Spokane Plan Commission Agenda

October 26, 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 - 2:45	1) Approve October 12, 2016 meeting minutes	
	2) City Council/Community Assembly Liaison Reports	
	3) President Report	Dennis Dellwo
	4) Transportation Subcommittee Report	John Dietzman
	5) Secretary Report	Lisa Key
	6) Interview Applicants for Plan Commission Vacancy	
	Workshop:	
2:45 - 3:15	1) Animal Keeping Code Revisions Workshop	Heather Trautman/Nancy Hill
3:15 - 4:00	2) West Hills Neighborhood Plan	Kevin Freibott
	Hearing:	
4:00 - 4:30	1) Citywide Capital Improvement Program Hearing	Crystal Marchand
4:30 - 5:00	2) Countywide Addressing Ordinance	Tami Palmquist
	Adjournment:	
	Next Plan Commission meeting will be on November 9, 2016 at 2:00 pm	

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

Username: COS Guest
Password:

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Spokane Plan Commission

October 12, 2016
Meeting Minutes: Meeting called to order at 2:05 pm

Attendance:

- Board Members Present: Dennis Dellwo, John Dietzman, Christy Jeffers, Patricia Kienholz, Todd Beyreuther, Christopher Batten, Michael Baker, Jacqui Halvorson, Greg Francis; Community Assembly Liaison, Lori Kinnear; City Council Liaison
- Board Not Members Present: FJ Dullanty, Jacob Brooks
- Staff Members Present: Lisa Key, Amanda Winchell, Amy Mullerleile, JoAnne Wright, Tami Palmquist, Joelie Eliason, Pamela Bergin, Kevin Freibott, Nathan Gwinn, Jo Anne Wright, Joe Sacco.

Public Comment:

None

Briefing Session:

Minutes from the September 28, 2016 approved unanimously.

1. City Council Liaison Report-Lori Kinnear
   - Council approved the appointment of Police Chief Meidl
   - Council is participating in the Public Safety Forums in conjunction with Police, Fire and the Mayor on October 27th at the South Perry Library.
   - Council is preparing for the Comprehensive Plan Amendments.
2. Community Assembly Liaison Report– Greg Francis
   - Community Assembly appreciated the results of the Comprehensive Plan Amendment Hearings.
   - The Community Assembly discussed the Comprehensive Plan chapter updates and how they will impact the neighborhoods.
3. Transportation Subcommittee Report – John Dietzman
   - Next meeting will be held on November 1, 2016. PCTS. The committee will be discussing LINK Spokane.
4. Secretary Report-Lisa Key
   - Planning Association of Washington is holding a Planning Bootcamp in the City Hall Council Chambers on Friday, October 14, 2016 from 8:30AM-4:30PM.
   - Four applications have been received for the vacant Plan Commission Position. These applicants will be at the October 26th Plan Commission meeting to meet the Commission members.
   - Hearings have been scheduled for the October 26, 2016 Plan Commission meeting. These items will be the Citywide Capital improvement program and Countywide Addressing.
   - The Hearing scheduled for November 9, 2016 is on the Animal Keeping Ordinance.
5. Commission President Report-Dennis Dellwo
   - Recommends setting up a time on the agenda management to review Roberts Rules of Order procedures.
   - Recommended establishing a time frame for proponents to present during hearings.

Workshops:

1. Countywide Addressing Ordinance – Tami Palmquist
   - Presentations and overview given
   - Questions asked and answered

2. Comprehensive Plan: Capital Facilities & Public Comment Recap - JoAnne Wright, Amy Mullerleile
   - Presentation and overview given
   - Questions asked and answered

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Hearing:

1. Infill Development Report & Recommendations -Nathan Gwinn
    - Presentation and Overview given
    - Questions asked and answered

Public Comments:

1. Michael Cathcart spoke in support of the Infill Development Report and Recommendations.
2. Merle Gilliland spoke in opposition of the Infill Development Report and Recommendations.
3. Marcella Bennett spoke in opposition of the Infill Development Report and Recommendations.
4. Kitty Klitzke spoke in support of the Infill Development Report and Recommendations.
5. Gail Prosser spoke in support of the Infill Development Report and Recommendations.

Todd Beyreuther made a motion to recommend approval of the Infill Development Report and Recommendation to City Council. Motion seconded by Michael Baker.

Discussion ensued.

Patricia made a motion to amend the last paragraph to include, recognizing the urgency of moving these recommendations forward. Motion seconded by Todd Beyreuther. Motion passes unanimously.

The vote to forward a recommendation of approval with the amendment to the City Council was unanimous. 7/0

Meeting Adjourned at 5:03 P.M.

Next Plan Commission Meeting is scheduled for **October 26, 2016**

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Return to Agenda

ORDINANCE NO. C _____

An ordinance relating to animal control and amending Spokane Municipal Code sections 01.05.160, 17C.310.010; -- Now, Therefore,

The City of Spokane does ordain:

Section 1. That SMC 1.05.160 is amended.

SMC 1.05.160
Penalty Schedule – Land Use Violation

	Infraction	Violation Class
General		
IFC 105.3.3 SMC 17G.010.100(B)	Occupy Land or Building Without Certificate of Occupancy	2
SMC 10.48.050	Alarm Installation or Monitoring Company Failure to Provide Customer List	1
SMC 10.48.130	Alarm Installation or Monitoring Company Failure to Report New Customers	1
Boiler Code		
SMC 10.29.020	Operating Boiler Without License	1
SMC 10.29.021	Failure to Report Hazard	1
SMC 10.29.022	Leaving Boiler Room	2
SMC 17F.030.110	Failure to Cause Required Inspections of Boiler, Pressure Vessel	2
SMC 17F.030.130	Improper Operation of Boiler, Pressure Vessel	1
SMC 17F.060.050	Operate Without Elevator Operating Permit	1
Fire Code – International Fire Code (IFC)		
Chapter 22 IFC	Improper Aboveground Storage Tank for Motor Fuel Dispensing	1
Chapter 28 IFC	Improper Storage, Display of Aerosols	2
Chapter 33 IFC IFC 105.6.14 Chapter 10.33A SMC SMC 17F.080.060	Unauthorized Manufacture, Storage, Sale, Use, Handling of Explosives	1
IFC 107 IFC 109 IFC 110	Continuance of Hazard	1
IFC 109.2.2	Noncompliance with Condemnation Tag	1
IFC 109.2.4	Removal, Destruction of Tag, Sign	1
IFC 304	Improper Storage/Accumulation of Rubbish, Vegetation	2

IFC 304	Storage, Use, Handling of Miscellaneous Combustible Material	2
IFC 308	Improper Use of Candles, Open Flame	3
IFC 311	Failure to Properly Maintain Vacant Building, Property	2
IFC 503.4	Obstruction of Fire Access Road	2
IFC 703.1	Failure to Maintain Fire-resistive Construction	2
IFC 703.2	Failure to Maintain Fire Assemblies for Openings	2
IFC 704		
IFC 805	Failure to Flameproof Decorative Material	2
IFC 806		
IFC 901.4	Failure to Install Protection for Kitchen Hoods, Ducts	2
IFC 901.4	Failure to Install Sprinkler System	2
IFC 901.4	Failure to Install Alarm System	1
SMC 17F.080.100		
SMC 17F.080.150		
IFC 901.6	Failure to Maintain Automatic Extinguishing System	2
IFC 901.6	Failure to Maintain Kitchen Rangehood Extinguishing System	2
IFC 901.6	Failure to Maintain Sprinkler System	2
IFC 901.6	Failure to Maintain Standpipe System	2
IFC 903.4	Failure to Provide Approved Electronic Monitoring for	2
IFC 907.15	Sprinkler and Fire Alarm Systems	
IFC 904.11.6.3	Failure to Clean Kitchen Hoods, Ducts	2
IFC 905.3	Failure to Install Standpipe System	2
IFC		
IFC 1003.6	Obstruction of Exit	1
IFC 1011	Failure to Provide Exit Signs	1
IFC 2703.3	Release of Hazardous Material	1
IFC 3404.2.13.1.3	Failure to Remove Abandoned Underground Storage Tank	1
Spokane Municipal Code		
SMC 10.08.040	Fire Hazard from Vegetation and Debris	1
SMC 10.20.020	Abatement of Nuisance	1
SMC 12.01.0804	Failure to Maintain Pedestrian Strip	2
SMC 12.02.010	Sidewalk Not Clear of Snow, Ice	3
SMC 12.02.0210	Vegetation Nuisance Obstruction	1
SMC 12.02.0737	Obstruction of Public Right-of-Way	1
SMC 12.02.0760	Disposal of Leaves and Yard Debris	2
SMC 13.05.010	Tree, etc., Interfering With City Sewer	2
SMC 13.05.020	Poplar, Cottonwood Tree Near Utility Line	2
SMC 17C.110.100	Use Not Permitted in Residential Zone	2
SMC 17C.110.110	Limited Use Standards (Residential)	2
SMC 17C.110.120	Accessory Uses – Residential	2
SMC 17C.110.200 – SMC 17C.110.220	Violation of Development Standards – Residential	2

SMC 17C.160.030
SMC 17C.170.110 Special Height Overlay Zone 1
SMC 17C.180.050 Airfield Overlay Zone 1
–
SMC 17C.180.100
SMC 17C.200.040 Landscaping and Screening Requirements 1
–
SMC 17C.200.110
SMC 17C.210.040 Non-conforming Rights 1
–
SMC 17C.210.070
SMC 17C.220.080 Off-Site Impacts 1
–
SMC 17C.220.090
SMC 17C.230.140 Development Standards – Parking and Loading 2
–
SMC 17C.230.300
SMC 17C.230.310 Design Standards - Parking Structures 1
SMC 17C.240.070 Sign in Violation of the Sign Code 1
–
SMC 17C.240.270
SMC 17C.300.100 Accessory Dwelling Units General Regulations 2
SMC 17C.300.110 Accessory Dwelling Units Criteria 2
SMC 17C.300.130 ADU Development Standards 1
SMC 17C.305.020 Adult Business Use Standards 1
SMC 17C.310.100 Animal Keeping – Permitted/Prohibited Practices/ Noisy Animals 2
–
SMC 17C.310.160
SMC 17C.315.120 Bed and Breakfast Use-related Regulations 2
SMC 17C.315.130 Bed and Breakfast Site-related Standards 2
SMC 17C.315.150 Bed and Breakfast Monitoring 2
SMC 17C.315.160 Pre-established Bed and Breakfast Facilities 2
SMC 17C.319.100 Commercial Use of Residential Streets 2
SMC 17C.319.200 Recreational Camping 2
SMC 17C.320.080 Conditional Uses 1
SMC 17C.325.030 Drive-through Facilities 1
–
SMC 17C.325.060
SMC 17C.330.120 Group Living Development Standards 1
SMC 17C.335.110 Historical Structures – Change Of Use Development Standards 1
SMC 17C.340.100 Home Occupations 2
–
SMC 17C.340.110
SMC 17C.345.100 Manufactured Homes and Mobile Home Parks 1
–

SMC 17C.345.120 – SMC 17C.355.040		
SMC 17C.350.030	Development Standards – Mini Storage Facilities	1
SMC 17C.350.040	Design Considerations – Mini Storage Facilities	1
SMC 17C.355.030	Wireless Communication Facilities	1
SMC 17C.390.030.B	Mobile Food Vending Located Entirely on Private Property	1
Chapter 17D.060 SMC	Stormwater Facility Standards	1
SMC 17E.010.080	Aquifer Pollution Nuisance Declared by Critical Review Officer	2
SMC 17E.010.160(B) SMC 17E.010.350(F) SMC 17E.010.540(F)	Failure to Comply With Order, Decision of Critical Review Officer	1
SMC 17E.010.160(C)	Failure to Abide by Terms, Conditions of Permit, License, Approval	1
SMC 17E.010.210(A) SMC 17E.010.230 SMC 17E.010.440	Maintain Underground Storage Tank Without Permit Use of Underground/Aboveground Storage Tank Without Permit	2 1
SMC 17E.010.350(A) SMC 17E.010.350(E) SMC 17E.010.540(A) SMC 17E.010.540(E)	Supply False, Inaccurate, Incomplete Information Concerning an UST or AST	2
SMC 17E.010.350(B) SMC 17E.010.540(B)	Approval Permit Violation	2
SMC 17E.010.350(C) SMC 17E.010.540(C)	Fill Unpermitted Underground/Aboveground Storage Tank	2
SMC 17E.010.350(D) SMC 17E.010.540(D)	Tamper with, Fail to Maintain Inventory, Other Records	2
Chapter 17E.020 SMC	Prohibited Activities in Fish and Wildlife Areas and Buffers	1

Chapter 17E.040 SMC	Prohibited Activities in Geological Hazard Areas and Buffers	1
SMC 17E.060.120	Use, Alter Land, Erect, Alter, Occupy Structure Within Shoreline Without Compliance With Shoreline Management Regulations	1
Chapter 17E.070 SMC	Prohibited Activities in Wetlands and Buffers	1
SMC 17F.070.380	Failure to Discharge Responsibilities of Owner	2
SMC 17F.070.390	Failure to Discharge Responsibilities of Occupant	2
SMC 17F.080.250	Failure to Maintain Fire Alarm System	1
SMC 17F.080.260(B)	Failure to Provide Fire Protection System Verification Fees	2
SMC 17F.080.280	Failure to Secure Fire-damaged Building	2
SMC 17F.080.390	Failure to Provide Semi-annual Inspection of Private Hydrant	2
SMC 17F.080.420	Failure to Maintain Private Hydrant	2
SMC 17F.080.440	Lack of Basement Sprinkler System in Existing Building	2
SMC 17G.010.100 (C)(2)	Testing Underground Storage Tank Without Spokane Fire Department Registration	1

Section 2. That SMC 17C.310.010 is amended.

Chapter 17C.310 Animal Keeping

Section 17C.310.010 Purpose

A. Animal Keeping.
The purpose of this chapter is to make provisions for and set limits on the keeping of animals within the City limits. This section recognizes the commercial and sport animal keeping activities as well as the desire of citizens to keep pets. The provisions of this section strive to provide the broadest personal discretion in animal keeping. However, since the City is characterized as an intense urban environment with people living in close proximity, this section also emphasizes the significant responsibility of animal owners and keepers to protect the rights and lifestyles of their neighbors. Animal owners and keepers are expected to meet the following requirements as a reflection of their responsibility.

1. Unrestrained Animals.
Owners and keepers are to keep all animals contained within a structure or fenced yard or on a leash or other appropriate harness or retraining device capable of safely controlling the animal. As provided in chapter 5.04 of the Spokane County Code, dog may be permitted to run at large. Racing/homing pigeons are allowed to fly unrestrained during periods of exercise, training and racing.

2. Noisy Animals.
   Owners and keepers are to prevent their animals from making ~~unnecessary or unusual noises to the extent~~ continuous distressed or other unusual noise that ~~reasonable~~ unreasonably disturbs a person or group ~~persons are annoyed~~. This section does not relate to dogs which are regulated by SCC 5.04.070(7). A violation of this section is a class two civil infraction under SMC 1.05.160. ~~Chapter 5.04 of the Spokane County Code and 10.08D SMC relate to noisy animals.~~
3. Dangerous Dog, Potentially Dangerous Dog and Inherently Dangerous Animals.
   The keeping of dangerous or potentially dangerous dogs shall be regulated pursuant to chapter 10.03 SMC. The keeping of inherently dangerous animals is prohibited in all zones pursuant to SMC 17C.310.150, except as provided in Chapter 5.12 of the Spokane County Code.
4. Potentially Rabid Animals.
   Chapter 5.04 of the Spokane County Code prohibits the keeping of any dog and/or cat over age six months that has not been properly inoculated against rabies. Any animal afflicted with rabies or that has been exposed to a rabid animal or suspected rabid animal shall be either destroyed or detained and treated in a manner directed by the health officer, in accordance with state communicable disease regulations (WAC 246-100-197 Rabies – Measures to Prevent Human Disease).
5. Nuisance Related to Odors.
   Owners and keepers are to maintain their animals in a clean and sanitary condition so as not to create offensive odors or other nuisances to the extent that a reasonable person is annoyed. SMC 10.08A.020.H(1)(f) relates to the creation of a nuisance, including nuisance conditions related to odor.

Passed by the City Council on _____2015.

_____
Council President

Attest:

Approved as to form:

_____
City Clerk

_____
City Attorney

_____
Mayor

_____
Date

_____
Effective Date

Return to Agenda

PLANNING & DEVELOPMENT
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
509.625.6300
FAX 509.625.6822
spokaneplanning.org

October 20, 2016

Mr. Dennis Dellwo, President
Plan Commission Members
City of Spokane Plan Commission
808 W. Spokane Falls Boulevard
Spokane, WA 99201

RE: West Hills Neighborhood Planning

Dear President Dellwo and Plan Commission members,

I am pleased to present to you the final draft of the Ft. George Wright Drive Station and Corridor Plan for your review and consideration. As you remember from previous presentations to the Plan Commission, the West Hills Neighborhood decided in 2015 to combine their neighborhood planning funds with funding put forth by the Spokane Transit Authority (STA) in order to study transit, transportation, and land use considerations in the vicinity of Spokane Falls Community College. The attached plan represents a year of hard work by the City, STA, Spokane Falls Community College, neighborhood stakeholders and residents, and Studio Cascade, the consultant selected for the project by the City and STA.

The West Hills Neighborhood Council has approved the draft plan and they look forward to continuing to work toward implementing it in the future. As always, if you have any questions or require additional information regarding this project prior to next week's Plan Commission meeting, please don't hesitate to ask.

Sincerely,

Kevin Freibott
Assistant Planner
Planning and Development Services
kfreibott@spokanecity.org
509.625.6184

October 2016

Fort George Wright Drive

Station & Corridor Plan

Mr. Dennis Dellwo
President, City of Spokane Plan Commission
808 W. Spokane Falls Boulevard
Spokane, WA 99201

Subject: **Ft. George Wright Drive Station & Corridor Plan**

Dear Mr. Dellwo:

We are very excited at the opportunity to present this station and corridor plan for the Fort George Wright Boulevard/Spokane Falls Community College (SFCC) area - an excitement we hope you'll share as you become familiar with the tremendous opportunities it presents for our community.

This plan exemplifies how planning and collaborative investment can help solve multiple objectives - implementing comprehensive plan goals, and yielding benefits for entities including Spokane Falls Community College, Mukogawa Institute, Spokane Transit Authority, the West Hills Neighborhood, River Run PUD and others. Features called for in this plan address real and immediate public safety needs, improve provision of transit, encourage new and much-needed land uses, boost bike and pedestrian usability, and set the stage for the growth of the area into a far more cohesive and vital neighborhood center.

DRAFT

It's clear the type of collaborative effort that helped develop this plan will need to persist, requiring strong support and leadership from the City and Planning Commission, STA, SFCC, and the West Hills Neighborhood. Together, and with coordinated public investment, private investment is likely to follow, creating an area sure to be valued by locals as well as by students and visitors.

Please feel free to contact any of us with questions or ways to improve this plan and the outcomes it envisions. Thanks in advance for your support – we're hopeful and excited for the future of this area!

Sincerely,

Lisa Key
Director, Planning & Development
808 W. Spokane Falls Boulevard
Spokane, WA 99201
509-625-6187

Karl Otterstrom, AICP
Director of Planning
Spokane Transit Authority
W. 1230 Boone Avenue
Spokane, WA 99201
509-325-6000

Dr. Janet Gullikson
President
Spokane Falls Community College
3410 W. Fort George Wright Drive
MS 3010 / Building 30, Room 220
Spokane, WA 99224
509-533-3535

Bridget Walden
Chairperson
West Hills Neighborhood Council
808 W. Spokane Falls Boulevard
Spokane, WA 99201
509-744-0467

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1 Planning Context

Introduction

In 2015, the West Hills Neighborhood Council decided to combine their allocation from the City of approximately $21,000 in neighborhood planning funds with $60,000 from the Spokane Transit Authority (STA) to “engage in a coordinated planning process that would encourage a vibrant neighborhood and improve access to multi-modal transportation.” This plan is the result of that process, advancing land use objectives supported by the neighborhood and the City's Comprehensive Plan and addressing STA's desire for improved transit facilities serving Spokane Falls Community College (SFCC).

The planning process included extensive public outreach, including stakeholder interviews; open-house meetings; a set of "storefront studio" workshops; multiple presentations to neighborhood and agency representatives; presentations to the Spokane Planning Commission; and a project web page to secure a wide variety of perspectives and reflect the needs and desires of the community.

This plan identifies a set of actions and investments that address specific functional and safety criteria mandated by STA, as well as developing the type of walkable, mixed-use "neighborhood center" desired by the West Hills residents. It incorporates and helps implement portions of SFCC's master plan, and supports and helps orient the final phase of the River Run Planned Unit Development (PUD)

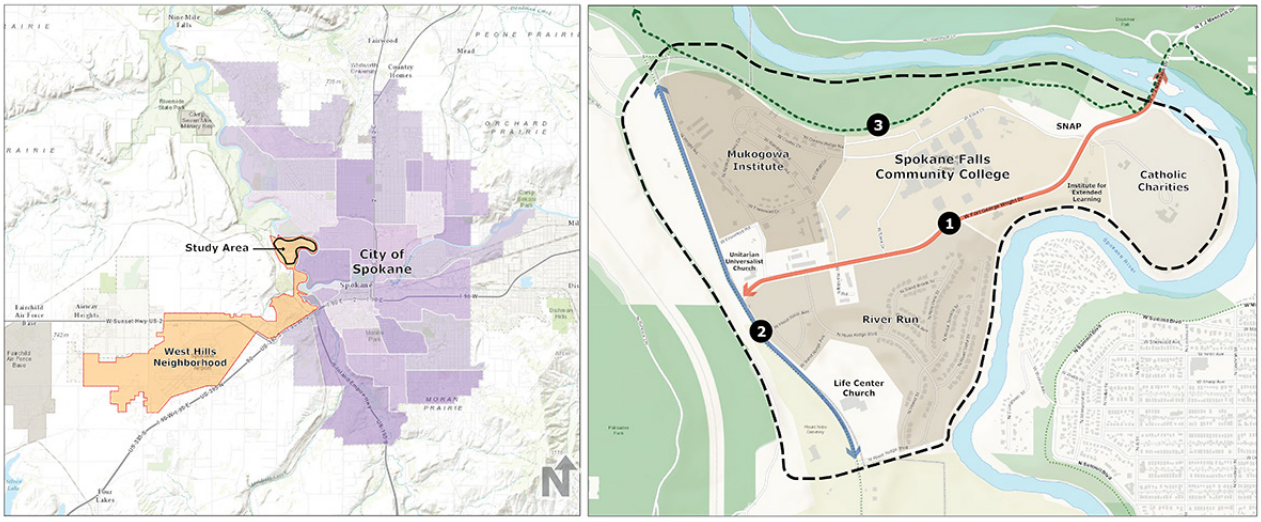


Figure 1.01 – *The project study area, as located in the City of Spokane and the West Hills Neighborhood (left) and in its immediate vicinity (right). The image at right also outlines areas associated with SFCC, the River Run PUD, Mukogawa Institute, Catholic Charities, SNAP, and the Life Center church. Ft. George Wright Boulevard is highlighted in red (1) Government Way in blue (2) and the Centennial Trail in dotted green (3). (Image: Studio Cascade, Inc.)*

abutting Ft. George Wright Boulevard (FGW). Taken as a whole, this plan directs relatively small investments in transit facilities to prompt extensive investment in the area, creating a more valued, dynamic environment.

This plan also included a basic traffic analysis, modeling the potential viability of street-related recommendations. (See Chapter 2)

The following sections introduce the various conditions present in the plan's study area, including site history, the policy context, land uses and transportation conditions. More complete coverage on these topics is contained in the plan's appendices.

Site Context

History

The location of this plan's study area is within the northern-most portion of Spokane's West Hills Neighborhood, roughly central to the City's overall limits and abutting unincorporated Spokane County along N. Government Way. North and east portions of the study area are bounded by the Spokane River. (See **Figure 1.01**)

The site's developed history began in 1894, when land known locally as "Twickenham Park" was deeded to the US government for the creation of the Fort George Wright military post. Between 1899 and 1940, the Fort housed and trained mounted infantry units, including the famous "Company M" Black Infantry Regiment, stationed as the post's first residents from 1899 to 1908.

In 1957, the site was declared surplus by the government, who gave educational institutions priority to purchase the property. In 1960, 76 acres of the former post was purchased by the Sisters of the Holy Names convent, who established a liberal arts college for women. In 1990, the college's land

and buildings were purchased by the Mukogawa Women's Academy, which remains in operations today. In 1967, Spokane Falls Community College (SFCC) purchased 113 acres of the former post, leveling all structures and creating its new campus.

Remaining structures and associated land from the former fort are now part of the Fort George Wright Historic District, listed on the National Register of Historic Places.

Another large portion of the study area includes the 130-acre "River Run" subdivision, developed on land used for gravel mining and processing between 1905 and 2001. The first phase of the River Run development commenced in 2005, with subsequent work continuing through to present day.

29 acres of the River Run site were sold to the Life Center Foursquare Church, which sees an average weekly attendance of 4,000 persons. The church and its 1,000-stall surface lot dominates street frontage where commercial uses had been envisioned as part of the River Run master plan.

The portion of the study area north of Ft. George Wright Boulevard was annexed by the City of Spokane in 1966, and the portion south in 1996.

Relevant Plans

Aside from the overall Comprehensive Plan for the City, there is currently no neighborhood plan for the West Hills neighborhood nor any plans specific to the study area. Plans exist that deal with different portions of the study area, including SFCC, River Run, and Copper River at Holy Names (formerly Sisters of the Holy Names convent), as well as plans regarding improvements or services in the area, including the Spokane Transit Authority (STA), the Centennial Trail, and City of Spokane Capital Facilities plans. These are summarized below:

SFCC Master Plan

SFCC's 2011 campus master plan expresses several objectives relevant to this plan:

- *The desire to create and enhance spaces for students to study, socialize, relax, and eat between classes. These are envisioned as open spaces, promenades and use features - for example, plazas and cafés;*
- *Improved cross-campus pedestrian connectivity and axial organization, including an east-west promenade envisioned as the "main street" of campus;*

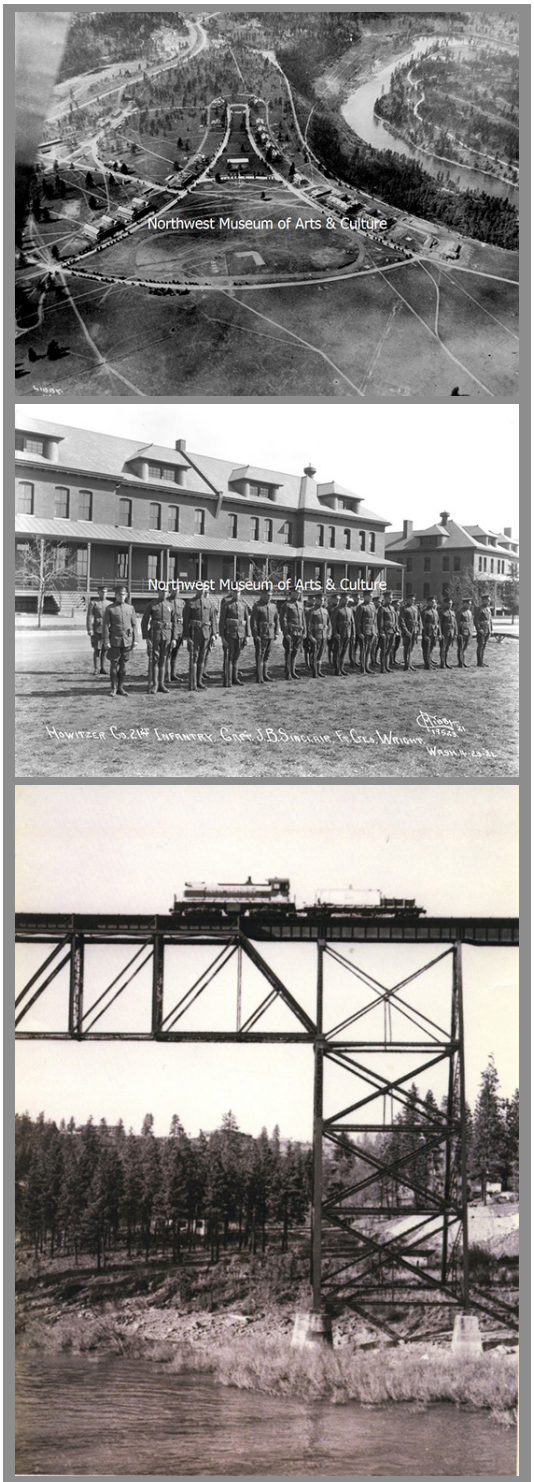


Figure 1.02 – *(Top to bottom) aerial photo, Ft. George Wright ca. 1935; barracks and troops; engine and now-demolished trestle spanning the Spokane River between N. Summit Boulevard and the former Central Pre-Mix gravel mine (now River Run). (Images: Northwest Museum of Arts & Culture)*

- *Prioritization of pedestrian movement over vehicular movement;*
- *Improved bicycle access, noting the absence of bike lanes on Ft. George Wright Boulevard (FGW) and few bike racks on campus; and*
- *Creation of a transit hub, including pull outs or off-street loading.*

These and other goals are intended to encourage more students to come to campus regardless of mode - and stay on campus throughout the day.

River Run PUD

In 2000, the River Run planned unit development (PUD) proposed numerous housing types, including four-unit townhomes, single-family homes with off-alley garages, multi-family units, and a sizable portion of land dedicated to commercial uses. Today, River Run is nearly complete but contains far fewer commercial areas and housing types than originally envisioned, with single-family housing predominant and multi-family apartments confined to the northwest corner of the property. Commercial uses were envisioned where these apartments now exist, as well as on land extending eastward as far as Randolph Road. Multi-family and mixed-use buildings were also envisioned fronting FGW from the eastern edge of the Fort Wright Apartments as far as SFCC's Lodge Building 9 near the intersection of Mitchell Drive (see Figure 1.02). River Run developers now hope to complete development of townhomes eastward between FGW and the bluff and to realize some form of commercial development along FGW between River Ridge Boulevard and Randolph Road.

Catholic Charities

During the course of developing this plan, the convent and land belonging to the Sisters of the Holy Names was put up for sale and purchased by Catholic Charities.

Applications filed with the City indicate plans for three transitional housing projects, an

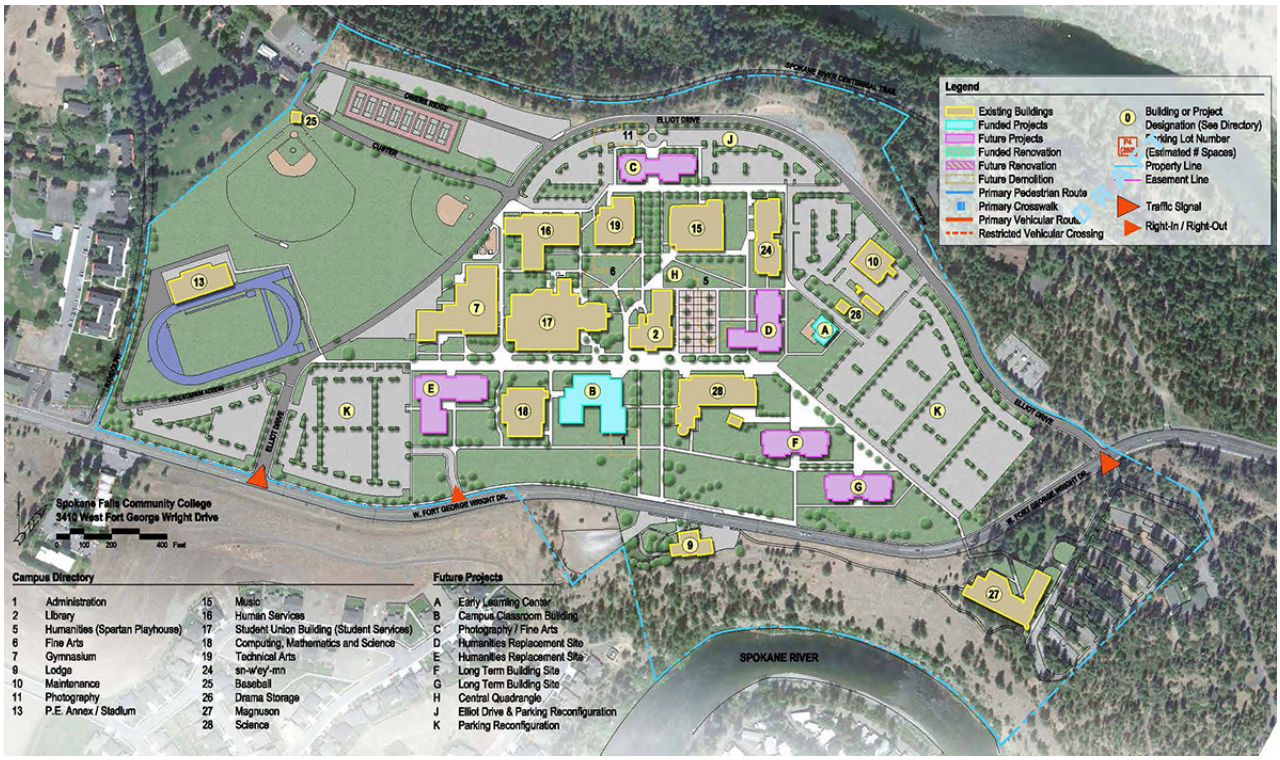


Figure 1.03 – *SFCC's master plan envisions re-purposing some existing parking, helping give it a more visible presence along FGW, as well as improving walkability and making the campus feel more cohesive. (Image: Spokane Falls Community College)*

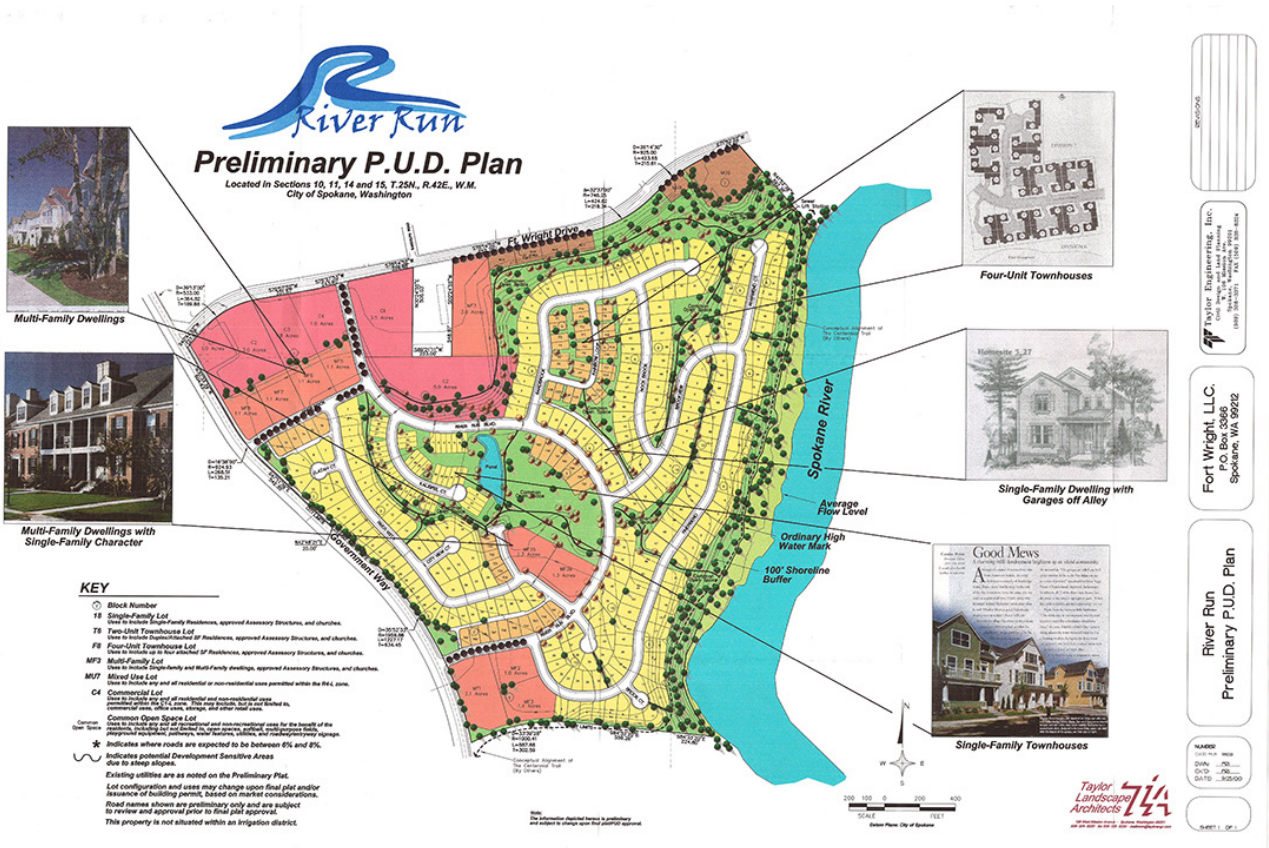


Figure 1.04 – *Initial plans for the River Run PUD featured a wide range of housing types as well as retail and mixed-use buildings. Though the build-out differs in some ways, developers hope to provide retail near Randolph Road, as well as townhomes along FGW where indicated in this 2000 plan. (Image: City of Spokane)*

associated park and 33.5 acres of conservation lands along the Spokane River shoreline. Proposed housing includes:

- *"Copper River Apartments," 232 units;*
- *"Catholic Charities Family Housing," 75 units; and*
- *"Catholic Charities Senior Housing" 75 units.*

Catholic Charities refers to the entire development as "Copper River at Holy Names." City pre-development notes indicate that the City will require a 12-foot pathway (in lieu of a sidewalk), to connect the Centennial Trail near the T. J. Meenach Bridge with an existing pathway along the south side of FGW. Catholic Charities, noting the acute need for transit servicing low-income and senior residents, are considering options to optimize access between STA stops along FGW and their units, which are to be constructed near the center of the 65-acre property.

Spokane Transit Authority (STA)

STA's desire to improve safety and services by constructing an off-street transit station at SFCC played a strong role in setting this plan in motion.

STA's 2015 *Transit Development Plan* recommends changes for service to the study area (Route 33), with frequency improved from one-hour to 30 minute cycles on Saturdays in 2016, and further changes in 2017 to include 30-minute frequencies on Sundays and holidays.

Figure 1.05 – *The Centennial Trail passes through this plan's study area. Bike lanes envisioned for FGW will greatly improve access to the trail from SFCC and elsewhere on the western (river left) side of the Spokane River. (Image: Friends of the Centennial Trail)*

Spokane Neighborhood Action Partners (SNAP)

Headquarters for this organization are housed in the former convent facilities just north of FGW along the Spokane River shoreline. The organization does not have published plans for the site, but a 2016 interview with management indicated SNAP foresees little facility expansion, and anticipates continued growth of their vocational training / business incubator uses on the property. SNAP is also considering up to 50 affordable housing units adjoining their main facility and recognizes that transit is critical to a majority of those likely to reside and / or work on the SNAP site.

Centennial Trail

Spokane's Centennial Trail is a 37-mile paved trail extending from the Washington / Idaho border to Sontag Park in Nine Mile Falls. Significant gaps exist along the route, with one of those gaps located near this plan's study area, at "Mile 26" from N. Summit Boulevard to the T.J. Meenach Bridge. City plans indicate the construction of a new trail segment to close this gap, including a 14-foot shared use path and an eight-foot gravel jogging shoulder along Pettet Drive to the eastern landing of the bridge. The project is being created in coordination with installation of a new Combined Sewer Overflow (CSO) tank near the intersection of Pettet Drive and FGW.

Capital Facilities Plan

The City of Spokane's six-year Capital Facilities Plan indicates the following improvements are planned for FGW:

- *2016 - FGW from Government Way to Elliot Drive W.; arterial grind and overlay, total cost: $335,798;*
- *2017 - FGW from Elliot Drive W. to 850' east of SFCC signal; arterial grind and overlay, total cost: $420,117; and*
- *2018 - FGW from 850' east of SFCC signal to T.J. Meenach Bridge; arterial grind and overlay, total cost: $343,938.*

Recognition that these improvements might coincide with other community objectives helped affirm City support for development of this plan.

Policy Conditions

The following sections describe policy-related conditions in and / or influencing the study area for the FGW Corridor and Station Area Plan.

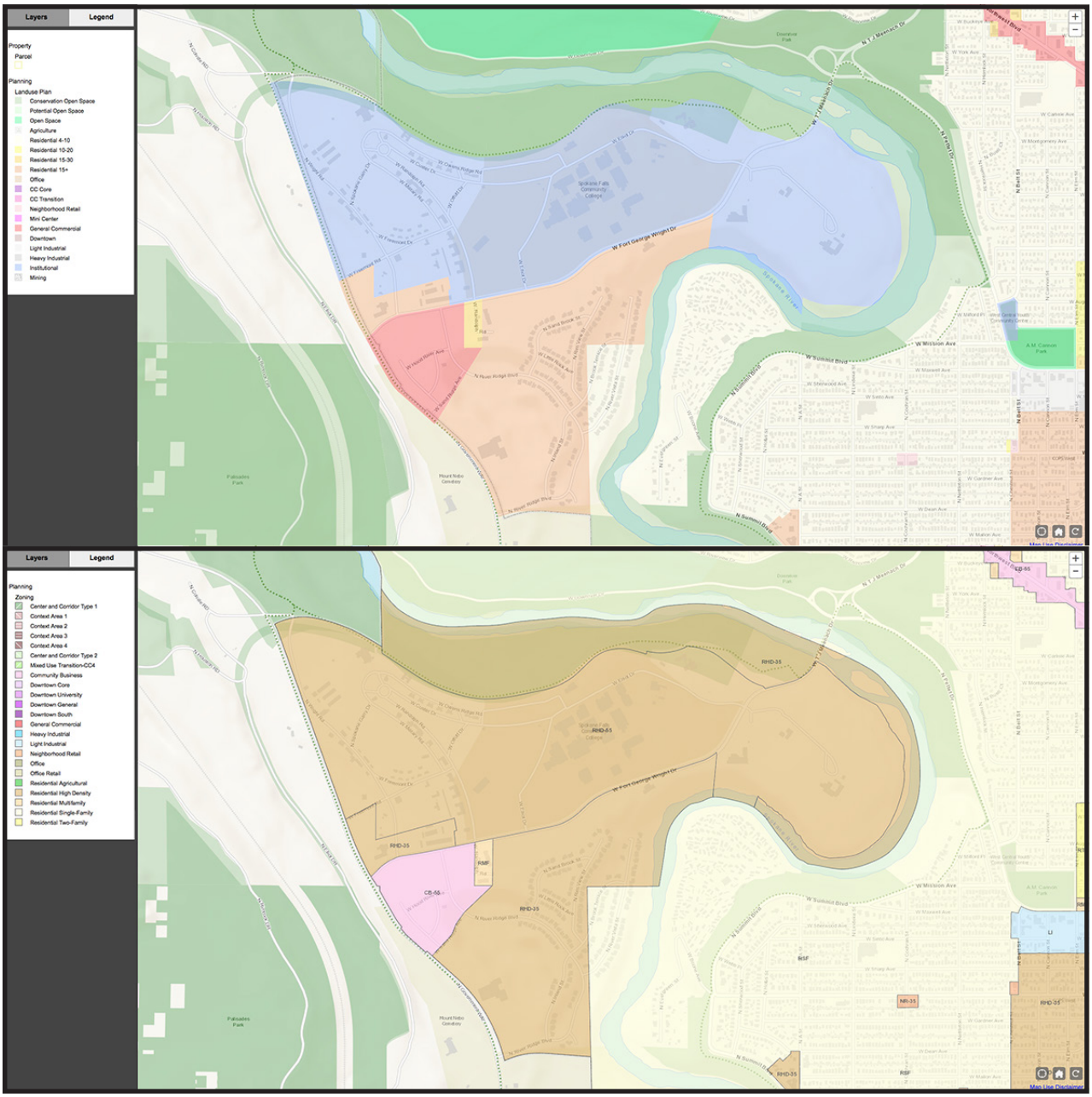


Figure 1.06 – *City of Spokane Comprehensive Plan (Land Use) and Municipal Code (zoning) designations in the study area. The commercial area outlined in the land use map matches that on the zoning map. (Image: City of Spokane)*

Figure 1.07 – *Student housing in the study area includes former barracks like this historic remnant of Ft. George Wright. (Image: Studio Cascade, Inc.)*

Comprehensive Plan

The current City of Spokane Comprehensive Plan Land Use Map identifies nearly all areas north of FGW (within the study area) as "Institutional." Areas south of FGW are identified as "Residential 15+." An area near the intersection of Government Way and FGW - supporting original River Run PUD plans - is shown as "General Commercial." The Land Use Map also identifies the latter area as a "Neighborhood Center," indicating a desire for:

- *Development featuring greater intensity than the surrounding neighborhood;*
- *Businesses and services primarily catering to neighborhood residents; and*
- *Features that encourage walking, social interaction, and neighborhood activities (LU 3.2, N 2.1).*

The Comprehensive Plan also recommends landscaping for streets serving Neighborhood Centers, improving aesthetics and helping to separate sidewalks from the curb for pedestrian safety. For transit routes, the Comprehensive Plan recommends bus pullout bays be installed (Chapter 4, pg. 52), and provision of bicycle lockers, racks, and / or storage at transit stations (Action 2.1).

Spokane Zoning Map

The majority of the study area is designated RHD-55 or RHD-35 (Residential High Density) on the Zoning Map. The same area shown as General Commercial on the Land Use Map (abutting the intersection of Government Way and FGW) is zoned CB-55 (Community Business). Building height limits associated these zones are as follows:

- *RHD-35 = 35 ft.;*
- *RHD-55 = 55 ft.; and*
- *CB-55 = 55 ft.*

The Zoning Map also identifies the above CB-55 area as a "CC3" (Centers and Corridors Type 3) overlay area, allowing it to use existing zoning regulations or develop according to standards for "Type 1" or "Type 2" centers. Center and Corridor zones are designated to implement Comprehensive Plan goals and policies, specifically Policy LU 3.2, calling for the creation of a "… cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened

parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking" (Spokane Municipal Code Section 17C.122.010).

Built Environment

Numerous land uses and entities have been established within the study area, including SFCC, the River Run PUD, Catholic Charities, SNAP and the Centennial Trail as described in previous sections. The following list includes additional details for these and other uses in the study area:

- SFCC - This institution serves 8,356 students, approximately 66 percent of whom are enrolled full-time, with 66 percent of the total attending in preparation for transfer to a four-year college. The Institute for Extended Learning, an affiliated unit of the Community Colleges of Spokane system, serves approximately 4,279 students just south of the SFCC campus (see Figure 1.01). SFCC's 2012 Master Plan estimates a combined total head count of 24,101, with about 76 percent of students spending portions of each weekday on campus. SFCC exists on 113 acres, and does not currently provide on-campus housing.
- Mukogawa Fort Wright Institute (MFWI) - This extension of the Japanese Mukogawa Women's University is located on 72 acres adjacent to SFCC and utilizes many of the historic structures built for Fort George Wright. According to MFWI, about 400 international students participate in spring and fall sessions, with about 50 attending summer sessions. The majority of students live on campus and rely heavily on transit.
- River Run PUD - This development was originally established on 154 acres south of FGW and features mostly single-family homes priced (according to their website)

Figure 1.08 – *Major topographic features divide the study area into at least three relatively flat areas - shown here as "A", including Mukogawa and SFCC; "B", including most of River Run; and "C", including the Copper River at Holy Names property and the SNAP headquarters. The Spokane River is close to all areas, though slopes and vegetation limit visual access. (Image: Studio Cascade, Inc.)*

from the low $300,000's to over $1 million. Typical rent rates for apartments at River Run range between $570 and $1,395.

- Life Center Foursquare Church (Life Center) - This facility exists on 29 acres fronting Government Way (formerly part of the River Run PUD) and draws approximately 4,000 people every Sunday for services. The church includes a 78,000 square-foot sanctuary with surface parking for 1,000 vehicles.

Other smaller institutional uses identified in the study area include:

- Spokane Montessori School - located along W. Fremont Road, north of FGW;
- Busy Bodies Early Learning Center - located at the intersection of W. Fremont Road and W. Military Road;
- Spokane Windsong School - located along W. Fremont Road, north of FGW;
- Holy Names Music Center - located near the southern limits of the Mukogawa campus along W. Custer Drive;
- Enterprising Capital Partners - located in the River Run PUD, along W. River Ridge Boulevard;
- Unitarian Universalist Church - located at the northeast corner of Government Way and FGW;
- College Terrace Apartments - located along FGW, just north of the intersection of FGW and River Ridge Boulevard;
- Randolph Arms Apartments - located along Randolph Road near W. Fremont Road; and
- Fort Wright Apartments - located along the southern edge of FGW, near the intersection of FGW and W. River Ridge Boulevard.

Significant housing growth is expected for the study area. In addition to new units at the Catholic Charities site, final phase growth at River Run, and potential housing on the SNAP campus, SFCC plans indicate support for increased rental housing for students and staff to live on or near campus. These suggest conditions are primed for the type of land uses and walkability conditions now missing but envisioned by the City's "Neighborhood Center" designation. While a Neighborhood Center has been designated in the study area with a Centers and Corridors overlay established, a significant proportion of vacant land in the overlay has been developed as multi-family residential with no services or retail uses. Only one

Figure 1.09 – *Current conditions favor through-traffic, featuring four travel lanes (no turn lane), little landscaping, no bicycle lanes, sidewalks that abut the curb to the north, and extensive gaps where sidewalks do not exist on the south. Speeding along the corridor is a persistent issue, and just one crosswalk exists along the 1.2-mile stretch within the study area. (Image: Studio Cascade, Inc.)*

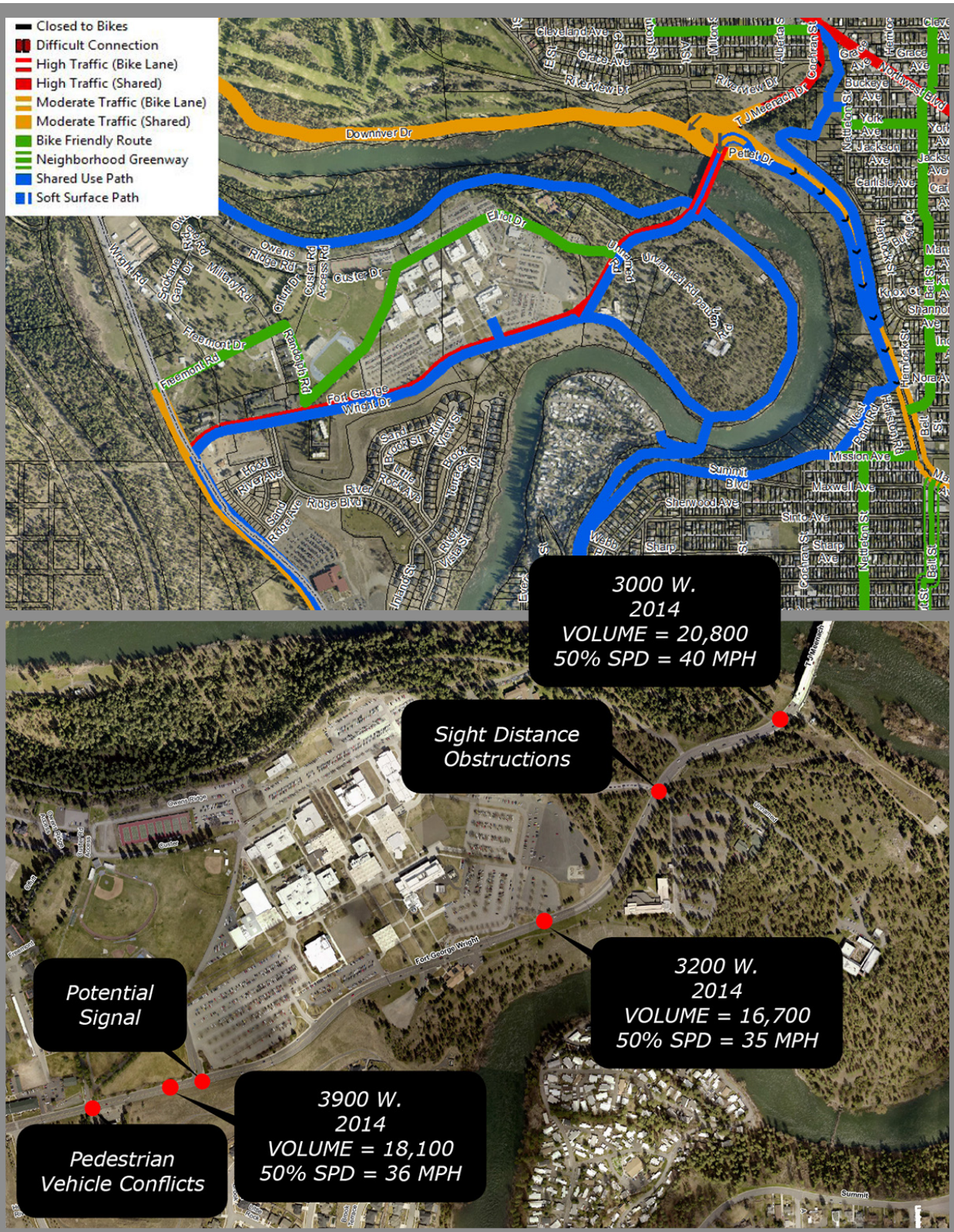


Figure 1.10– *City of Spokane bicycle network proposals (top) and traffic condition notes (below) (Image: Fehr & Peers)*

parcel currently remains in the designated overlay that could be developed for service and / or retail use.

Topography

The entire study area is located within the Spokane-Rathdrum aquifer recharge zone. City maps show 100 and 500-year flood zones tightly confined along the river. Erodible soils layers involve larger areas along North Elliot Drive west of Government Way, north of Elliot between the SFCC campus and the river, and within the River Run development between North Rim View and North Brook Terrace Streets.

Topographic constraints are evident south of FGW, where there is a ridge and a steep slope away from the road down to the River Run development site. Similarly, steep up-slopes commence within 100 to 400 feet westward from Government Way, limiting development opportunities at or near the intersection of Government Way and FGW.

The natural topography of the land at the River Run site originally sloped gently towards the Spokane River to the east, though mining operations created significantly steeper slopes abutting FGW. The site underwent re-grading before housing development commenced, including considerable fill materials from building demolition elsewhere. Though the study area is essentially a peninsula surrounded by the Spokane River, steep slopes and pine forests along the shoreline and covering the Catholic Charities site tend to limit shoreline views.

Transportation Conditions

Vehicular

Ft. George Wright Boulevard, which bisects the study area, is classified by the City as a "Principal Arterial." Average daily traffic (ADT) counts along FGW range between 16,700 to 18,100 vehicles. It features two travel lanes in either direction with no center turn lane. A May 2014 speed study indicates speeds often range from 37 to 41 miles per hour, despite the posted 35 mph speed limit. Both FGW and Government Way - which frames the western edge of the study area - have horizontal and vertical curvatures resulting in poor sightlines for higher speeds, which decreases motorized and non-motorized public safety.

There is generally no congestion or delays along the FGW corridor, excepting those associated with turning movements onto or from the roadway, or related to bus loading. Issues at the intersection of FGW and West Elliot Drive are especially acute, where many SFCC students experience long delays exiting the campus area. The intersection is non-signalized, and its location along a curve and near the foot of a hillside makes FGW access - particularly left-hand turns into eastbound lanes - difficult and hazardous. A 2010 study commissioned by SFCC offered a range of short-term improvements while noting the eventual need for a traffic signal, a measure also supported by SFCC's Master Plan. Further development, most notably at the Catholic Charities property directly south of this intersection, will amplify these issues.

Other vehicle-related issues noted during this process include motorists avoiding the Government Way / FGW intersection by cutting through the River Run PUD, and general safety concerns at other non-signalized entry points given double-lane, curvature and prevailing speed conditions.

Pedestrian

Infrastructure supporting walking in the study area is, in many ways, lacking. Notable issues include:

- *No sidewalks exist along the southern edge of FGW, excepting the recently-developed block between Government Way and W. River Ridge Boulevard and frontage abutting SFCC's Lodge Building 9;*
- *There is no sidewalk installed along the north edge of FGW between the T.J. Meenach Bridge and W. Elliot Drive;*

- *Sidewalks along the north edge of FGW directly abut the curb without a shoulder or other buffer, forcing pedestrians to walk in close proximity to travel lanes;*
- *Many roads in the area lack sidewalks on both sides, including Elliot Drive / W. Elliot Drive, Custer Drive and Government Way (excepting areas fronting River Run PUD);*
- *Just one crosswalk exists along FGW to aid crossings at Mitchell Drive. It relies on low-visibility transverse markings (surface paint) and is marked on only one side of the intersection (western side). It has been noted that vehicles have, at times, not complied with the crosswalk at this location. Safety issues and general need indicate strong demand exists for additional marked crosswalks and / or additional treatments along FGW including at W. River Ridge Boulevard, Randolph Road, and W. Elliot Drive. Future development along the southern edge of FGW will likely create demand for additional crossings; and*
- *Many pathways leading from SFCC buildings terminate in parking lots, reducing the number of viable access points to FGW from campus.*

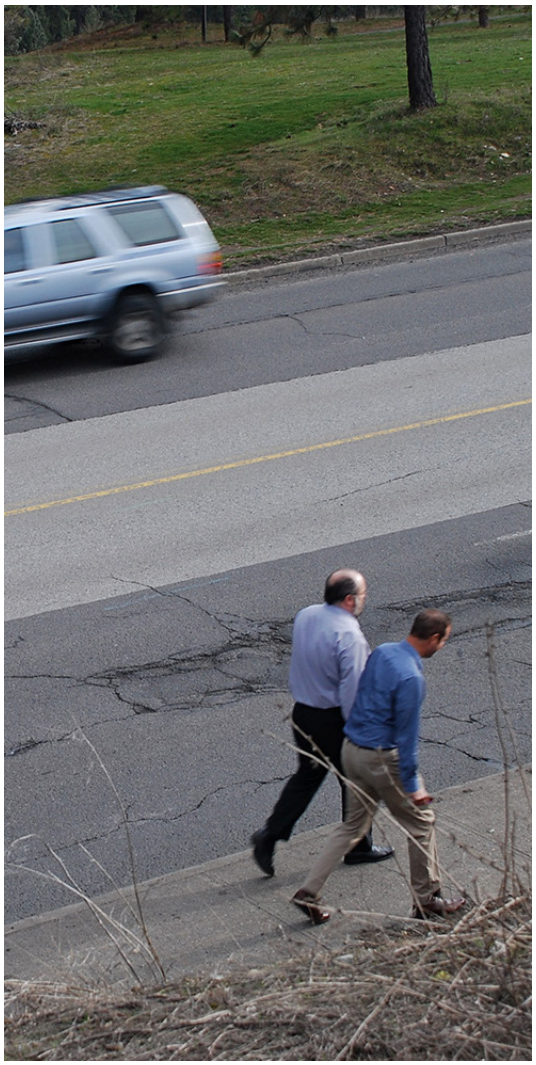


Figure 1.11 – *Narrow sidewalks that abut traffic lanes and large areas with no sidewalks at all hinder walkability in the study area. (Image: Studio Cascade, Inc.)*

Bicycle

Existing facilities in the study area provide poor functionality for bicyclists. FGW - the only means of access to and from the study area - is a four-lane roadway with few accommodations for cyclists. A narrow bike lane exists along the north edge of FGW from Elliot Drive to the Meenach Bridge, but no bicycle facilities are provided that cross the bridge. No other shared or dedicated lanes currently exist along FGW. Government Way includes relatively wide shoulders on each side for cycling, and areas fronting the River Run PUD include a separated non-motorized trail.

As noted earlier, the Centennial Trail passes through the study area from the west landing of the T.J. Meenach Bridge northward along the Spokane River shoreline. A gap in the trail from the Meenach landing to Summit Boulevard at Boone Street (near Kendall Yards) is being addressed through construction of a new segment along Pettet Drive.

The City's draft Bicycle Master Plan Update proposes:

- *Completion of a shared use path along FGW and along Government Way south of the FGW intersection;*
- *Creation of a "Bike Friendly Route" along the full length of Elliot Drive, and along Randolph and Freemont roads,*

providing an alternate east-west route from T.J. Meenach to Government Way; and

- *Extension of a shared-use path along the Spokane River shoreline through the Catholic Charities property, with a future trail bridge crossing the river on the alignment now occupied by an abandoned utility bridge, leading uphill to Summit Boulevard.*

It is important to note that the Draft Bicycle Master Plan Update is currently under development and is not yet approved by the City.

Transit

SFCC is served by two Spokane Transit Authority (STA) bus lines - routes 20 and 33. Route 20 enters the study area from the direction of Government Way and becomes Route 33 within the study area. Route 33 enters the study area from across the T.J. Meenach Bridge to the east and provides access to downtown and Northtown Mall before terminating at the Spokane Community College.

The most heavily-used transit stop in the area is at the intersection of FGW and Mitchell Drive (Route 20). This stop has 398 average daily boardings eastbound and 277 average daily boardings westbound. A bus stop at FGW and Randolph Road sees heavy use by Mukogawa Fort Wright Institute students.

Pedestrian access to bus stops along Fort George Wright Drive is generally difficult. As noted earlier, marked crosswalks are either nonexistent or inadequate at stop locations. Vehicle speeds and sightline characteristics compound hazards. Access to eastbound STA routes by Mukogawa students requires crossing FGW where no crosswalk exists - creating significant dangers for these international students. The crosswalk accessing the bus stop at Mitchell Drive and FGW is signalized, but reports indicate pedestrians do, at times, neglect to use the signal feature.

As development along FGW continues, traffic counts will likely increase, and opportunities for off-street loading of busses should be explored. The SFCC Master Plan envisions a transit hub providing pull outs on both sides of the campus' main entry near Mitchell Drive.

2 Station & Corridor Plan

Introduction

This corridor and station area plan was created with substantial community input, reflecting the desire for a wide range of transformative improvements. While it began with an investigation locating STA-related needs and exploring the idea of "neighborhood center" uses and features somewhere in the area, it quickly expanded to include recommendations for a corridor re-design, features advancing SFCC's master plan, improved conditions for the build-out for River Run PUD, and features advancing non-motorized mobility.

This chapter lists the goals and objectives of the plan, and summarizes existing City policies that shaped recommendations. Finally, this chapter provides a plan diagram and accompanying table describing recommendations.

This plan is intended as a springboard and guide to development of the FGW station and corridor area. Ideas have been developed at a conceptual level, with research completed regarding basic costs and functionality. Landowners, agencies, neighborhood leaders and others have been engaged and consulted concerning this plan, and on a conceptual level, all support its implementation. Realizing this plan will require additional analysis with

changes and refinements in response to any new findings. Funding must still be secured for implementation of the plan from a variety of known and as-yet unknown sources, both public and private. As with the development of this plan, the transit station itself may catalyze a large array of improvements long-sought by residents and area partners. Many players will be required to implement this plan, and perhaps most critically, a creative approach to leadership will be required - helping coordinate work and investments, and keeping the plan on-track over time.

Plan Objectives

As described in Chapters 1 and 4, development of this plan was initiated for two primary reasons:

1) Because the designated "neighborhood center" in the study area was built without related features, the West Hills Neighborhood dedicated planning funds to evaluate the feasibility of, and make recommendations regarding design and location of, such features in the vicinity of SFCC; and

2) To aid STA regarding the design, location and preliminary costs of a new transit stop serving SFCC.

Accordingly, plan objectives were led by established City policies regarding neighborhood planning.

Objectives of this plan were also guided by neighborhood input, including participation by SFCC, MFGWI, representatives from the River Run PUD and others. As described in Chapter 4, participants felt the Station & Corridor Plan should recommend improvements that:

- Create a more walkable / bicycle-friendly district;
- Promote increased safety and / or a sense of safety in the area;
- Convey a sense of being in a unique, vital district;
- Support smooth traffic flow;
- Enhance connectivity between uses in the study area;
- Support transit use and transit user needs;

Figure 2.01 – *Topography and natural vegetation generally block views of the Spokane River, but this plan calls for sidewalks and development of multiple public view opportunities that do not currently exist along FGW. (Image, Studio Cascade, Inc.)*

- Support the addition of neighborhood-scale commercial uses; and
- Promote social interaction, helping create a great place to meet friends and neighbors.

Three differing plan scenarios were developed and reviewed by participants using the above criteria as guidelines. This input led to the development of a fourth, hybrid scheme forming the basis of this plan.

Plan Diagram

Figure 2.05 expresses the bulk of this plan's physical recommendations, locating each spatially and providing concept-level design of features and various uses. Building uses and specific footprints, for instance, are illustrated in ways that serve this plan's goals, but may also be revised in ways that match - or perhaps exceed - these goals. This plan and diagram (Figure 2.05) has been reviewed and refined by participants from the general public, neighborhood residents and leadership, the City of Spokane, SFCC, STA and others, but implementation may require additional detailed revisions. At least one set of actions related to this plan but assumed already underway are not noted on the diagram - namely, traffic "calming" measures being taken by the River Run neighborhood seeking to reduce and slow cut-through traffic on River Ridge Boulevard.

This plan recommends creation of the following:

- An off-street loading area for STA's transit stop. This helps improve passenger, pedestrian and traffic safety; reduces traffic delays; and moves transit services closer to the center of the SFCC campus.
- Creation of a two-way, mini "main street" along the return leg of the transit loop. This provides opportunities for mixed-use and neighborhood-center use patterns; provides needed student and neighborhood services; creates a walkable focal point for SFCC and the West Hills Neighborhood; calms traffic along FGW; and compliments proposed development completing River Run PUD along FGW.
- Installation of pedestrian-activated signals along FGW. These, to be located at Randolph Road and (present) Mitchell Drive crossings, improve pedestrian and transit user crossing safety; and help calm traffic along FGW.

Figure 2.02 – *Guided by public input, safety concerns and service needs, this plan seeks an improved balance between vehicular and non-motorized uses, desired land use patterns and an increased sense of "place" and neighborhood identity. (Image, Studio Cascade, Inc.)*

- Provision of full traffic signals along FGW. These, to be located at a new intersection at the return leg of the transit loop and FGW ("College Avenue" on the Plan Diagram) and at the intersection of Elliot Drive and FGW east of the SFCC campus, will help calm and smooth traffic flow along the corridor; improve transit egress from the on-campus station; and improve traffic flow and egress safety (especially at Elliot Drive and FGW, where future Copper River at Holy Names housing will compound existing issues).

In addition, this plan recommends the creation of a three-lane roadway profile along FGW (see Figure 2.03 A). This offers multiple benefits serving plan objectives, including:

- Providing space for a center turn lane where it would be beneficial, aiding traffic turning movements and improving safety (reduced need to cross multiple lanes for left-hand turns, improved visibility of oncoming traffic in identifying suitable gaps);
- Providing space for median landscaping where it would be beneficial, improving district aesthetics, pedestrian comfort (shade), pedestrian safety (potential crossing islands), and calming of traffic;
- Reducing the number of potential conflict points at intersections by limiting the amount of cross traffic to one lane in each direction;
- Reducing the potential of sideswipe conflicts associated with weaving traffic typical of four-lane configurations;
- Calming traffic, reducing overall vehicle speeds while ensuring a more consistent travel time along the corridor;
- Providing space for bicycle and pedestrian infrastructure. As shown in Section BB on the Plan Diagram, the three-lane configuration proposed by this plan includes sidewalks along both sides of FGW with street trees and lighting plus dedicated bicycle lanes on each side of FGW;
- Improving walkability and conditions for non-motorized travel, related to new sidewalks and bike lanes - the latter also serving commuter cycling and access to the Centennial Trail; and
- Improving safety for motorists. The Highway Safety Manual estimates that three-lane configurations can reduce crash rates by up to 30 percent, while additional studies have estimated crash reduction rates of between 19 and 47 percent.

A second option envisions a two-lane eastbound / one-lane westbound roadway profile, shown in Figure 2.03 B. This option was evaluated during the traffic analysis phase, and may offer functional benefits for automotive traffic (see "Traffic Analysis" section below). Space for the additional traffic lane removes the bike lanes shown in option A in favor of a shared-use path along the southern right-of-way (ROW).

Both figures (2.03 A and B) are provided for illustration purposes only, depicting approximate configurations using 12' travel lanes (A) and 11' lanes (B) within an assumed 80-foot ROW. Both sections also depict center turn lanes with landscaped medians "ghosted" in to indicate this as an alternating condition.

The Plan Diagram is accompanied by a set of notes and specific recommendations, contained in Table 2.01. This table lists responsible parties most likely to lead and / or collaborate with others on implementation. In many cases, coordination of design features with others noted on the diagram may offer significant benefits, creating greater value for effort and investment. The axial layout of SFCC's master plan, for instance, offers opportunity to shape and enhance the design of STA's transit stop, the proposed traffic circle, the development of the final phase of River Run along FGW, and concepts that may emerge with the "opportunity site" identified by diagram keynote 12.

Figure 2.03 – *Two options for FGW were examined for this plan: A preferred three-lane configuration ("A") and a four-lane version ("B"). Both sections depict center turn lanes, with landscaped medians "ghosted" in to indicate alternating conditions. Reconfiguring FGW is seen as a critical step in achieving many key objectives, including a more gracious, welcoming environment for pedestrians and cyclists, smoother traffic flow, and improved safety for all. (Image, Studio Cascade, Inc.)*

Traffic Analysis

A preliminary traffic analysis was prepared for this plan that considered both existing and in-process development along FGW, as served by a three-lane "road diet" design (Alternative A) as well as a four-lane alternative (Alternative B). This analysis was performed using SimTraffic™ software by specialists at the Seattle offices of Fehr & Peers, Inc. (F&P). Baseline data was generated using

Figure 2.04 – *The adoption of this plan is just the beginning, with implementation requiring close coordination among multiple agencies, user groups and community leaders. (Image, Studio Cascade, Inc.)*

on-site traffic counts and incorporated City of Spokane modeling criteria.

Trip generation assumptions used for modeling included:

- Acceptance of projected counts from developer of Copper River at Holy Names housing (former Sisters of the Holy Names property);
- Background annual volume growth rates of 0.75 percent for eastbound traffic and 1.80 percent for westbound traffic;
- Trip generation estimates using Institute of Traffic Engineers (ITE) recommendations for up to 250 new apartments, 100 senior units, 50 townhomes, and 115,000 square feet of commercial;
- Trips generated by envisioned development were removed from background volume traffic counts, as these were already assumed in background volume estimates;
- Trip reduction counts incorporating ITE Main Street internalization rates (from 716 PM peak trips to 580 trips); and
- Divided PM peak hour trips by ins and outs with a 50-50 split.

Trip distribution assumptions used for modeling included:

- An even split between inbound and outbound trips;
- Applied distribution splits assumed in the Copper River at Holy Names assessement (egress trips 60% EB and 40% WB); and
- Trips were balanced, by increasing volumes, to take the most conservative approach.

Design features used for modeling included:

- Alternative A - Transition to three-lane profile approximately 500 feet east of existing Mitchell Drive intersection, continuing west just past River Ridge Boulevard. (per the Plan Diagram);
- Alternative B - Transition to unbalanced four-lane profile approximately 500 feet east of existing Mitchell Drive intersection, continuing west with two eastbound lanes, one two-way left turn lane and one westbound lane;
- Modified intersections/signal configurations as follows:
  - *Pedestrian-activated signal at FGW / Randolph Road;*

Table 2.01 – *Notes, Plan Diagram*

Keynote No.	Comments	Resp. Parties*	Reference
1 - STA Transit stop (covered)	▪ With pullout, three (3) 40' bus capacity ▪ Shelter per STA design, coordinated w/SFCC re: specific location, landscaping, signage, lighting, etc.	STA, SFCC	Appx. A
2 - Bus-only route (one-way)	▪ Establish w/curbing, bollards, surface treatments and / or signage ▪ One-way route limits as shown, allowing lot access	STA, SFCC	Appx. A
3 - Landscaped parking	▪ Recommend lot-wide landscaping ▪ Recommend landscaping to screen lot from street ▪ Consider sidewalk buffering, improved lighting along FGW ▪ Consider impervious surface reduction strategies	SFCC, COS	Section BB
4 -Future building	▪ Develop conceptual layout, coordinate with SFCC master plan ▪ Include site concept in lot design, configuration	SFCC	
5 - Traffic circle	▪ Specific design by SFCC ▪ Design allowing 60' articulated bus (maximum) \ ▪ Coordinate w/item 15	SFCC, STA, COS	Appx. A
6 - Future parking	▪ Coordinate w/SFCC master plan ▪ Coordinate w/building footprint shown, "College Avenue" building needs / amenities ▪ Recommend landscaping to screen lot from street ▪ Consider sidewalk buffering, improved lighting along FGW ▪ Consider impervious surface reduction strategies ▪ Consider design providing alternative uses, such as farmers market	SFCC	Section BB
7 - Pedestrian-activated signal crossing + bus stop	▪ Coordinate sidewalk design at southern edge FGW, ensuring ease of access to crossing from River Ridge Boulevard, future development along FGW ▪ Coordinate stop location, design w/MFGWI ▪ Consider "gateway" features ▪ Consider surface material / treatment of crossing	COS, STA, MFGWI, RR	Appx. A
8 - Access road	▪ Con for main vehicular / service access ▪ Consider below FGW-grade garages, parking configuration (using slope) ▪ Recommend 20' minimum landscaped gap between buildings, (approximately as shown) providing view opportunities ▪ Review FGW access (vehicular) ▪ Consider limited between-building parking	COS, RR	
9 - Sidewalk with multiple view opportunities	▪ Establish w/landscaping, lighting buffer as shown ▪ Recommend 20' minimum landscaped gap between buildings, (approximately as shown) providing view opportunities ▪ Extend from River Ridge Boulevard to T.J. Meenach Bridge	COS, RR, SFCC, CC	Section BB
10 - Signalized intersection	▪ Facilitate "College Avenue" development, transit ▪ Consider district branding features, ample landscaping ▪ Use building placement, design to heighten sense of arrival, district vitality	COS, STA, SFCC, RR	Appx. A
11 - Potential mini-park, view opportunities	▪ Coordinate w/item 12 ▪ Consider incorporation of vehicular pass-through ▪ Coordinate w/campus axial views, opportunities (item 15) ▪ Coordinate w/RR trail, shoreline trail opportunities	RR, SFCC	
12 - Opportunity site (current parking)	▪ Coordinate w/SFCC master plan ▪ Consider low to mid-rise multi-purpose building; outdoor dining, view opportunities ▪ Coordinate w/item 11	SFCC, RR	
13 - Pedestrian-activated signal crossing	▪ Replaces current traffic signal ▪ Consider "gateway" features ▪ Consider surface material / treatment of crossing	SFCC, COS, STA	Appx. A
14 - Campus green (current parking)	▪ Per SFCC master plan ▪ Creates "front yard" student activity area ▪ Consider design providing alternative uses, such as farmers market		
15 - View / circulation axis (campus master plan)	▪ Per SFCC master plan ▪ Coordinate w/item 1, 5, 11, 12, 14		

***Abbreviations:** STA = Spokane Transit Authority; SFCC = Spokane Falls Community College (or Community Colleges of Spokane, as my apply); COS = City of Spokane; MFGWI = Mukogawa Fort George Wright Institute; RR - River Run PUD*

- *Full signal at FGW / New "Main Street" (approximately where current Elliot Drive accesses FGW);*
- *Conversion of full signal to pedestrian signal at FGW / Mitchell Drive, with removal of vehicle access;*
- *Assumed signal at FGW / Elliott Drive on eastern edge of campus based on proposed Copper River at Holy Names development; and*
- *Access road for development on south-side of FGW, with entrances at Randolph intersection and west of Mitchel Drive (per Plan Diagram);*

- A full signal at FGW / River Ridge Boulevard was tested as an alternative to the pedestrian signal at Randolph Road. This signal generated large delays and the option was not further pursued; and
- FGW / River Ridge Boulevard was assumed as a 3/4 access intersection, denying left turns out of River Ridge Boulevard in favor of a more direct route of W. Sand Ridge Avenue to Government Way.

Results

Traffic operations results were generated for the following scenarios:

1) **No change** / existing conditions;
2) **Existing + Alternative A** (existing volumes with three-lane profile and proposed land uses);
3) **Existing + Alternative B** (existing volumes with four-lane unbalanced profile and proposed land uses);
4) **Background** (future background volumes with existing four-lane and only Copper River development);
5) **Background + Alternative A** (three-lane profile, envisioned and Copper River land uses plus future background traffic); and
6) **Background + Alternative B** (four-lane unbalanced profile, envisioned and Copper River land uses plus future background traffic).

Highlights of the modeling results include:

- In the **Background + Alternative** (A or B) scenarios, all eastbound and westbound movements on FGW operated at LOS D or better;
- In comparing the **Background** to **Background + Alternative A** scenarios, envisioned uses and the three-lane profile increased vehiclular travel times by 45 seconds and 25 seconds in the eastbound and westbound directions respectively;
- In comparing the **Background** to **Background + Alternative B** scenarios, envisioned uses and the unbalanced four-lane profile increased vehicular travel times by seven seconds and nine seconds in the eastbound and westbound directions respectively;
- On average, **Alternative A** added approximately 15 to 40 seconds of vehicular travel time throughout the corridor compared to **Alternative B** *(10 to 30 percent); and*
- Further refinement of signal timing, intersection configurations and the distribution of project traffic volumes may improve real-world corridor travel times and overall operations for motorized vehicles.

Modeling did not characterize improvements to non-motorized travel over existing conditions. A copy of above-referenced modeling results may be obtained from STA.

Safety Benefits of Three-lane Profiles

A "road diet", or the reconfiguration of a traditional four-lane arterial (4L) to a three-lane profile (3L) can provide a number of safety benefits. The Highway Safety Manual estimates that a road diet can reduce the crash rate by up to 30 percent while additional studies have estimated

a crash reduction rate of between 19 and 47 percent. Safety improvements are based on the following:

- 3Ls reduce the number of potential conflict points at intersections by limiting the amount of cross traffic to one lane in each direction;
- 3Ls reduce the potential for left-turn crashes by providing a dedicated turning lane that improves visibility of oncoming traffic and in identifying suitable gaps;
- 3Ls reduce the potential sideswipe conflicts of weaving traffic that occur with 4L roadways;
- 3L can reduce overall vehicle speeds while promoting more consistent travel times through a corridor;
- 3Ls can improve non-motorized safety by reducing the crossing distance at intersections and by reducing overall traffic speeds; and
- The additional right-of-way available by reducing the number of travel lanes allows more space for safe bicycle and pedestrian infrastructure.

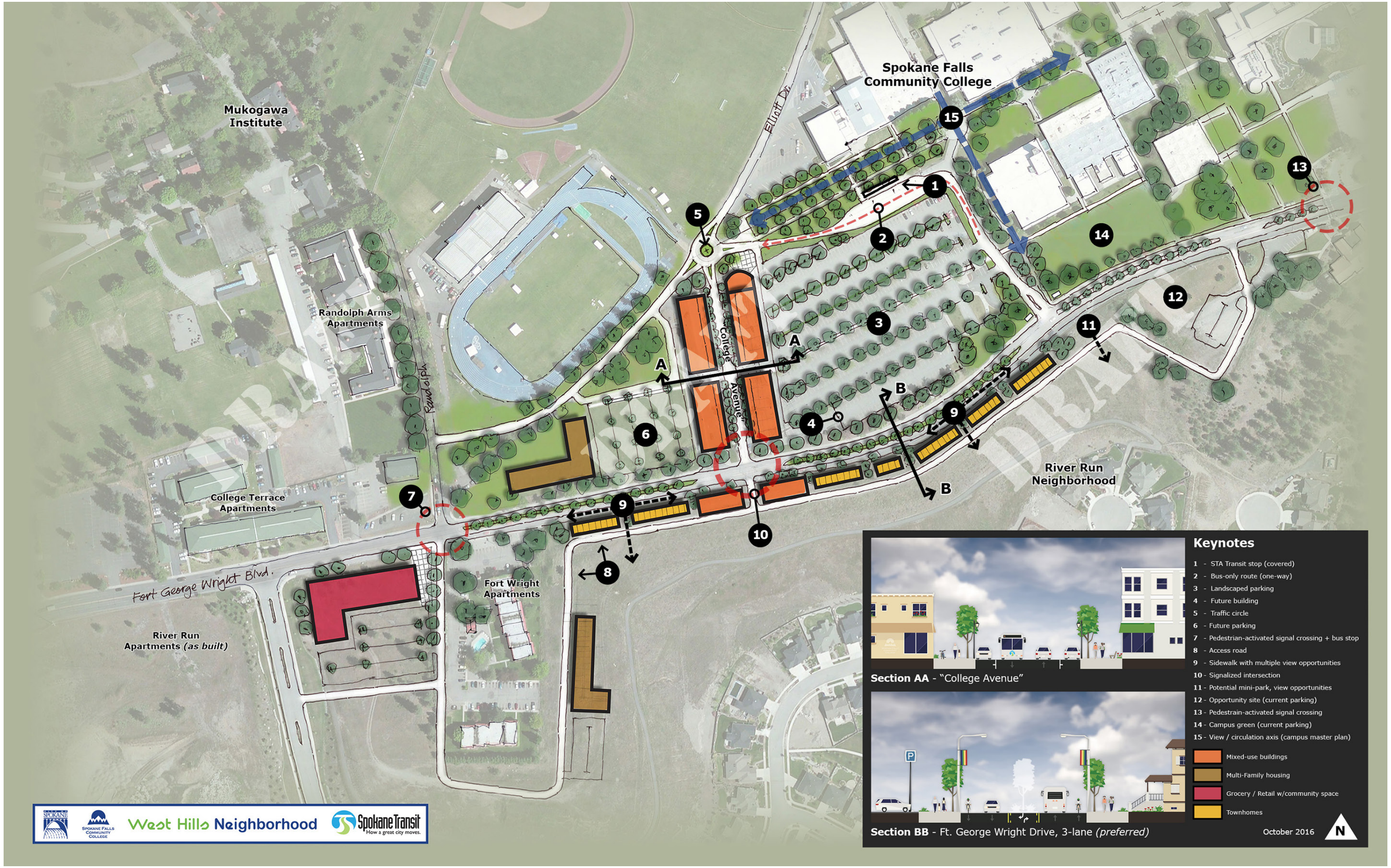


Figure 2.05 – *This plan diagram illustrates many of the recommendations for this station and corridor plan. (Image, Studio Cascade, Inc.)*

3 Implementation

Introduction

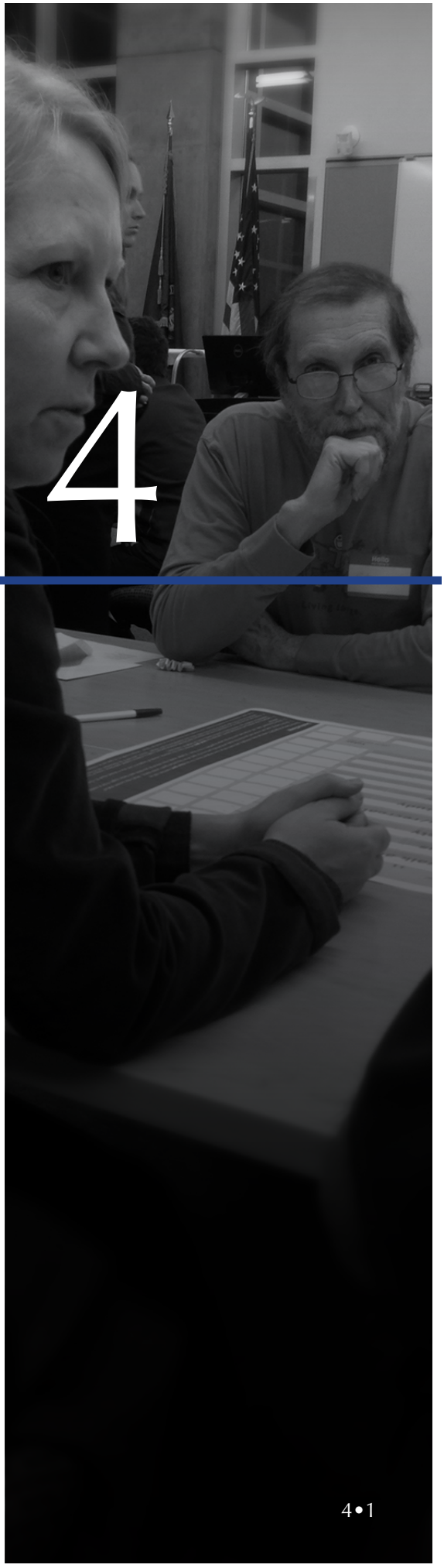
This chapter presents an implementation table developed to aid STA, the City and other critical partners in realizing the vision expressed in this plan. It was developed to provide direction on all critical elements - while at the same time remaining "broad brush" in terms of timing, responsibility and design to allow for the shifts and changes in opportunity that emerge over time.

This information is presented as Table 3.01 on following pages. Individual tasks are organized by topic, including "Land Use," "Streets," "Transit" and "Administrative." Listings are briefly described, and identifiy likely participants and a rough timeframe simply identified as "Short," "Medium" or "Ongoing." Notes are also provided to help clarify intended roles, scope of task and other important considerations. The table should be understood as an outline - for instance, implementation efforts will include processes overseen by the Plan Commission, though the participant list applies this work to the "City" column. Similarly, ongoing support and advocacy by the West Hills Neighborhood is assumed as coupled with many "City" or "Other" actions.

Table 3.01 – *Implementation*

Task	Description	Timing	STA	COS	SFCC	Other[1]	Notes
Land Use							
1. Development Design	Ensure development design in study area (River Run, along proposed "College Avenue" and along FGW corridor) conform to FGWSCP objectives	Ongoing	■	■	■	■	*City to work actively with RR and SFCC, promoting and shaping development to take advantage of FGW redesign*
Streets							
1a. FGW design	Conduct appropriate studies to guide transformation of FGW to preferred configuration, develop design, budget estimates	Short	■	■	■	■	*City to lead studies directing design; support from other partners as necessary*
1b. FGW funding	Seek funding for FGW reconfiguration, sidewalks, landscaping	Short	■	■	■	■	*City to lead, include integration into six-year Capital Improvements Program (CIP); support from other partners as necessary*
1c. FGW construction	Final design and construction of reconfigured FGW	Medium	■	■	■	■	*City to lead; support from other partners as necessary*
2a. Traffic signalization A	Design, funding and installation of traffic signal (as appropriate) at Elliot Drive and FGW near east edge of SFCC campus	Short		■	■	■	*City lead on design, funding and installation; support from other partners as necessary*
2b. Traffic signalization B	Design, funding and installation of traffic signal (as appropriate) at proposed "College Avenue" and FGW	Medium	■	■	■		*STA lead on funding; City lead on design and installation; support from other partners as necessary*
3a. Pedestrian signalization A	Design, funding and installation of pedestrian-activated signal at Randolph Road and FGW	Medium		■	■	■	*City lead on design, funding and installation; support from other partners as necessary*
3b. Pedestrian signalization B	Removal of existing traffic signalization; design, funding and installation of pedestrian-activated signal at Mitchell Drive and FGW	Medium	■	■	■	■	*City lead on design, funding and installation; support from other partners as necessary*
Transit							
1a. SFCC transit station design	Design of transit station, access drives and required signalization, conforming to FGWSCP	Short	■	■	■		*STA lead; support from SFCC, other partners as necessary*
1b. SFCC transit station funding	Seek funding for transit station, access drives and required signalization	Short	■		■		*STA lead; SFCC support including letters, testimony, grant support, potential property match*
1c. SFCC transit station construction	Construction of transit station, access drives and required signalization	Medium	■	■	■		*STA lead; support from SFCC, other partners as necessary*
2. Transit stops	Design, funding and installation of shelters at existing stops at Randolph Road and FGW	Medium	■			■	*STA lead; support from other partners as necessary*
Administrative							
1. Memorandum of Understanding (MOU)	Outline responsibilities, roles and initial actions among key implementing partners	Short	■	■	■	■	*Include groundwork on conceptual approaches to funding, development opportunities, project coordination*
2. Project coordination	Identify and support a project "champion," monitoring and leading coordination of efforts, overall implementation.	Ongoing					*Lead, participants TBD*
3a. Planning support	As may be necessary, facilitate modifications to Comprehensive Plan and / or zoning code to allow mixed-use center conforming to FGWSCP	Short	■	■	■	■	*City (Planning & Development) lead, support from other partners as necessary*
3b. Planning support	Incorporate concepts of FGWSCP into SFCC master plan	Medium			■		*At time of next update*

Abbreviations: *STA = Spokane Transit Authority; SFCC = Spokane Falls Community College (or Community Colleges of Spokane, as my apply); COS = City of Spokane; MFGWI = Mukogawa Fort George Wright Institute; RR - River Run PUD; CC = Catholic Charities; FGWSCP = Fort George Wright Station & Corridor Plan*
1 = Indicates that partners other than those named will be responsible for, or will participate in implementing the item. These may include RR, MFGWI, unidentified developers, or others as appropriate



4 Approach

Introduction

This station and corridor plan was developed using a planning process tailored to maximize diverse partnerships - contractual ones between STA, the City of Spokane and the West Hills Neighborhood, but also those with potential partners such as SFCC, local landowners, the Mukogawa Institute and others. Bringing together multiple players, each with varying levels of interest in transit station planning but all with keen interest in the future of the study area created a remarkable synergy, leading to the development of and support for recommendations that reach well beyond a simple transit station.

The process began by establishing a solid understanding of current conditions and trends, developing benchmark goals for the project, working through various alternatives, identifying a preferred direction, and finally creating a framework to execute specific actions to carry the plan forward. For purposes of this document, the process is organized into three sections:

1) Assessment;
2) Design; and
3) Reporting & Implementation.

The assessment phase focused on compiling relevant information regarding the neighborhood, especially plan-related conditions unique to the study area. This

included review of STA's plans, the River Run PUD, Spokane's Comprehensive Plan and Municipal Code, the SFCC master plan, plans for the former Sisters of the Holy Names property, and others. A review of land uses in the area and of the transportation system was another important part of this phase. Stakeholders were identified and interviewed to gain first-hand knowledge regarding the various challenges in the district, and to emphasize the opportunities that collaboration among all parties might bring.

The design phase involved extensive public outreach and engagement of participants to create plan designs and alternatives. This effort included a visioning / kick-off meeting followed by a "storefront studio" workshop series that showcased objectives then invited participants to help create, refine and ultimately choose among a set of design alternatives for the transit station and corridor.

The reporting and implementation phase involved presenting findings to a wide range of stakeholder groups and agency representatives - confirming the preferred scenario in terms of design, character and function. This phase helped consultants and agency partners affirm support and make necessary refinements to the plan in preparation for official adoption of the plan as well as helping agency partners work together to begin implementation.

The following pages detail this process.

Assessment

As identified in the scope of work, this component included an assessment of the entire study area to help gain insight into needs and opportunities. Three memoranda were prepared:

1) A land use review, covering area history, existing development patterns, City policy, transit conditions, landowner plans and related considerations. This document also worked to evaluate suitability for a mixed use "neighborhood center" as envisioned in the Comprehensive Plan and by the West Hills Neighborhood;

2) A document describing findings from stakeholder interviews conducted to help inventory existing conditions and to begin to guide the goals for the plan; and

3) A memo covering existing transportation conditions in the study area and describing known plans and studies related to the transportation system.

The contents of these three documents have been expressed in related sections of this plan.

Stakeholder Interviews

Identified with input from STA, the City and the neighborhood, a total of 12 individuals representing SFCC, the West Hills Neighborhood, City Council, SNAP, River Run, developers for Catholic Charities and the Mukogawa Institute were interviewed. Interviews were generally held at the offices or premises of interviewees between January 6 and March 2, 2016.

Interviews were conducted informally, allowing respondents to express their thoughts on project issues most important to them. All interviewees were briefed on the scope of this corridor plan, including project sponsors and all pre-identified objectives. Interviewers worked to ensure discussions covered basic questions related to project needs, the possibility of a "neighborhood center" as identified in the Comprehensive Plan, existing and envisioned transit needs and traffic patterns.

Stakeholders generally recognized similar conditions. In regards to transportation, it was recognized that development within and near the study area is driving increased traffic along FGW and Government way; that traffic speeds along those two streets often exceed posted limits; that existing land uses have little connectivity - forcing users onto those streets; and that existing conditions warrant at least one additional traffic signal at the eastern intersection of FGW and Elliot Drive. Most agreed that changes needed to be made along FGW to make it more hospitable to pedestrians and cyclists. Landowners described plans or expressed a desire for significant additional housing in the study area, creating additional traffic loads and demand for transit and other services. Most agreed transit service is generally acceptable in terms of scheduling, but lacks amenities such as covered shelters, lighting, approach crossings and sidewalks. Most noted a strong need for local services typical of neighborhood centers, such as coffee shops, convenience stores, restaurants and personal care services - but also noted that topographical constraints and existing land use patterns limit the range of where such features might be placed within the study area.

Figure 4.01 – *Development of this plan included extensive outreach and opportunities for public involvement, including a multi-day "storefront studio" held in an area church. (Image: Studio Cascade, Inc.)*

Design

Kickoff Meeting

On the evening of January 12 2016 a kick-off meeting was held at SFCC in the Falls Gateway Building. This meeting was attended by approximately 30 people and saw City staff and consultants present the plan's background, scope, and schedule as well as initial findings regarding existing policies and area plans. The meeting included an exercise that asked attendees to consider ten planning topics related to the study area, and then working in small groups:

- Rate how well each topic seems to be addressed and / or performs today;
- Indicate how well they'd like to see those topics perform in the future;
- Compare each current and hoped-for future state to identify the "gaps" between conditions, providing numeric representations of how acute each topic might be, helping set goals for the plan; and
- Consider how they'd prioritize or "weight" their choices, assigning numbers representing a conceptual budget of time, energy, and money to each planning topic.

Each of the small groups then presented their findings to the audience, prompting discussion and helping establish consensus regarding plan objectives.

Exercise Results

Feature "gaps" - things participants noted as being most deficient or representing issues in the study area included:

- *Poor conditions for pedestrian and cyclists;*
- *Land use patterns that don't promote or facilitate social interaction;*
- *The lack of an overall sense of safety; and*
- *Poor availability of goods and services in the study area.*

Participants also identified gaps regarding the area's "district" feel, the relative inefficiency of traffic flow, and how disconnected each of the area's major features seem from one another.

Figure 4.02 – *The project kick-off meeting attracted a wide array of participants and agency representatives, each helping establish objectives for this plan. (Image: Studio Cascade, Inc.)*

Participants felt smaller gaps existed regarding:

- *The needs of bus riders;*
- *Access to natural beauty and recreation; and*
- *How well the area accommodates live / work / study lifestyles.*

Some groups identified other categories needing plan attention including the desire to improve access to the Centennial Trail and to improve wildlife crossings and habitat.

Regarding allocation of resources, participants recognized that many of the topics are interrelated - anticipating that investment in one area might likely promote positive transformation in another. Groups also noted that some topics, while perhaps critical, are or will likely to be addressed with little resource outlay, such as improvements driven by the private sector as guided by City policy. With this in mind, participants prioritized investments among the following areas:

- *The pedestrian and bicycling environment;*
- *Things to improve public safety; and*
- *Features to help establish and solidify a unique "district feel" for the area.*

Participants also expressed support for investing in the area's connectivity; addressing traffic flow; and improving the bus riding experience.

The groups thought fewer budget resources needed to be dedicated to:

- *Framing the area's natural beauty and recreational assets;*
- *Improving social interaction;*
- *Improving the live / work / study atmosphere in the area; and*
- *Provision of goods and services.*

Storefront Studio

On March 8, 9 and 10, the consultant team held a set of day-long meetings and workshops open to the public. This series, called a "storefront studio" by organizers, was held in the Unitarian Universalist Church on FGW. Members of the design team, City staff and STA were present each day, giving residents the chance to drop in and learn about the

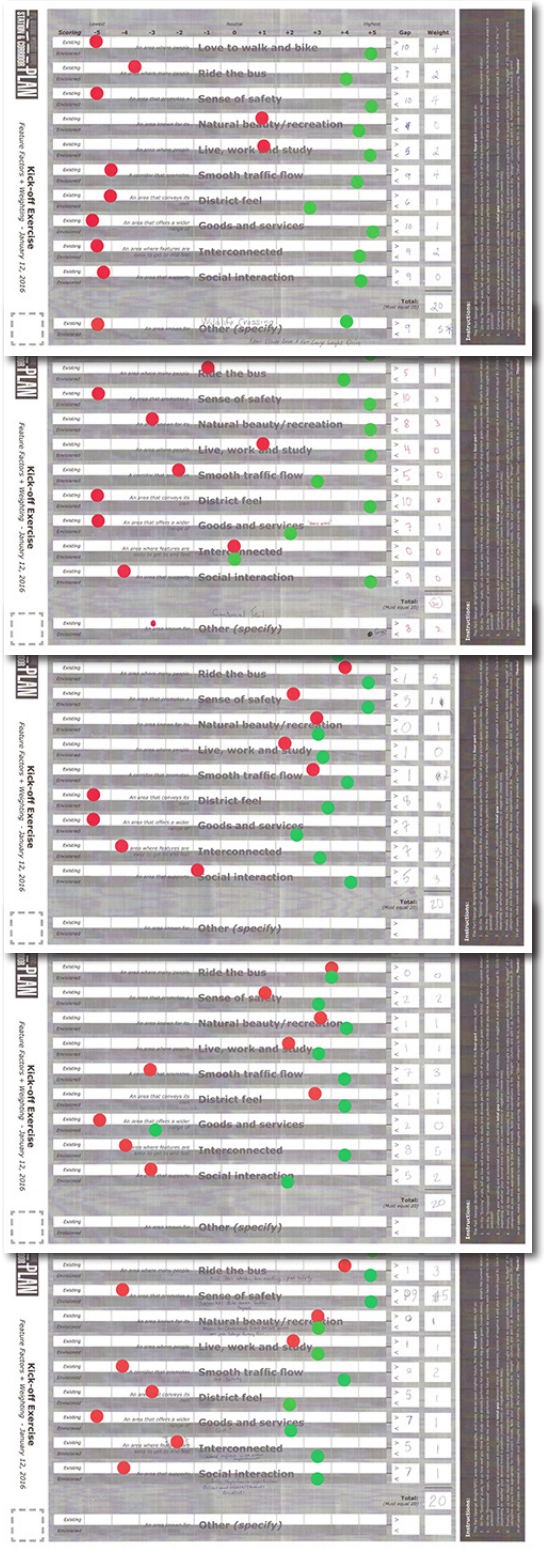


Figure 4.03 – *Worksheets from the kick-off meeting helped illustrate "gaps" between qualities seen today (red dots) versus how groups envisioned them in the future (green dots). (Image: Studio Cascade, Inc.)*

plan and its key objectives, complete informal questionnaires, and help shape the first draft of the station and corridor plan. Day one centered on open house style activities, with displays, question and answer sessions, and meetings with area representatives. Consultants also toured the site and began work conceptualizing ways plan objectives might be addressed. Day two included all activities from day one, plus exhibits of evolving strategies. A public workshop was held that evening, allowing attendees to review and refine first-generation concepts. Day three provided time for community members to drop by and review strategies and results, add comments or ask questions of the design team. A meeting of key participants in the preferred alternative also took place, helping all parties confirm support for the plan's concepts.

The following describes each of the three plan scenarios developed for the storefront studio:

Scenario One: "Transit In-Line"

This scenario would focus transit services and land use energies along FGW, enhancing existing stops on each side of the corridor. This configuration would support more traditional development patterns - supporting a mini "main street" with low-scale buildings fronting the FGW near Randolph Road. This scenario proposed narrowing FGW to three lanes with a center turn lane, likely beginning near Randolph Road and ending near SFCC's Lodge Building 9 or closer to the intersection of Elliot Drive and FGW.

Advantages of this concept were seen to include:

- *Little to no change to travel time via bus;*
- *Transit stops retained at existing activity nodes; and*
- *Lower investment costs.*

Disadvantages were noted to include:

- *No reduction in walk-time or proximity to SFCC or Mukogawa (MFWI) campuses;*
- *Few improvements to the character of the waiting environment along FGW; and*
- *Fewer opportunities to place stops near new development along FGW.*

Implementation of this scenario was shown to include:

- *Basic safety improvements including adding new signals;*
- *Enhancing transit facilities with bus pull outs, new shelters, signs etc.;*
- *Removing parking and adding green space to enhance the campus' "front door";*
- *Creation of a linear neighborhood center; and*
- *Calming of traffic within the center through street reconfiguration.*

Scenario Two: "Transit Place"

This scenario would pull busses off of FGW near the western edge of SFCC, providing a central drop-off / pick-up location on the SFCC campus and away from FGW travel lanes. This loop would be large enough to provide for development opportunities along a return leg perpendicular to FGW, creating a small "main street" environment for cafés, bookstores, and other types of commercial activities to serve students and neighborhood residents.

Advantages of this concept include:

- *Reduced walk time from the station to SFCC and MFWI campuses;*
- *Enhanced safety for transit riders (reducing the need for students to cross FGW);*
- *Creation of a new node of activity, benefitting SFCC and the West Hills Neighborhood; and*
- *Opportunities for transit signal priority, smoothing bus entry back into FGW traffic flow.*

Disadvantages were noted to include:

- *An (estimated) one to two-minute travel time delay for busses;*
- *Access to center activities would require many users to cross FGW from the south; and*
- *Costs of development, including the loop road, signalization and street reconfiguration.*

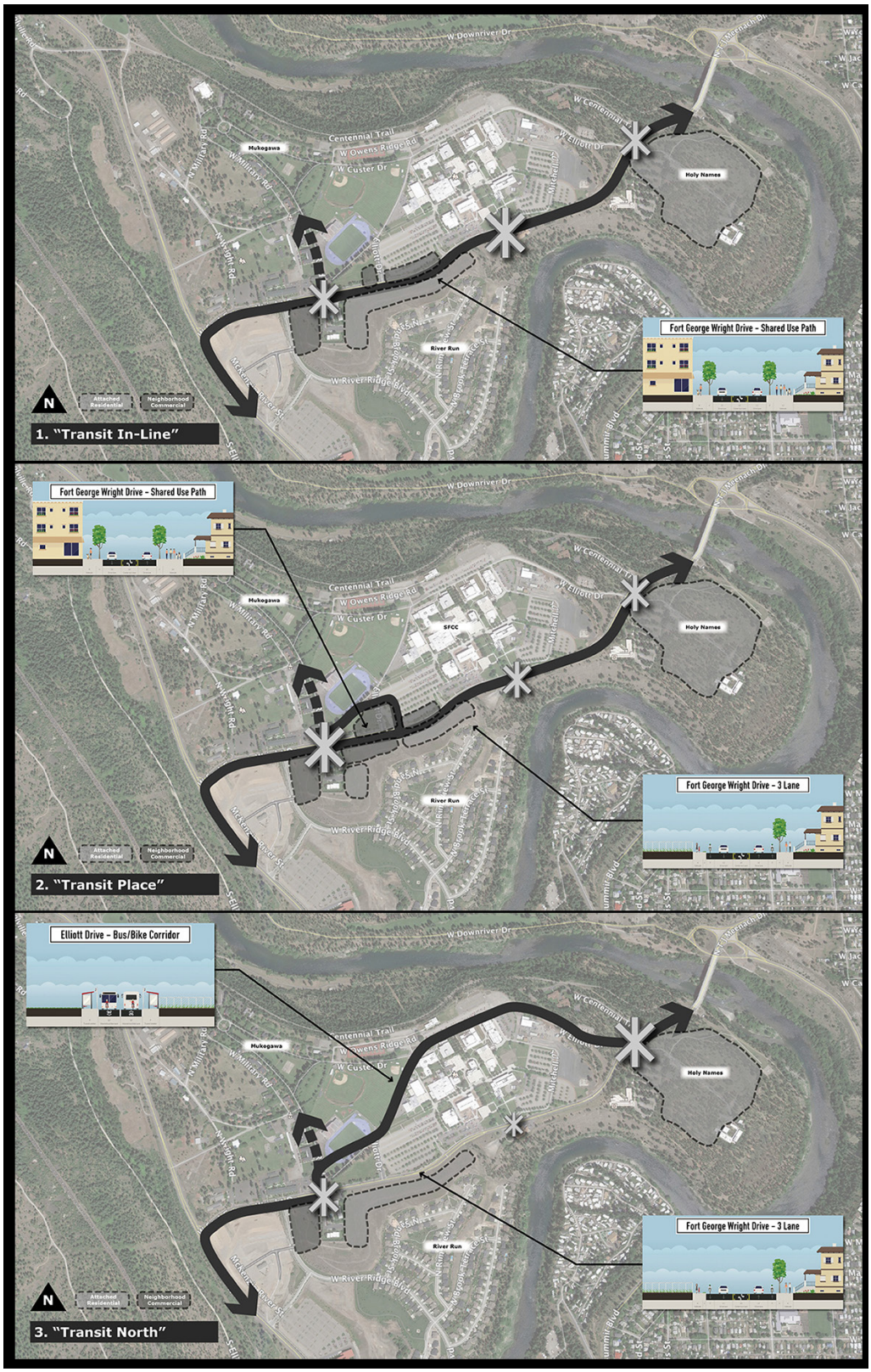


Figure 4.04 – *Three alternate schemes were proposed and reviewed by participants, each addressing plan objectives in different ways. (Image: Studio Cascade, Inc.)*

Figure 4.05 – *Three alternate schemes were proposed and reviewed by participants, each addressing plan objectives in different ways. (Image: Studio Cascade, Inc.)*

Implementation of this scenario was shown to include:

- *All steps from scenario one;*
- *Creation of a new off-street transit facility and loop road;*
- *Reconfiguration of affected portions of Elliot and Randolph Roads;*
- *Development of buildings supporting mixed use / neighborhood center activities; and*
- *Installation of a traffic signal at the new main street and FGW.*

Scenario Three: "Transit North"

In this scenario, transit would be routed to the north of the SFCC campus along Elliot Drive, pulling bus traffic off of FGW between Elliott and Randolph. This option would move transit riders away from the SFCC campus' front edge, activating the north side of campus with students, visitors, faculty, and staff who ride the bus. One motive for this scenario involved enhancing the SFCC campus' connection to the river and to the Centennial Trail, creating a much stronger relationship between SFCC and its natural setting / recreational opportunities.

This alternative presented an opportunity for a safer, quieter transit waiting environment, the potential to re-orient parking away from the north edge of campus to allow for better trail and river access, and removed conflicts between vehicles and buses along FGW in front of the SFCC campus. Disadvantages of this scenario included up to two to four minutes in added travel time and approximately 25 percent additional travel distance from current routing; reducing access to transit for any future development along the southern edge of FGW; and the potential need for additional resources due to the extended travel time.

This scenario's implementation steps, like the previous two, involved installing basic safety improvements through two new signals at Elliot Drive / FGW and Randolph Road / FGW intersections. Elliot Drive would be re-designed to be mainly transit, and a new transit facility would be created at the north edge of the SFCC campus, where a second "front door" to campus would also be created. A small neighborhood center at Randolph at FGW would be encouraged with housing on the south side of FGW east of Randolph.

Results

From comments and discussions regarding scenarios 1, 2 and 3 came a new, fourth scenario called “Main Street." This scenario was created by studio participants, landowners and agency staff, and guided by City staff and consultants. This concept, presented in Chapter 2, proposes pulling transit from FGW into the SFCC campus, creating a bus route serving a new off-street station located on the west side of campus. This concept includes retail / mixed-use development opportunities around the new station, new traffic and pedestrian signals at Elliot and Randolph, and central campus green space in place of existing parking. The scenario also involves reconfiguration of FGW to a three lane section (two through-lanes and a center turn lane) as well as providing a shared-use path on each side of FGW, pedestrian crossings at Randolph Road and Mitchell Drive, and two new signals.

Rollout Meeting

On May 17, a “Plan Recommendation Meeting” was held at the SFCC Student Union Building. This meeting presented the preferred concept developed in the Storefront Studio to community members, who were again invited to review and refine it. A presentation at the beginning of the meeting described the evolution of the various concepts, the resulting preferred scenario, and other features and revisions associated with it.

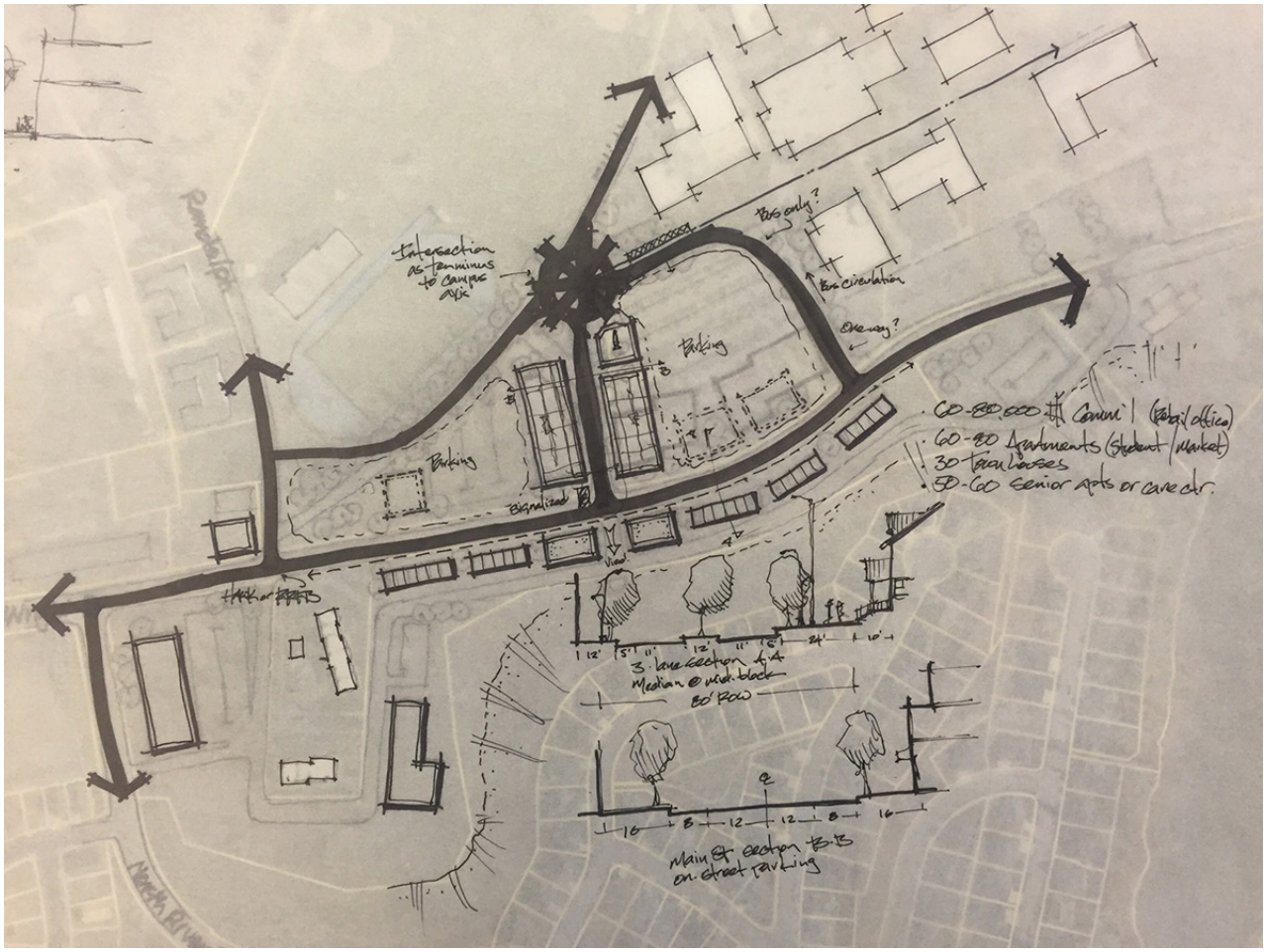


Figure 4.06 – *An early sketch of this plan's preferred alternative, developed at the conclusion of the storefront studio. (Image: Studio Cascade, Inc.)*

Results

Community members and stakeholders offered various concerns and ideas for improvement regarding the preferred scenario. Among these, two main topics emerged for the plan to address:

1) **Pedestrian safety** - Participants expressed a desire for protected crossings at many intersections in the study area, including at Elliot Drive (east) and River Ridge Boulevard, and safe pedestrian access from the SFCC "Lodge" building to the nearest STA transit stop; and

2) **Provision of services** - Participants welcomed new neighborhood-scale commercial development, especially restaurants and gas stations,. but wondered who would lead development.

Concerns were raised regarding the following:

- *Proper management of increased density;*
- *Concerns about traffic were expressed by a few, particularly regarding bus circulation at River Ridge Boulevard and Elliot Drive; and*
- *Potential cut-through traffic on River Ridge Boulevard due to slower traffic speeds on FGW.*

Concerns about parking were expressed by some participants while others felt that parking would resolve itself. Other mentions included:

- *A desire for a farmer's market;*
- *Improved trail connections in the study area;*
- *Maintaining access to views;*
- *The creation of public spaces; and*
- *Inclusion of pedestrian-scaled lighting.*

Reporting & Implementation

In addition to the public outreach and meeting schedule covered in prior sections, STA representatives, City Staff and members of the consulting team made presentations on process and findings to the following groups:

Plan Commission

December 9, 2015 – City planning staff made a presentation to the Plan Commission (PC) regarding citywide neighborhood planning and the West Hills Neighborhood decision to partner with STA on the FGW Station & Corridor Plan. An outline of the plan's scope and objectives was also presented. No input was provided by the PC at that time.

May 9, 2016 – STA and City planning staff made a presentation to the PC regarding the plan's outreach efforts and input to-date, including results captured in the draft plan diagram.

Neighborhood

March 23, 2016 – Following the multi-day storefront studio, STA and City planning staff met with representatives from the West Hills Neighborhood and the River Run PUD to present draft findings, gather input and answer related questions. A majority of those attending offered positive feedback and support for the plan's overall direction.

April 12, 2016 – STA and City planning staff presented the draft plan and plan diagram at the regular West Hills council meeting. Questions were raised regarding views to the south along FGW with completion of River Run PUD housing; regarding the road diet as related to traffic generated by area churches; regarding the need for diverse service offerings in the future build-out of the mixed-use center; on the need for ample lighting along the corridor; regarding a possible bicycle underpass at Elliot (east),

addressing the prospect of bicycles needing to stop mid-hill at the proposed signal location.

Community Colleges of Spokane

April 19, 2016 - STA, City, and consultant planning representatives presented the plan's recommendations to the Community Colleges of Spokane Board of Trustees. The presentation outlined the objectives, process and preferred strategies for the FGW corridor, identifying specifically the implications and opportunities for Spokane Falls Community College. The Board offered enthusiastic support for the plan's envisioned outcomes, including the gradual transformation of the area into the type of district envisioned in the plan.

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Plan development and leadership partners:

City of Spokane | Spokane Falls Community College | West Hills Neighborhood | Spokane Transit — How a great city moves.

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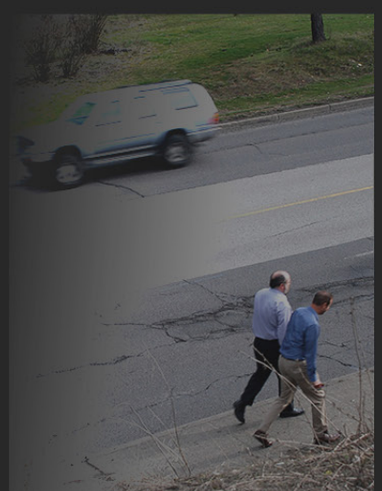
Studio Cascade
Community Planning & Design



CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2017-2022 CITYWIDE CAPITAL IMPROVEMENT PROGRAM

A Recommendation of the City Plan Commission certifying that the 2017-2022 Six Year Citywide Capital Improvement Program (CIP) is in conformance with the City of Spokane's Comprehensive Plan.

FINDINGS OF FACT:

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

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

C. The GMA requires that the City's annual CIP shall be in conformance with the City's Comprehensive Plan.

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

E. The City Plan Commission held two workshops on August 24th and September 14th, 2016, to obtain public comments on the 2017-2022 Six Year Citywide CIP.

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

ACTION: Motion to accept the staff's Findings of Fact A through F. Motion was APPROVED/DENIED by a vote of ____ to ____.

CONCLUSIONS:

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

B. The 2017-2022 Six Year Citywide CIP has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.

ACTION: Motion to accept conclusions A and B by staff as conclusions of the Plan Commission. Motion was APPROVED/DENIED by a vote of ____ to ____.

RECOMMENDATIONS:

A. The Spokane City Plan Commission is certifying that the 2017-2022 Six Year Citywide CIP is in full compliance with the existing Spokane Comprehensive Plan as required by

RCW 36.70A and RCW 35.77.010 and is recommended for adoption by the Spokane City Council.

B. By a vote of ____ to _____ the Plan Commission recommends the APPROVAL/DENIAL of these documents by the City Council.

_____

Dennis Dellwo, President
Spokane Plan Commission

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ORDINANCE NO. _____

AN ORDINANCE regarding Roadway Naming and Addressing; amending SMC sections 17A.020.120; 17A.020.180; 17A.020.190; repealing section 17D.050; and enacting a new section 17D.050A to chapter 17D of the Spokane Municipal Code.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That chapter 17D.050 of the Spokane Municipal Code is repealed.

Section 2. That there is enacted a new chapter 17D.050A of the Spokane Municipal Code to read as follows:

Chapter 17D.050A Roadway Naming and Addressing

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.

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 Development Services Center, 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 Development 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 Development 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 Development 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, with the following exception:

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

    2. Roadway names may contain a single space to separate two words (e.g. “Mount Spokane Dr.”).

G. Roadway names should not include abbreviations (e.g., “St Charles” vs. “Saint Charles”).

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 to 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 spelled out from First to Tenth. Numbered Avenues starting at 11th 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. Roadway names shall not include words used as roadway types (e.g., "Circle St." or "Avenue Way").

P. Roadway names shall not include the word highway (e.g., "Highway 2" or "Old Sunset Highway").

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

R. Roadways which meander 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.

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

T. 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.). Loops and Circles will be reviewed on an individual basis and require approval from the Administrator.

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 the most current 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 (e.g., “No Outlet”).

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 "10 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. Application for each address assignment 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. 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.

D. 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.

E. 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.

F. 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.

G. Properties only accessible via a shared driveway shall be assigned an address based on the point of origin of the driveway from the connecting roadway and shall be sequential, 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.

H. Fractional addresses shall not be used (e.g., "100 ½ W. Main St.").

I. 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. 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” or “1642 N. Sherman Rd., Bldg C”).

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 “Lowr” 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. Lowr 101”, units on the second level below grade would be assigned three digit numbers beginning with 2, “Apt. Lowr 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 preliminary plat map.

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.

Section 3. That SMC section 17C.020.120 is amended to read as follows:

17A.020.120 "L" Definitions

A. Land Surveyor.
An individual licensed as a land surveyor pursuant to chapter 18.43 RCW.

B. Land Use Codes.
Those provisions of this code that relate to:

1. zoning,

2. subdivision,

3. shorelines management,

4. stormwater control,

5. flood zones,

6. critical areas,

7. signs,

8. skywalks, and

include chapter 17D.020 SMC, chapter 17D.050A SMC, chapter 17D.060 SMC, chapter 17D.090 SMC, chapter 17E.010 SMC, chapter 17E.020 SMC, chapter 17E.030 SMC, chapter 17E.040 SMC, chapter 17E.060 SMC, chapter 17E.070 SMC, and chapter 17G.080 SMC.

C. Landscape Plan.

A scale drawing showing site improvements and landscaping required under chapter 17C.200 SMC the following elements:

1. Footprint of all structures.

2. Final site grading.

3. All parking areas and driveways.

4. All sidewalks, pedestrian walkways, and other pedestrian areas.

5. Location, height, and materials for all fences and walls.

6. Common and scientific names of all plant materials used, along with their size at planting and location of all plant materials on the site.

D. Landslide.
Rapid sliding of large masses of rock, soil, or material on steep mountain slopes or from high cliffs.

E. Latah Formation.
Sedimentary layer of claystone to fine-grained sandstone in which very finely laminated siltstone is predominant. The fresh rock ranges in color from various shades of gray to almost white, tan and rust. Much of the finer grained layers contain leaf imprints and other plant debris. Because of its generally poorly consolidated state, the Latah rarely outcrops. It erodes rapidly and therefore is usually covered with later deposits or in steeper terrain hidden under the rubble of overlying basaltic rocks.

F. Launch Ramp.
An inclined slab, set of pads, rails, planks, or graded slope used for launching boats with trailers or by hand.

G. "Ldn" means a day-night average sound level and serves as a basic measure for quantifying noise exposure, namely, the A-weighted sound level averaged over a twenty-four hour time period, with a ten decibel penalty applied to nighttime (ten p.m. to seven a.m.) sound levels.

H. Leak Detection.
A procedure for determining if the material in a primary container has escaped into the outside environment or has invaded an interstitial space in a multiple containment system.

I. Levee.

A natural or artificial embankment on the bank of a stream for the purpose of keeping floodwaters from inundating adjacent land. Some levees have revetments on their sides.

J. Level of Service Standard.
The number of units of capacity per unit of demand. The level of service standards used on concurrency tests are those standards specified in the adopted City of Spokane comprehensive plan.

K. Lighting Methods.

1. Direct.
Exposed lighting or neon tubes on the sign face. Direct lighting also includes signs whose message or image is created by light projected onto a surface.

2. Indirect.
The light source is separate from the sign face or cabinet and is directed to shine onto the sign.

3. Internal.
The light source is concealed within the sign.

L. Lighting Plan.
A general site plan that includes:

1. location of all lighting fixtures on the site;

2. manufacturer’s model identification of each lighting fixture;

3. manufacturer’s performance specifications of each fixture;

4. a photometric plan of the installed fixtures, which demonstrates that all illumination is confined within the boundaries of the site.

M. Limited Industrial.
Establishments primarily engaged in on-site production or assembly of goods by hand manufacturing involving the use of hand tools and small-scale equipment and may have the incidental direct sale to consumers of those goods produced on-site. Typical uses include:

1. on-site production of goods by hand or artistic endeavor;

2. placement of digital or analog information on a physical or electronic medium;

3. manufacture, predominantly from previously prepared materials, of finished products or parts, provided the noise, light, smell, or vibration does not extend beyond the site; and

4. research of an industrial or biotechnical nature.

All activity must be conducted totally within the structure with no outdoor storage.

N. Listed Species.
A fish or wildlife species on a state or federal species of concern list. Possible designations could include endangered, threatened and sensitive.

O. Littoral Drift.
The natural movement of sediment, particularly sand and gravel, along shorelines by wave action in response to prevailing winds or by stream currents.

P. Local Access Street.
A street that provides access from individual properties to collector and minor arterials.

Q. Lot.

1. "Lot" is a parcel or tract of land so designated on a recorded plat or assessors plat, or:

   a. in an unplatted area, a tract having frontage on a public street or private street within a planned unit development or binding site plan and having the minimum size and dimensions required for a building site by the zoning code; or

   b. a building site designated as such on an approved planned development plan; or

   c. an unplatted area, legally created, and having the minimum size and dimensions required for a building site by the zoning code, but that does not have frontage on a public street.

2. A tract consisting of more than one contiguous lot may be considered as one lot for development purposes, subject to interpretation of the location of the front and rear yards.

3. A "corner lot" is a lot bounded on two adjacent sides by intersecting public streets.

4. An "inside lot" is a lot other than a corner lot.

5. A “through lot” is a lot bounded on opposite sides by parallel or approximately parallel public streets.

R. Lot Depth.
The depth of a lot is the horizontal distance between the front lot line and the rear lot line measured in the mean direction of the side lot lines.

S. Lot Lines.
The property lines along the edge of a lot or site.

1. “Front lot line” means a lot line, or segment of a lot line, that abuts a street.

   a. On a corner lot, the front lot line is the shortest of the lot lines that abut a street. If two or more street lot lines are of equal length, then the applicant or property owner can choose which lot line is to be the front.
   b. However, a through lot has two front lot lines regardless of whether the street lot lines are of equal or unequal length.

2. “Rear lot line” means a lot line that is opposite a front lot line.

   a. A triangular lot has two side lot lines but no rear lot line.

   b. For other irregularly shaped lots, the rear lot line is all lot lines that are most nearly opposite the front lot line.

3. “Side lot line” means a lot line that is neither a front nor rear lot line.

a. On a corner lot, the longer lot line, which abuts a street, is a side lot line.

4. “Side street lot line” means a lot line that is both a side lot line and a street lot line.

5. “Street lot line” means a lot line, or segment of a lot line, that abuts a street.

   a. “Street lot line” does not include lot lines that abut an alley.

   b. On a corner lot, there are two (or more) street lot lines.

   c. Street lot lines can include front lot lines and side lot lines.

T. Lot Width.

The width of a lot is the horizontal distance between the side lot lines measured on a line intersecting at right angles the line of the lot depth thirty feet from the front lot line.

U. Low Impact Development (LID).

1. LID is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

V. Low Visual Impact Facility.
For the purposes of administration of this code, a low visual impact facility includes a small diameter (three feet or less) antenna or antenna array located on top of an existing pole or on a replacement pole. (See also SMC 17A.020.010, Alternative Tower Structure.)

W. Lowest Floor.
The lowest floor of the lowest enclosed area (including the basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of SMC 17E.030.140.

Section 4. That SMC section 17H.010.030 is amended to read as follows:

17H.010.030 Street Layout Design

A. Street design is governed by the comprehensive plan and city design standards.

B. Streets shall be designed in light of topography and existing and planned street patterns. It is encouraged that low impact development principles be considered, evaluated and utilized where practical as described in the Eastern Washington Low Impact Development Guidance Manual.

C. Adequate access shall be provided to all parcels of land. The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles and emergency services.

D. When property is divided into large parcels, streets shall be laid out so as to allow the addition of future streets in a consistent pattern in the event of redivision.

E. Street names should be logical, consistent and understandable to satisfy the needs of emergency and delivery vehicles. Street names must be approved by the City and comply with the requirements of chapter 17D.050A SMC, Roadway Naming.

F. The layout of new streets shall provide for the continuation of existing streets in adjoining subdivisions. If a public street or right-of-way terminates at a plat boundary, provisions shall be made for the extension of the public street to the adjacent property or to another public street in a manner consistent with public mobility and utility infrastructure needs.

G. Street layout shall provide for future extension of streets into areas which are presently not subdivided.

H. Traffic generators within the project should be considered and the street system designed appropriately. Individual projects may require a traffic study subject to chapter 17D.080 SMC, Voluntary Impact Fees, chapter 17D.010 SMC, Concurrency Certification, or chapter 17E.050 SMC, SEPA.

I. The minimum centerline distance between intersections shall be one hundred fifty feet.

J. Bordering arterial routes should be considered and design continuity provided.

K. When any parcels in a subdivision adjoin an existing or proposed arterial street, the hearing examiner may require access by way of frontage streets and may restrict access to the arterial.

L. Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services.

M. A grid pattern featuring more street intersections and shorter block lengths should be implemented wherever possible.

N. Block lengths should not exceed six hundred sixty feet.

O. A block width should allow for two tiers of lots between parallel streets and double frontage lots should be avoided.

P. Permanent dead-end or cul-de-sac streets may be allowed when the property is isolated by topography or the configuration of existing platted

lots and streets. Dead-ends and cul-de-sacs will be reviewed in every case for connectivity

Section 5. That SMC section 17A.020.180 is amended to read as follows:

17A.020.180 "R" Definitions

A. RCW.
The Revised Code of Washington, as amended.

B. Real Estate Sign.
A sign indicating that a property or any portion thereof is available for inspection, sale, lease, rent.

C. Reasonable Cause.
A reasonable basis to believe or suspect that there is storage, seepage, spillage, accumulation, or use of critical materials or the pursuit of critical materials activities at a site or premises.

D. Reconsideration – Request For.
A request to the appeal body to consider again or reverse the decision on the permit application.

E. Recreational Vehicle.
A vehicle, which is:

1. Built on a single chassis;

2. Four hundred square feet or less when measured at the largest horizontal projection;

3. Designed to be self-propelled or permanently towable by a light duty truck; and

4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

F. Recycling Drop-off Center.
A facility for the drop-off and temporary holding of materials such as paper, cardboard, glass, metal, plastic, batteries, and motor oil.

1. Processing of materials is limited to glass breaking and separation.

2. Recycling materials are not sold to a recycling drop-off center.

3. A recycling drop-off center is intended for household or consumer use.

4. Use by commercial or industrial establishments is not included.

5. Unattended drop-off stations for single materials, such as newsprint, are also not included.

G. Recycling Operation.
A use where one or more recycling materials are accumulated, stored, sorted, or processed.

1. A recycling operation may get recycling materials from drop-off centers, from a household or business pick-up operation, or from commercial or industrial uses.

2. Materials may be processed on site or accumulated in large quantities for eventual sale or transfer to other processors.

3. Recycling operation does not include the processing of yard debris or other decomposable material except for clean paper products.

H. Redivision.
The redivision of a lot located within a previously recorded plat or short plat.

I. Regional Shopping Mall – Enclosed.
A group of retail and other commercial establishments that is planned, developed, and managed as a single property, with on-site parking provided around the perimeter of the shopping center, and that is generally at least forty acres in size and flanked by two or more large “anchor” stores, such as department stores. The common walkway or “mall” is enclosed, climate-controlled and lighted, usually with an inward orientation of the stores facing the walkway.

J. Registered Neighborhood Organization.
A community development block grant (CDBG) neighborhood steering committee, a neighborhood council, or other neighborhood or community group within the City that:

1. Represents a specifically designated geographic area;

2. Is governed by bylaws and has elected officers; and

3. Has registered as such with the City and is on the current list of registered neighborhood organizations.

K. Regularly.

Occurring consistently and repeatedly on an ongoing basis.

L. Regulated Substance.
A critical material as referred to in 42 U.S.C. 6991(2).

M. Related Persons.
One or more persons related either by blood, marriage, adoption, or guardianship, and including foster children and exchange students; provided, however, any limitation on the number of residents resulting from this definition shall not be applied if it prohibits the City from making reasonable accommodations to disabled persons in order to afford such persons equal opportunity to use and enjoy a dwelling as required by the Fair Housing Amendment Act of 1988, 42 U.S.C. 3604(f)(3)(b) and the Washington Housing Policy Act, RCW 35.63.220.

N. Repair (see also “Maintenance”).
An activity that restores the character, scope, size, and design of a serviceable area, structure, or land use to its previously authorized and undamaged condition. Activities that change the character, size, or scope of a project beyond the original design, and drain, dredge, fill, flood, or otherwise alter additional wetlands are not included in this definition.

O. Reservoir.
A body of water collected and stored in an artificial pool that is intended for future use.

P. Residential Zone.
Those zones from RA through RHD.

Q. Responsible Party.
A person who is either:

1. The property owner or person authorized to act on the owner’s behalf; or

2. Any person causing or contributing to a violation of this chapter.

R. Restoration.
See "Compensatory Mitigation” (SMC 17A.020.030).

S. Revetment.
A sloped wall constructed of riprap or other suitable material placed on stream banks or other shorelines to slow down bank erosion and minimize lateral stream movement.

T. Right-of-way.
A public or private area that allows for the passage of people or goods.

1. Right-of-way includes passageways such as:

    a. freeways,

    b. streets,

    c. bike paths,

    d. alleys, and

    e. walkways.

2. A public right-of-way is a right-of-way that is dedicated or deeded to the public for public use and under the control of a public agency.

U. Riparian.

1. Riparian habitat is defined as an area that contains elements of both aquatic and terrestrial ecosystems, which mutually influence each other.

2. It is the area where the vegetation, water tables, soils, microclimate, and wildlife inhabitants of terrestrial ecosystems are influenced by perennial or intermittent water, and the biological and physical properties of the adjacent aquatic ecosystems are influenced by adjacent vegetation, nutrient, and sediment loading, terrestrial wildlife, and organic debris from the land.

3. Riparian vegetation includes not only streamside vegetation that is dependent upon presence of water, but also on the upland vegetation that is part of the zone of influence in the riparian area.

4. Riparian habitats have high wildlife density and high species diversity. They serve as important wildlife breeding and seasonal ranges. They are important movement corridors and are highly vulnerable to habitat alteration.

V. Riparian Habitat Area (RHA).
A defined area used to manage and buffer impacts to wildlife habitat and consists of landscape features that support fish and wildlife in areas near water bodies such as streams, rivers, wetlands and lakes.

W. Riparian Wetland.
Wetlands located at the shore of a lake or river. The transitional area between aquatic and upland ecosystems that is identified by the presence of vegetation

that requires or tolerates free or unbound water or conditions that are more moist than normally found in the area.

X. Riprap.
A layer, facing, or protected mound of stones placed to prevent erosion, scour, or sloughing of a structure of embankment; also, the stone so used.

Y. River Delta.
Those lands formed as an aggradational feature by stratified clay, silt, sand, and gravel deposited at the mouths of streams where they enter a quieter body of water. The upstream extent of a river delta is that limit where it no longer forms distributary channels.

Z. Riverine.
Situated alongside or associated with a river.

AA. Roadway.

1. Curbed roadways within the City limits and other urbanized areas are commonly and generically referred to as “streets.” Roadways outside the urban areas are most often not curbed, and are commonly and generically referred to as “roads.”

2. Within the context of this code, “roadway” refers to any traveled way, either public or private, that has been platted or otherwise specifically dedicated for the purpose of circulation and will require a name in accordance with chapter 17D.050A SMC.

AB. Roadway Name.
Roadway names consist of three parts:

1. Direction.

2. Root name; and

3. Suffix.

AC. Rock Shore.
Those shorelines whose bluffs and banks are typically composed of natural rock formations.

AD. Rockfall.
The falling of rocks from near vertical cliffs.

AE. Roof Line.

The top edge of a roof or building parapet, whichever is higher, excluding any cupolas, chimneys, or other projections.

AF. Roof Top Sign.
A sign on a roof that has a pitch of less than one-to-four.

AG. Root Name.
A maximum of two words, which are not considered part of the directional or suffix.

AH. Runoff.
Water that travels across the land surface, or laterally through the ground near the land surface, and discharges to water bodies either directly or through a collection and conveyance system. It includes stormwater and water from other sources that travels across the land surface.

AI. Runoff and Infiltration Controls.
Measures adopted to prevent damage due to flooding and erosion problems.

Section 6. That SMC section 17A.020.190 is amended to read as follows:

17A.020.190 "S" Definitions

A. Salmonid.
Belonging to the family of Salmonidae, including the salmons, trouts, chars, and whitefishes.

B. Sandwich Board Sign.
A self-supporting A-shaped freestanding temporary sign with only two visible sides that are situated adjacent to a business, typically on a sidewalk.

C. Scrub-shrub Wetland.
An area of vegetated wetland with at least thirty percent of its surface area covered by woody vegetation less than twenty feet in height at the uppermost strata.

D. Secondary Building Walls.
Exterior building walls that are not classified as primary building walls.

E. Secondary Containment.
A means of spill or leak containment involving a second barrier or tank constructed outside the primary container and capable of holding the contents of the primary container.

F. Sediment.

Mineral or organic matter deposited as a result of erosion.

G. Sedimentation.
The settling and accumulation of particles such as soil, sand, and gravel, suspended in water or in the air.

H. SEPA Rules.
Chapter 197-11 WAC adopted by the department of ecology.

I. Service Area.
A geographic area defined by the City, which encompasses public facilities that are part of a plan.

J. Serviceable.
Means presently useable.

K. Setback.
The minimum distance required between a specified object, such as a building and another point. Setbacks are usually measured from lot lines to a specified object. In addition, the following setbacks indicate where each setback is measured from:

1. “Front setback” means a setback that is measured from a front lot line.

2. “Rear setback” means a setback that is measured from a rear lot line.

3. “Side setback” means a setback that is measured from a side lot line.

4. “Street setback” means a setback that is measured from a street lot line.

L. Sex Paraphernalia Store.
A commercial establishment that regularly features sexual devices and regularly advertises or holds itself out, in any medium, as an establishment that caters to adult sexual interests. This definition shall not be construed to include:

1. Any pharmacy, drug store, medical clinic, any establishment primarily dedicated to providing medical or healthcare products or services; or

2. Any establishment located within an enclosed regional shopping mall.

M. Sexual Device.
Any three dimensional object designed for stimulation of the male or female human genitals, anus, buttocks, female breast, or for sadomasochistic use or abuse of oneself or others and shall include devices commonly known as dildos, vibrators, penis pumps, cock rings, anal beads, butt plugs, nipple clamps, and physical representations of the human genital organs. Nothing in this definition

shall be construed to include devices primarily intended for protection against sexually transmitted diseases or for preventing pregnancy.

N. Shall.
Unless the context indicates otherwise, the term “shall” means:

1. In reference to the obligations imposed by this title upon owners or occupants of premises or their agents, a mandatory obligation to act, or when used with a negative term to refrain from acting, in compliance with this code at the risk of denial of approval or civil or criminal liability upon failure so to act, the term being synonymous with “must”;

2. With respect to the functions of officers and agents of the City, a direction and authorization to act in the exercise of sound discretion; or

3. The future tense of the verb “to be.”

O. Shallow Groundwater.
Naturally occurring water within an unconfined (water table) aquifer, partially confined aquifer or perched groundwater aquifer, and which is present at depth of fifteen feet or less below the ground surface, at any time, under natural conditions.

P. Shorelands.
Or “shoreline areas” or “shoreline jurisdiction” means all “shorelines of the state” and “shorelands” as defined in RCW 90.58.030. Those lands extending landward for two hundred feet in all directions as measured on a horizontal plane from the ordinary high-water mark; floodways and contiguous floodplain areas landward two hundred feet from such floodways; and all wetlands and river deltas associated with the streams, lakes, and tidal waters which are subject to the provisions of the entire shoreline master program; the same to be designated as to location by the department of ecology.

Q. Shoreline and Ecosystems Enhancement Plan and Program.
See SMC 17E.020.090, Habitat Management Plans.

R. Shoreline Buffer.

1. A designated area adjacent to the ordinary high-water mark and running landward to a width as specified by this regulation intended for the protection or enhancement of the ecological function of the shoreline area.

2. The buffer will consist primarily of natural vegetation or planted vegetation which maintains or enhances the ecological functions of the shoreline area.

3. The term “buffer area” has the same meaning as “buffer.”

S. Shoreline Enhancement.
Any alteration of the shoreline that improves the ecological function of the shoreline area or any aesthetic improvement that does not degrade the shoreline ecological function of the shoreline.

T. Shoreline Environment Designations.
The categories of shorelines established by local shoreline master programs in order to provide a uniform basis for applying policies and use regulations within distinctively different shoreline areas. The basic recommended system classifies shorelines into four distinct environments (natural, conservancy, rural, and urban). See WAC 173-16-040(4).

U. Shoreline Habitat and Natural Systems Enhancement Projects.

1. Shoreline habitat and natural systems enhancement projects include those activities proposed and conducted specifically for the purpose of establishing, restoring, or enhancing habitat for propriety species in shorelines.

2. Provided that the primary purpose of such actions is clearly restoration of the natural character and ecological functions of the shoreline, projects may include shoreline modification actions such as:

a. Modification of vegetation,

b. Removal of nonnative or invasive plants,

c. Shoreline stabilization, dredging, and filling.

V. Shoreline Jurisdiction.
See “Shorelands.”

W. Shoreline Letter of Exemption.
Authorization from the City which establishes that an activity is exempt from shoreline substantial development permit requirements under SMC 17E.060.300 and WAC 173-14-040, but subject to regulations of the Act and the entire shoreline master program.

X. Shoreline Master Program.

1. The comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.

2. For the City of Spokane, the shoreline master program includes the:

   a. Shoreline Goals and Policies (Comprehensive Plan Chapter 14),

   b. Shoreline Regulations (chapter 17E.060 SMC),

   c. City of Spokane Shoreline Restoration Plan (stand-alone document), and

   d. Shoreline Inventory and Analysis (Comprehensive Plan Volume III).

Y. Shoreline Mixed Use.
Combination of water-oriented and non-water oriented uses within the same structure or development area.

Z. Shoreline Modifications.
Those actions that modify the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure. They can include other actions, such as clearing, grading, or application of chemicals.

AA. Shoreline Protection.

1. Structural and nonstructural methods to control flooding or address erosion impacts to property and dwellings or other structures caused by natural processes, such as current, flood, wind, or wave action.

2. The terms “Shoreline protection measure” and this term have the same meaning.

3. Substantial enlargement of an existing shoreline protection improvement is regarded as new shoreline protection measure.

AB. Shoreline Recreational Development.
Recreational development includes commercial and public facilities designed and used to provide recreational opportunities to the public. Water-dependent, water-related and water-enjoyment recreational uses include river or stream swimming areas, boat launch ramps, fishing areas, boat or other watercraft rentals, and view platforms.

AC. Shoreline Restoration.

1. The re-establishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures

including, but not limited to, re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials.

2. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions.

AD. Shoreline Stabilization.
Structural or non-structural modifications to the existing shoreline intended to reduce or prevent erosion of uplands or beaches. They are generally located parallel to the shoreline at or near the ordinary high-water mark. Other construction classified as shore defense works include groins, jetties, and breakwaters, which are intended to influence wave action, currents, and/or the natural transport of sediments along the shoreline.

AE. Shoreline Structure.
A permanent or temporary edifice or building, or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above, or below the surface of the ground or water, except for vessels.

AF. Shorelines Hearings Board (SHB).
The shorelines hearings board is a quasi-judicial body with powers of de novo review authorized by chapter 90.58 RCW to adjudicate or determine the following matters:

1. Appeals from any person aggrieved by the granting, denying, or rescinding of a permit issued or penalties incurred pursuant to chapter 90.58 RCW.

2. Appeals of department rules, regulations, or guidelines; and

3. Appeals from department decisions to approve, reject, or modify a proposed master program or program amendment of local governments which are not planning under RCW 36.70A.040.

AG. Short Plat – Final.
The final drawing of the short subdivision and dedication, prepared for filing for record with the Spokane county auditor and containing all elements and requirements set forth in this chapter and chapter 58.17 RCW.

AH. Short Plat – Preliminary.

1. A neat and approximate drawing of a proposed short subdivision showing the general layout of streets, alleys, lots, blocks, and other elements of a short subdivision required by this title and chapter 58.17 RCW.

2. The preliminary short plat shall be the basis for the approval or disapproval of the general layout of a short subdivision.

AI. Short Subdivision.
A division or redivision of land into nine or fewer lots, tracts, parcels, or sites for the purpose of sale, lease, or transfer of ownership. (RCW 58.17.020(6)).

AJ. Sign.

1. Materials placed or constructed or light projected, but not including any lawful display of merchandise, that:

   a. Conveys a message or image, and

   b. Is used to inform or attract the attention of the public

2. Some examples of signs are materials or lights meeting the definition of the preceding sentence and which are commonly referred to as signs, placards, A-boards, posters, murals, diagrams, banners, flags, or projected slides, images, or holograms.

3. The scope of the term sign does not depend on the content of the message or image conveyed.

AK. Sign – Animated Sign.
A sign that uses movement, by either natural or mechanical means, to depict action to create a special effect or scene.

AL. Sign – Electronic Message Center Sign.
An on-premises sign capable of displaying words, symbols, figures, or images that can be electronically or mechanically changed by remote or automatic means including signs using a video display method.

AM. Sign Face.
The portion of a sign which contains lettering, logo, trademark, or other graphic representations. (See SMC 17C.240.140, Sign Face Area.)

AN. Sign – Flashing Sign.

1. A pattern of changing light illumination where the sign illumination alternates suddenly between fully illuminated and fully non-illuminated in a strobe-like fashion for the purpose of drawing attention to the sign.

2. Time and temperature signs are excluded from this definition.

3. For the purpose of this title, electronic message centers consistent with the standards of SMC 17C.240.240(J) shall not be considered flashing signs.

AO. Sign Maintenance.
Normal care needed to keep a sign functional, such as cleaning, painting, oiling, and changing of light bulbs.

AP. Sign – Off-premises.
A sign relating, through its message and content, to a business activity, use, product, or service not available on the premises upon which the sign is erected.

AQ. Sign Repair.
Fixing or replacement of broken or worn parts. Replacement includes comparable materials only. Repairs may be made with the sign in position or with the sign removed.

AR. Sign Structure.
A structure specifically intended for supporting or containing a sign.

AS. Significant Vegetation Removal.
The removal or alteration of trees, shrubs, and/or ground cover by clearing, grading, cutting, burning, chemical means, or other activity that causes significant ecological impacts to functions provided by such vegetation.

1. The removal of invasive or noxious weeds does not constitute significant vegetation removal.

2. Tree pruning, not including tree topping, where it does not affect ecological functions, does not constitute significant vegetation removal.

AT. Single-family Residential Building.
A dwelling containing only one dwelling unit.

AU. Single-room Occupancy Housing (SRO).
A structure that provides living units that have separate sleeping areas and some combination of shared bath or toilet facilities.

1. The structure may or may not have separate or shared cooking facilities for the residents.

2. SRO includes structures commonly called residential hotels and rooming houses.

AV. Site.

Any parcel of land recognized by the Spokane County assessor's office for taxing purposes. A parcel may contain multiple lots.

AW. Site – Archaeological.

1. A place where a significant event or pattern of events occurred. It may be the:

   a. Location of prehistoric or historic occupation or activities that may be marked by physical remains; or

   b. Symbolic focus of a significant event or pattern of events that may not have been actively occupied.

2. A site may be the location of a ruined or now non-extant building or structure if the location itself possesses historic, cultural, or archaeological significance.

AX. Slump.
The intermittent movement (slip) of a mass of earth or rock along a curved plane.

AY. SMC.
The Spokane Municipal Code, as amended.

AZ. Soil.
The naturally occurring layers of mineral and organic matter deposits overlaying bedrock. It is the outer most layer of the Earth.

BA. Sound Contours.
A geographic interpolation of aviation noise contours as established by the 2010 Fairchild AFB Joint Land Use Study and placed on the official zoning map. When a property falls within more than one noise zone, the more restrictive noise zone requirements shall apply for the entire property.

BB. Sound Transmission Class (STC).
A single-number rating for describing sound transmission loss of a wall, partition, window or door.

BC. Special Drainage District (SDD).
An area associated with shallow groundwater, intermittent standing water, or steep slopes where infiltration of water and dispersion of water into the soils may be difficult or delayed, creating drainage or potential drainage problems. SDDs are designated in SMC 17D.060.130.

BD. Special Event Sign.

A temporary sign used to announce a circus, a carnival, festivals, or other similar events.

BE. Species of Concern.
Species native to Washington State listed as state endangered, state threatened, state sensitive, or state candidate, as well as species listed or proposed for listing by the U.S. Fish and Wildlife Service or the National Marine Fisheries Service.

BF. Specified Anatomical Areas.
They are human:

1. Genitals, pubic region, buttock, and female breast below a point immediately above the top of the areola, when such areas are less than completely and opaquely covered;

2. Male genitals in a discernibly turgid state, even if completely and opaquely covered.

BG. Specified Sexual Activities.
Any of the following:

1. Human genitals in a state of sexual stimulation or arousal;

2. Acts of human masturbation, sexual intercourse, or sodomy; and

3. Fondling or other erotic touching of human genitals, pubic region, buttock, or female breast.

BH. Spokane Regional Stormwater Manual (SRSM).
A technical document establishing standards for stormwater design and management to protect water quality, natural drainage systems, and down-gradient properties as urban development occurs.

BI. Spokane Register of Historic Places.
The register maintained by the historic preservation office, which includes historic landmarks and districts in the City and County.

BJ. Sports Field.
An open area or stadium in which scheduled sports events occur on a regular basis. Sports events include both competitive and noncompetitive events such as track and field activities, soccer, baseball, or football games.

BK. Stabilization.
The process of establishing an enduring soil cover of vegetation or mulch or other ground cover and may be in combination with installation of temporary or permanent structures.

BL. Standard Plans.
Refers to the City of Spokane's standard plans.

BM. Standard References.
Standard engineering and design references identified in SMC 17D.060.030.

BN. State Candidate Species.
Fish and wildlife species that WDFW will review for possible listing as state endangered, threatened, or sensitive.

BO. State Endangered Species.
Any wildlife species native to the State of Washington that is seriously threatened with extinction throughout all or a significant portion of its range within the state.

BP. State Register.
The register maintained pursuant to chapter 195, Laws of 1977, 1st ex. sess., section 6 (chapter 27.34 RCW).

BQ. State Sensitive Species.
Any wildlife species native to the State of Washington that is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its range within the state without cooperative management or removal of threats.

BR. State Threatened Species.
Any wildlife species native to the State of Washington that is likely to become an endangered species within the foreseeable future throughout a significant portion of its range within the state without cooperative management or removal of threats.

BS. Stealth Facilities.
Any cellular telecommunications facility that is designed to blend into the surrounding environment. Examples of stealth facilities include:

1. Architecturally screened roof-mounted antennas;

2. Building-mounted antennas painted to match the existing structure;

3. Antennas integrated into architectural elements; and

4. Antenna structures designed to look like light poles, trees, clock towers, bell steeples, or flag poles.

BT. Stewardship.
Acting as supervisor or manager of the City and County's historic properties.

BU. Stormwater.

1. Any runoff flow occurring during or following any form of natural precipitation, and resulting from such precipitation, including snowmelt.

2. “Stormwater” further includes any locally accumulating ground or surface waters, even if not directly associated with natural precipitation events, where such waters contribute or have a potential to contribute to runoff onto the public right-of-way, public storm or sanitary sewers, or flooding or erosion on public or private property.

BV. Stormwater Management Program (SWMP).
A set of actions and activities designed to reduce the discharge of pollutants from the regulated MS4 to the maximum extent practicable and to protect water quality, and comprising the components listed in S5 or S6 of the Eastern Washington Phase II Municipal Permit (WAR04-6505) and any additional actions necessary to meet the requirements of applicable TMDLs.

BW. Story.
That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except:

1. The topmost story is that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above;

2. That portion of a building between the eaves and the ridge, when over twenty feet in height, is considered a story;

3. That portion of a building below the eaves which exceeds fourteen feet in height is considered a story, each fourteen feet of height (or major part of fourteen feet) being an additional story; and

4. A basement or unused under-floor space is a story if the finished floor level directly above is either more than:

   a. Six feet above grade for more than half of the total perimeter, or

   b. Twelve feet above grade at any point.

BX. Stream.
A naturally occurring body of periodic or continuously flowing water where the:

1. Mean annual flow is greater than twenty cubic feet per second; and

2. Water is contained with a channel (WAC 173-22-030(8)).

BY. Street.
See “Public Way” (SMC 17A.020.160).

BZ. Street Classifications.

1. Arterial and local access streets are classified in section 4.5 of the comprehensive plan as follows:

   a. Principal arterial.

   b. Minor arterial.

   c. Collector arterial.

   d. Local access street.

   e. Parkway.

2. Definitions of all of the above classifications are included herein. Private streets are not classified but are defined under SMC 17A.020.160, “P” Definitions.

CA. Street Frontage.
The lot line abutting a street.

CB. Strobe Light.
A lamp capable of producing an extremely short, brilliant burst of light.

CC. Structural Alteration.

1. Modification of a sign, sign structure, or awning that affects size, shape, height, or sign location.

2. Changes in structural materials; or

3. Replacement of electrical components with other than comparable materials.

4. The replacement of wood parts with metal parts, the replacement of incandescent bulbs with light emitting diodes (LED), or the addition of electronic elements to a non-electrified sign would all be structural alterations.

5. Structural alteration does not include ordinary maintenance or repair, repainting an existing sign surface, including changes of message or

image, exchanging painted and pasted or glued materials on painted wall signs, or exchanging display panels of a sign through release and closing of clips or other brackets.

CD. Structure.
Any object constructed in or on the ground, including a gas or liquid storage tank that is principally above ground.

1. Structure includes:

a. Buildings,

b. Decks,

c. Fences,

d. Towers,

e. Flag poles,

f. Signs, and

g. Other similar objects.

2. Structure does not include paved areas or vegetative landscaping materials.

CE. Structure – Historic.
A work made up of interdependent and interrelated parts in a definite pattern of organization. Generally constructed by man, it is often an engineering project.

CF. Subdivision.
A division or redivision of land into ten or more lots, tracts, or parcels for the purpose of sale, lease, or transfer of ownership (RCW 58.17.020).

CG. Subject Property.
The site where an activity requiring a permit or approval under this code will occur.

CH. Sublevel Construction Controls.
Design and construction requirements provided in SMC 17F.100.090.

CI. Submerged Aquatic Beds.
Wildlife habitat area made up of those areas permanently under water, including the submerged beds of rivers and lakes and their aquatic plant life.

CJ. Substantial Damage – Floodplain.
Damage of any origin sustained by a structure whereby the cost of restoring the structure to its pre-existing condition would equal or exceed fifty percent of the assessed value of the structure before the damage occurred.

CK. Substantial Development.
For the shoreline master program, shall mean any development of which the total cost or fair market value exceeds the dollar amount set forth in RCW 90.58 and WAC 173-26 for any improvement of property in the shorelines of the state.

CL. Substantial Improvement – Floodplain.

1. Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds fifty percent of the assessed value of the structure either:

   a. Before the improvement or repair is started, or

   b. If the structure has been damaged and is being restored, before the damage occurred.

2. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.

3. The term does not, however, include either any:

   a. Project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or

   b. Alteration of a structure listed on the National Register of Historic or State Inventory of Historic Places.

CM. Suffix.
Describes the roadway type and is located after the root roadway name (i.e., street, avenue, court, lane, way, etc.). The appropriate suffix shall be used in accordance with SMC 17D.050A.040(U)((~~020(C)~~)).

Passed by the City Council on _____.

_____
Council President

Attest:

Approved as to form:

_____
City Clerk

_____
Assistant City Attorney

_____
Mayor

_____
Date

_____
Effective Date

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Spokane City Plan Commission
Findings of Fact, Conclusions, and Recommendations
Proposed Amendments to Roadway Naming and Addressing Code

A Recommendation from the City Plan Commission to the City Council to approve the proposed amendments as they relate to Roadway Naming and Addressing. These changes were implemented as a result of the Spokane Regional Addressing Standards process, in which a model code was developed by all addressing authorities within Spokane County in order to create a common countywide standard used to reduce addressing conflicts and enhance public safety agencies' abilities to provide emergency response.

Findings of Fact:

A. The Plan Commission has been asked to consider and make recommendations to the City Council on a proposed ordinance regarding Roadway Naming and Addressing; amending SMC sections 17A.020.120; 17A.020.180; 17A.020.190; repealing section 17D.050; and enacting a new section 17D.050A to chapter 17D of the Spokane Municipal Code.

B. Initial meetings with all Addressing Authorities began in May of 2015, with a draft of the Initial Addressing Standards being presented in September and joint addressing Authorities Committee Meetings were held in September and October or 2015 for review of the standards. The recommended standards were issued in December of 2015.

C. City Council was briefed by Ian VonEssen, the Regional Public Safety GIS Manager, at a Public Safety Committee Meeting in early 2016.

D. On July 14, 2016 staff requested comments from city departments on the draft regulations.

E. On June 4, 2015 staff requested Washington State Department of Commerce grant expedited review from the Growth Management Services Division.

F. On August 26, 2016 the proposed code, summary papers and related documents were posted on the City website.

G. Plan Commission was presented the City of Spokane's draft code at two workshops occurring on September 28, 2016 and October 12, 2016.

H. On October 7, 2016 a Determination of Non-Significance was issued on the draft code. The appeal period of this determination ended on October 21, 2016. No comments were received.

I. The proposal is consistent with and implements provisions of the City of Spokane's Comprehensive Plan. There are many references to landscaping, here is a selection:

TR 4.11 Consistency of Rules

Strive for consistency in setting speed limits, designating and locating arterials, and developing other transportation rules.
Discussion: *Inconsistencies or inequities in transportation rules lead to increased confusion and violations, both intentional and unintentional. Consistency of rules supports a greater common understanding, awareness, and acceptance. Speed limits, for example, that vary from street to street or from one section of an arterial to another are confusing and unclear. Examples of rules include speed limits, designation and location of arterials, and location of traffic calming devices.*

ED 8.1 Quality of Life Protection
Protect the natural and built environment as a primary quality of life feature that attracts new business.
Discussion: *The importance of the city's high quality of life as a contributor to a favorable business climate is likely to increase as businesses make more decisions on where to locate based on the city's appeal. Good schools, good infrastructure and public services, high quality neighborhoods, an attractive community appearance, many natural areas, a variety of recreational opportunities, and the perception of clean air and water attract both businesses and residents.*
These benefits act as economic development tools and must be protected in order to continue to function as attractions to potential businesses and residents. Individual programs and policies that respond to a particular business need may be of limited success in encouraging firms to expand or attracting new firms if they are not part of a comprehensive effort to upgrade the quality of life of the city. Improving the city's quality of life where it is poor can have a significant impact on decisions firms make regarding location and workforce changes.

J. Appropriate notice of the Plan Commission hearing was published in the Spokesman Review on October 12, 2016 and October 19, 2016.

K. The City Plan Commission held a public hearing on October 26, 2016 to obtain public comments on the proposed amendment.

Conclusions:

A. The Plan Commission has reviewed all public testimony received during the public hearing.

B. The Plan Commission has found that the proposed amendments meet the approval criteria for text amendments to the Unified Development Code:

SMC 17G.025.010 (F) Approval Criteria:

1. The proposed amendments are consistent with the applicable provisions of the comprehensive plan; and
2. The proposed amendments bear a substantial relation to public health, safety, welfare, and protection of the environment.

C. The proposed amendments have been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's Comprehensive Plan.

Recommendations:

By a vote of ____ to _____, the Plan Commission recommends to the City Council the approval of the proposed amendments to the Unified Development Code.

_____

Dennis Dellwo, President
Spokane Plan Commission
October 26, 2016

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