Z1500085COMP, a request by Stanley Schwartz on behalf of QueenB Radio, Inc. to amend the land use plan designation from “Open Space” to “Centers and Corridors Core” on a 1.9 acre parcel located at 2651 E. 49<sup>th</sup> Street, with a corresponding zoning designation of “CC2-District Center” , as based upon the above listed findings and conclusions, by a vote of \_\_\_\_ to \_\_\_\_, the Plan Commissions recommends to City Council the **APPROVAL/DENIAL** of the requested amendment to the Land Use Plan Map of the City’s Comprehensive Plan.

If approved, the Plan Commission further recommends that the following conditions of approval be incorporated into a development agreement with the property owner:

- A.     XXX
- B.     XXX

**CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND  
RECOMMENDATIONS ON THE COMPREHENSIVE PLAN LAND USE MAP  
AMENDMENT FILE NO. Z1500078COMP**

**A Recommendation of the City Plan Commission to the City Council in the matter of a proposed Comprehensive Plan Amendment application by Avista Corporation to amend the land use plan designation from “Residential 15-30” to “Light Industrial” on 14 parcels, totaling 2.78 acres bounded on the north by North Crescent Avenue, on the west North Center Street, and on the south by Ross Court. The implementing zoning designation requested is “Light Industrial”.**

**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:
- J. Scott Engelhard of the County of Spokane Public Works (reference **Exhibit PA-1**);
- K. Dave Kokot, P.E., of the City of Spokane Fire Department (reference **Exhibit PA-2**); and,
- L. Eldon Brown, P.E., of the City of Spokane Planning & Development Department (reference **Exhibit PA-3**).
- M. 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.
- N. The Logan Neighborhood Council received a presentation from the applicant at their May 25, 2016 meeting.
- O. The Community Assembly received a presentation regarding the proposed 2015/2016 Comprehensive Plan amendment applications at their June 2, 2016 meeting.
- P. The Spokane Plan Commission held a substantive workshop to study the requested amendment on May 25, 2016.
- Q. 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.
- R. 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.
- S. 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.
- T. 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.
- U. 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.
- V. The Plan Commission held a public hearing on the requested amendment on September 14, 2016, which was continued September 21, 2016, and deliberations were held on September 28.



W. 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.

X. XXX

Y. XXX

## 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 makes 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):

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.

### **RECOMMENDATION:**

In the matter of Z1500078COMP, a request by Avista Corporation to amend the land use plan designation from "Residential 15-30" to "Light Industrial" on 14 parcels totally 2.78 acres, with a corresponding change of the implementing zoning designation to "Light Industrial", as based upon the above listed findings and conclusions, by a vote of \_\_\_ to \_\_\_, the Plan Commissions recommends to City Council the **APPROVAL/DENIAL** of the requested amendment to the Land Use Plan Map of the City's Comprehensive Plan.

If approved, the Plan Commission further recommends that the following conditions of approval be incorporated into a development agreement with the property owner:

- A. XXX
- B. XXX

**CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND  
RECOMMENDATIONS ON THE COMPREHENSIVE PLAN LAND USE MAP  
AMENDMENT FILE NO. Z1500084COMP**

**A Recommendation of the City Plan Commission to the City Council in the matter of a proposed Comprehensive Plan Amendment application by Jay Bonnett, on behalf of Morningside Investments, LLC to amend the land use plan designation from “Residential 4 – 10” on 45.5 acres to “Residential 15 – 30” on 41.63 acres, and “Residential 10 – 20” on 3.87 acres. The implementing zoning designations requested are RMF and RTF, respectively.**

**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 generally 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.
- D. Comprehensive Plan amendment application Z1500084 (reference **Exhibit A-1**) was submitted by October 31, 2015 deadline for Plan Commission review during the 2015/2016 amendment cycle.
- E. The proposed amendment is to the Land Use Plan Map of the City’s Comprehensive Plan to change the land use designation on 45.5 acres of 49.48 acres within the Windhaven First Addition PUD (the “Subject Property”). The applicant proposes amending 41.63 acres of “Residential 4 – 10” to “Residential 15 - 30”, and 3.87 acres of “Residential 4 – 10” to “Residential 10 – 20”.
- F. The subject property includes all parcels and tracts within the Windhaven First Addition PUD, except Lots 1 - 8, Block 4, Lots 1 - 13, Block 5, and Lots 1 – 5, Block 6. The Windhaven First Addition PUD was final platted in 2006, with private roads and utilities constructed, but no further development has taken place since the time of final plat.
- G. The subject property is located near the northwest corner of the Indian Trail Neighborhood Center.
- H. The core of the Indian Trail Neighborhood Center consists of approximately 37 acres with an adjacent 61.55 acres of zoned for multifamily residential use, and 24.56 acres zoned for office use (which also allow high density residential use). Combined, this makes up an approximately 123 acres. If this application is approved, the subject property would add an

additional 41.63 acres of RMF, and 3.87 acres of RTF in the vicinity of the neighborhood center.

- I. At the conclusion of an abbreviated neighborhood center planning process, in 2007, the City Council adopted Ordinance C34154, amending the City's Comprehensive Plan Land Use Plan Map and Official Zoning Map per the "North Indian Trail Neighborhood Center Land Use Plan Map Proposal." The Subject Property was zoned RSF as part of that abbreviated neighborhood center planning process.
- J. The subject property is accessed via W. Barnes Road, a local street, with secondary access from W. Shawnee Avenue, also a local street. Both local streets feed onto N. Indian Trail Road, which is classified as a minor arterial.
- K. The requested implementing zoning designation is Residential Multifamily on the area designated as "Residential 15-30", and Residential Two-Family on the area designated as "Residential 10-20".
- L. Staff requested comments from agencies and departments on December 9, 2015. Comments received are summarized in **Exhibit S-2**.
- M. A Traffic Impact Analysis (TIA) was requested by City of Spokane Streets Department staff on December 10, 2015. A draft of the TIA was submitted to the City dated May 2016, with the final report issued on July 11, 2016 (reference **Exhibit A-5**).
- N. 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 the final TIA by the applicant, the public comment periods was extended to July 25, 2016. Comments received from the public through July 25, 2016 are summarized in Exhibit P-1. The entire text of public comments is on file.
- O. The Indian Trail Neighborhood Council received a presentation from the applicant's traffic engineer on May 28, 2016, and a presentation by the applicant at their June 16, 2016 meeting.
- P. The Community Assembly received a presentation regarding the proposed 2015/2016 Comprehensive Plan amendment applications at their June 2, 2016 meeting.
- Q. The Spokane Plan Commission held substantive workshops to study the requested amendment on June 8, 2016, and June 22, 2016.
- R. A Mitigated Determination of Non-Significance (MDNS) was issued on August 23, 2016 by City of Spokane Planning; Lisa Key, Planning Director, SEPA Responsible Official. (reference **Exhibit S-1**) The public appeal period for the SEPA determination ends at 5pm on September 13, 2016.
- S. 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.

- T. Notice of the Public Hearing and Mitigated 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.
- U. 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.
- V. The staff report provided an analysis of all the decision criteria for approval a Comprehensive Plan amendment as prescribed by SMC 17.G.020, Comprehensive Plan Amendment Procedure.
- W. The Plan Commission held a public hearing on the requested amendment on September 14, 2016 with continuation on September 21, 2016.
- X. 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.
- Y. XXX
- Z. XXX

## 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 makes 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):

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. Mitigations for the proposed amendment **DO/ DO NOT** result in a potential funding shortfall that suggests the need to scale back on land use objectives and/or service level standards, such a decision **HAS /HAS NOT** been made with public input as part the

requested comprehensive plan amendment, along with corresponding changes proposed to the capital facilities program.

5. 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.
6. 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.
7. 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.
8. 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.
9. A SEPA review **HAS / HAS NOT** been completed on the requested amendment.
10. 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.
11. 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.).
12. The proposed map amendment and site **ARE / ARE NOT** suitable for the proposed designation.
13. The map amendment **DOES / DOES NOT** implement applicable comprehensive plan policies better than the current map designation.
14. The proposed amendment **IS / IS NOT** consistent with the Comprehensive Plan policies.
15. The applicant **HAS / HAS NOT** presented enough evidence to justify the need for the proposed change to the Comprehensive Plan.
16. 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.).



17. 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.

DRAFT

## RECOMMENDATION:

In the matter of Z1500084COMP, a request by J.R. Bonnett Engineering on behalf of Morningside Investments, LLC to change the land use plan designation on 45.5 acres of 49.48 acres within the Windhaven First Addition PUD, to include changing 41.63 acres from “Residential 4 – 10” to “Residential 15 - 30”, with a corresponding change of the implementing zoning to Residential Multifamily; and, changing 3.87 acres of “Residential 4 – 10” to “Residential 10 – 20”, with a corresponding change of the implementing zoning to Residential Two-Family, as based upon the above listed findings and conclusions, by a vote of \_\_\_ to \_\_\_, the Plan Commissions recommends to City Council the **APPROVAL/DENIAL** of the requested amendment to the Land Use Plan Map of the City’s Comprehensive Plan.

If approved, the Plan Commission further recommends that the following conditions of approval be incorporated into a development agreement with the property owner:

- A. The applicant shall enter into a development agreement with the City that limits any subsequent development on the entirety of the 49.5 acres of Windhaven First Addition PUD to a maximum of 750 dwelling units, as detailed in the amended application and SEPA checklist.
- B. The applicant shall enter into a development agreement with the City that provides funding adequate to allow for the partial widening of North Indian Trail concurrently with the scheduled 2018 City grind and overlay project.
- C. The applicant shall enter into a development agreement with the City requiring the implementation of specific TDM strategies, as agreed to by the City and STA, that would mitigate the 89 new PM peak trips that are added to Francis Avenue (from Alberta eastward) as a result of the additional density from the rezone.
- D. All future development permit applications shall require a concurrency determination.
- E. Future development on the subject property shall be limited to allowed uses generating no more than 271 vested PM peak trips, until such time as the partial widening of North Indian Trail Road is fully funded and included on the City’s six-year capital improvement plan.
- F. XXX
- G. XXX