Spokane Plan Commission Agenda

January 11, 2017
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 - 2:20	1) Approve November 9, 2016 and December 14, 2016 meeting minutes 2) City Council/Community Assembly Liaison Reports 3) President Report • Animal Keeping Ordinance Findings & Conclusions 4) Transportation Subcommittee Report 5) Secretary Report • Election of President and Vice President	Dennis Dellwo John Dietzman Lisa Key
	Workshops:	
2:20 - 2:35	1) Brownfield Projects Update	Teri Stripes
2:35 - 2:50	2) Comprehensive Plan Update	Jo Anne Wright
2:50 - 3:05	3) Comprehensive Plan Mandated Code Revisions	Jo Anne Wright
3:05 - 4:00	4) Comprehensive Plan Update: Transportation Chapter	Louis Meuler
	Hearings:	
4:00 - 5:00	1) Quality Housing Report	Alicia Ayars
	2) Lincoln Heights District Center Master Plan	Tirrell Black
	Adjournment:	
	Next Plan Commission meeting will be on January 25, 2017 at 2:00 pm	

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

Username: COS Guest
Password:

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: *The City of Spokane is committed to providing equal access to its facilities, programs, and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Chris Cavanaugh at (509) 625-6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or ccavanaugh@spokanecity.org. Persons who are deaf or hard of hearing may contact Ms. Cavanaugh at (509) 625-6383 through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.*

Spokane Plan Commission

November 9, 2016
Meeting Minutes: Meeting called to order at 2:03 pm

Attendance:

- Board Members Present: Dennis Dellwo, John Dietzman, Christy Jeffers, Michael Baker, Todd Beyreuther, Patricia Kienholz, Greg Francis; Community Assembly Liaison, Lori Kinnear; Council Liaison
- Board Not Members Present: Christopher Batten, Patricia Kienholz, FJ Dullanty
- Staff Members Present: Lisa Key, Amanda Winchell, Kevin Freibott, Andrew Worlock, Amy Mullerleile, Shauna Harshman, Nathan Gwinn, Teri Stripes, Heather Trautman, Melissa Owen

Workshops:

1. Target Investment Program Update - Andrew Worlock
   - Presentations and overview given
   - Questions asked and answered
   - Discussion ensued

Briefing Session:

Minutes from the October 26, 2016 approved unanimously.

1. City Council Liaison Report-Lori Kinnear
   - Council denied the Morningside investments LLC Comprehensive Plan Amendment. The vote was unanimous.
2. Community Assembly Liaison Report- Greg Francis
   - Staff from the Planning Department and the Community Assembly will be working together on the Comprehensive Plan Update at next week's meeting.
3. Commission President Report-Dennis Dellwo
   - Discussed the Applicants for the Plan Commission vacancy. Commissioners felt that all the applicants were qualified.

Todd Beyreuther makes a motion to recommend all three applicants to the Mayor for review and selection for the Plan Commission vacancy. Motion seconded by John Dietzman. Motion passes unanimously. 6/0

4. Secretary Report-Lisa Key
   - The Joint Council Study Session will be held on December 1st. A Quorum is needed.
   - November 23rd Plan Commission meeting has been cancelled due to the Holiday.
   - The next Plan Commission Transportation Subcommittee meeting will be held on December 6th.
   - Plan Commission will be holding a hearing at the December 14th meeting on the Lincoln Heights Master Plan.
   - December 28th Plan Commission meeting is cancelled due to the Holiday.
5. Transportation Subcommittee Report – John Dietzman
   - Inga Note with the streets department presented at the November 1st PCTS meeting regarding the City's arterial designation map. There are inconsistencies between WSDOT and the City's Map. City Staff are working towards amending the inconsistencies.

Workshops Continued:

2. Brownfield Program Update - Teri Stripes
   - Topic has been moved to a January agenda

3. The Yard Area Wide Plan-Melissa Owen
    - Presentation and overview given
    - Questions asked and answered
    - Discussion ensued

Hearings:

1. Animal Keeping Code Revisions -Suzanne Tresko
    - Presentation and Overview given
    - Questions asked and answered

Public Comments:

1. None

Todd Beyreuther moves to adopt the revision of the Spokane Municipal Code (SMC) 17C.310.010 (A)(2) regarding Animal Keeping. Motion seconded by John Dietzman. Motion passes unanimously. 6/0

2. West Hills Neighborhood Plan-Kevin Freibott
    - Presentation and Overview given
    - Questions asked and answered

Public Comments:

1. Ben Garbuio spoke in support of the Neighborhood plan but expressed concerns about the traffic pattern
2. Peter Richter spoke in support of the Neighborhood plan.
3. Kay Farrell spoke in opposition the Neighborhood plan.
4. Kathy Hasenbury spoke in opposition of the Neighborhood plan.
5. John Meekhot spoke in opposition of the current neighborhood plan.
6. Kathy Lang spoke in opposition of the current neighborhood plan.
7. Mark Murphy spoke in support of the neighborhood plan.

Todd Beyreuther makes a motion to recommend the approval to the Council. Motion seconded by Michael Baker.

Discussion ensued
Motion passes 6/0

Meeting Adjourned at 5:26 P.M.
Next Plan Commission Meeting is scheduled for December 14, 2016

Return to Agenda

Spokane Plan Commission

December 14, 2016
Meeting Minutes: Meeting called to order at 2:00 pm

Attendance:

- Board Members Present: John Dietzman, Christy Jeffers, Michael Baker, Todd Beyreuther, FJ Dullanty, Greg Francis; Community Assembly Liaison, Lori Kinnear; Council Liaison
- Board Not Members Present: Christopher Batten, Patricia Kienholz, Dennis Dellwo, Jacob Brooks

  Staff Members Present: Lisa Key, Amanda Winchell, Tirrell Black, Louis Meuler, Mike Tresidder, Kevin Freibott, Andrew Worlock, Amy Mullerleile, Shauna Harshman, Nathan Gwinn

Briefing Session:

1. City Council Liaison Report-Lori Kinnear
   - Council approved to recognize the Fort George Wright Drive Station and quarter plan as a declaration of the West Hills Neighborhood.
   - Council approved to extend the development agreement with Beacon Hills for 5 years.
   - Council is reassessing the 2017 council priorities to assist the Plan Commission in developing their work plan.
2. Community Assembly Liaison Report- Greg Francis
   - Land use committee is meeting on December 15th; the committee may be developing a comments regarding the implementation chapter, land use chapter and neighborhood chapter of the Comprehensive Plan update.
3. Commission President Report-Todd Beyreuther
   - Council and Plan Commission members met a week ago to discuss the 2017 priorities and Plan Commission work plan.
4. Transportation Subcommittee Report - John Dietzman
   - PCTS received an update on the North Spokane Corridor and the routes being proposed as an effort to manage the black tank contamination.
   - PCTS was provided an overview of the draft list of the arterial projects over the next 20 years
   - PCTS also received an update to the LINK Spokane project
5. Secretary Report-Lisa Key
   - The Plan Commission December 28th meeting has been cancelled in observance of the holidays.
   - At the January Plan Commission meeting, the board will have an election for the president and vice president for the Plan Commission.
   - The mayor has interviewed all the Plan Commission applicants. He has not yet made a final decision.
   - January 11th agenda will consist of updates on the Comprehensive Plan, brownfield update, comprehensive plan update code revisions, and comprehensive plan transportation chapter.
   - Two Plan Commission hearings are tentatively scheduled for the January 11th meeting.

November 9, 2016 meeting minutes moved to the January 11th agenda for approval.

Workshops:

1. Lincoln Heights Plan-Tirrell Black
   - Presentation and overview given
   - Questions asked and answered
   - Discussion ensued
2. Comprehensive Plan 2017 Update: Implementation Chapter-Jo Anne Wright
   - Presentation and overview given
   - Questions asked and answered
   - Discussion ensued

3. LINK Update- Louis Meuler & Mike Tresidder
    - Presentation and overview given
    - Questions asked and answered
    - Discussion ensued
4. Historic Commercial Business Overlay Ordinance-Nathan Gwinn
    - Presentation and overview given
    - Questions asked and answered
    - Discussion ensued

Meeting Adjourned at 5:07 P.M.

Next Plan Commission meeting is scheduled for January 11, 2017

Return to Agenda

Spokane City Plan Commission
Findings of Fact, Conclusions, and Recommendations
Proposed Amendment to Animal Keeping Standards regarding noisy animals
Spokane Municipal Code Sections 17C.310.010

A Recommendation from the City Plan Commission to the City Council to approve proposed amendments to the Spokane Municipal Code. This proposal will allow Spokane County Regional Animal Protection Services to enforce animal noise including barking dogs.

Findings of Fact:

A. The Plan Commission has been asked to consider and make recommendations to the City Council on proposed amendments to sections 17C.310.010(A)(2) of the Spokane Municipal Code regarding noisy animals.

B. In 2013, the City entered into an interlocal agreement with Spokane County for animal control services through the Spokane County Regional Animal Protection Services (SCRAPS).

C. Spokane County included the adoption of a regional ordinance for uniform enforcement of laws and public policy. The City of Spokane adopted this regional ordinance – Spokane County Code (SCC) Chapter 5.04 with the exception of certain sections pertaining to potentially dangerous and dangerous dogs.

D. In March 2014, the CIty adopted ordinance C-35087 regarding Urban Farm Animals which allowed for the keeping of small domestic animals including sheep, goats and pigs.

E. In July 2014, City and Spokane County entered into a Memorandum of Understanding expanding SCRAPS's services to include tracking and responding to complaints of the small domestic animals including fees and costs for responding to certain complaints, including noisy animals.

F. Additional language is proposed to SMC 17.C.310.010(A)(2) Noisy Animals as this section currently does not delineate between dogs and other animals. Language which regulated animal noise was removed when the reference to SCC 5.04 was adopted. The adoption of this section would restore the ability to regulate animal noise. The regional ordinance under SCC 5.04 provides a separate section that regulates barking dogs.

G. The proposal is consistent with and implements the following provisions of the City of Spokane's Comprehensive Plan:

- N 6.2 Code Enforcement: *Enforce the city codes for public nuisances impacting neighborhood properties.*

  Discussion: It is the duty of local government to pursue compliance with codes.

- LU 2.2 Performance Standards: *Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.*

  Discussion: Performance and design standards … should address safety of persons and property, as well as the impacts of noise, vibration, dust, and odors

H. The Planning and Economic Development Committee held a workshop on this proposal September 28, 2015. The item was moved forward to be considered by the Plan Commission in 2016.

I. On November 9, 2016, the City Plan Commission held a public hearing to obtain public comments on the proposed amendment.

J. There was no public testimony. After deliberation, the Plan Commission voted to recommend adopting the revisions to Spokane Municipal Code (SMC) 17C.310.010 (A)(2) regarding noisy animals.

Conclusions:

A. No public testimony was received prior to or during the public hearings.

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 amendment is consistent with the applicable provisions of the comprehensive plan; and
2. The proposed amendment bears 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 **6** to **0**, the Plan Commission recommends approval of the proposed amendments to the Spokane Municipal Code as they relate to Noisy Animals.

_____

Dennis Dellwo, President

Spokane Plan Commission

November 9, 2016

Return to Agenda

PDS Brownfields Program

Brownfield Cleanup as an Infill Tool for
Targeted Economic Development

The City of Spokane Brownfields Program assists City Departments and qualified private individuals, businesses, and nonprofit organizations to assess and cleanup contaminated sites, or Brownfields.

This in turn achieves greater use of existing land, revitalizes neighborhoods, and drives economic development. Brownfield development is one of the key strategies for the City's Targeted Area Development Strategy.

What is a brownfield?

A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

It is estimated that there are more than 450,000 brownfields in the U.S. and more than 2,200 in Washington. These often abandoned sites can create safety and health risks to surrounding residents, increase unemployment, and are frequently tax delinquent.

We have $64 million for the Park redevelopment…

… but none of that is for assessment or clean-up

EPA CDFA's Marketplace workshop

The YARD $1,000,025 Assessment & Planning

YARD: Leveraging Resources

Tasks	Funding Sources				
	Commerce Grant ($100K)	US EDA Grant ($25K)	US EPA Area-Wide Planning ($200K)	US EPA Assessment Grant ($400K)	Integrated Planning Grant ($300K)
NEPDA Business Plan	●				
Heavy Freight User Feasibility Analysis		●			
Area-Wide Redevelopment Plan • Infrastructure Plan • Strategies for Catalyst Sites			●		
Environmental Assessments				●	
Plan for City Public Works Yard & ROZ Expansion					●

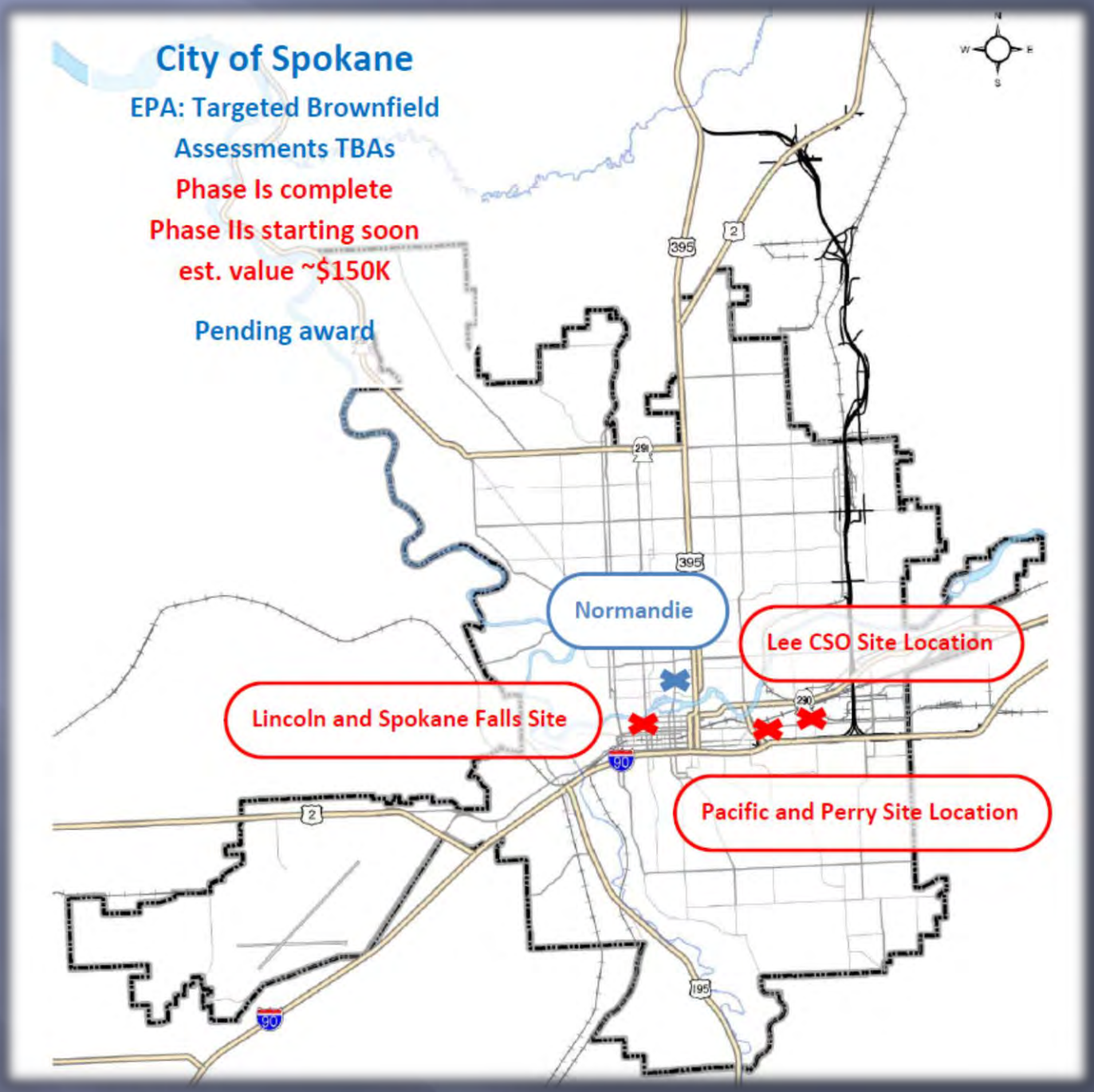
Redevelopment Opportunity Zones

Washington State's first and third Brownfield Redevelopment Opportunity Zones (ROZ) are in Spokane.

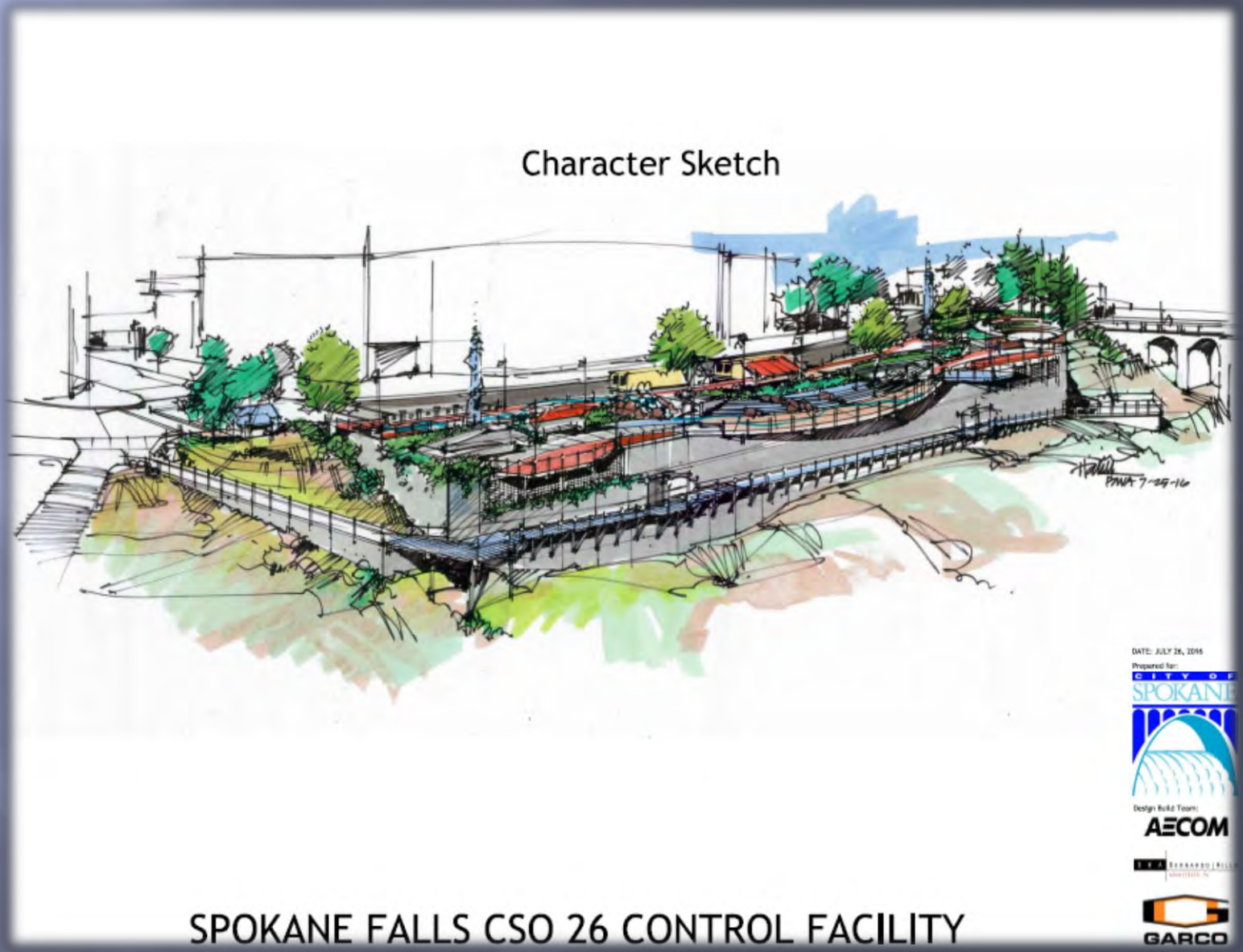
The first was designated in the Hillyard Industrial Area, and is known as The Ranch, coinciding with targeted investment projects in The Yard.

The second in Spokane and the third in the State is Riverfront Park.

With this distinction, the Washington Department of Ecology is able to prioritize funding resources in the ROZs and permits new revitalization tools to encourage brownfield redevelopment.

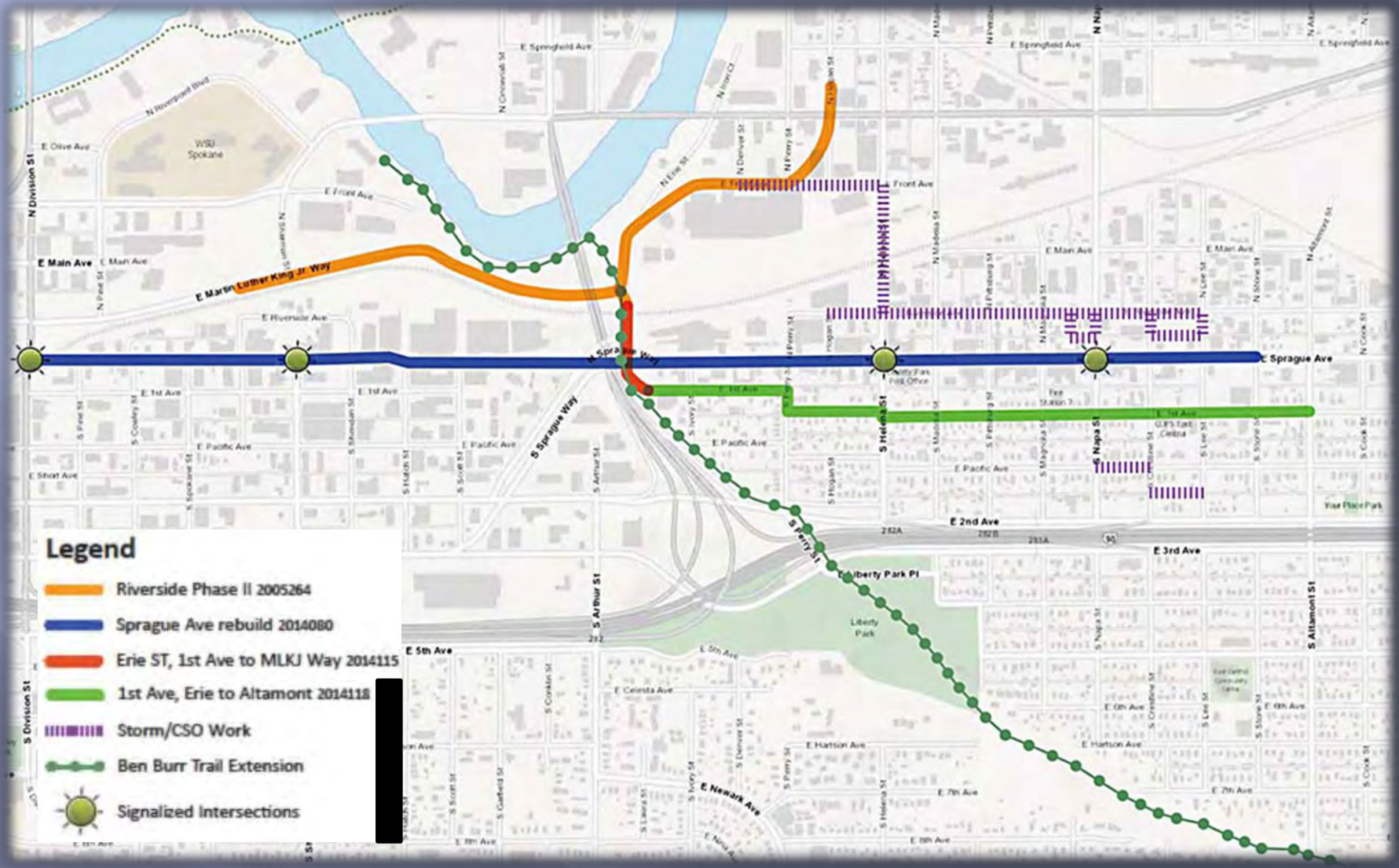

City of Spokane
EPA: Targeted Brownfield
Assessments TBAs
Phase Is complete
Phase IIs starting soon
est. value ~$150K
Pending award
Normandie
Lee CSO Site Location
Lincoln and Spokane Falls Site
Pacific and Perry Site Location
395
2
291
90
195

Spokane Falls Blvd TBA



East Sprague Corridor

Targeted Investment Area



East Sprague Corridor

Targeted Brownfield Assessments

Lee & Riverside CSO

Pacific & Perry Infiltration

East Sprague Corridor

Redevelopment Sites

Beck's Radiator Shop

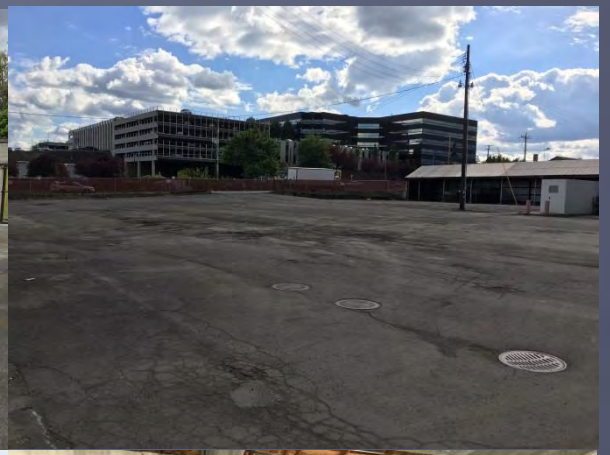
McKinley School

Normandie

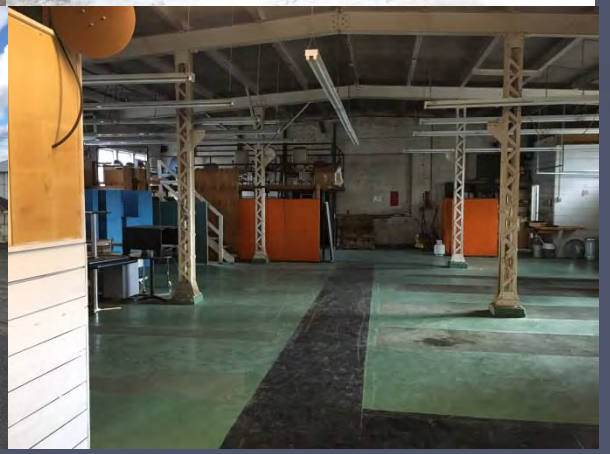
Redevelopment Sites

Normandie

Redevelopment Sites





Teri Stripes, tstripes@spokanecity.org, 509.625.6597

my.spokanecity.org/business/incentives/target-area/

Return to Agenda

January 5, 2017

Re: Information for January 11, 2016 Plan Commission Workshop on Comprehensive Plan Update

Dear Plan Commission Members:

I am pleased to provide to you some updates on the ongoing finalization of Shaping Spokane, the 2017 update to the City's Comprehensive Plan. Enclosed in this packet are three items: (1) a new page to the comment response matrix we have presented previously, outlining the comments we received from you during the October 12, 2016 Plan Commission Workshop and our responses to those comments; (2) a summary document outlining any changes made to the document following our last workshop with you in December, 2016; and (3) proposed revisions, in draft form, to the Spokane Municipal Code wetlands standards (SMC 17E.070), precipitated by changes in State law and some minor cleanup (as well as a required part of the Comprehensive Plan Update). We will discuss these materials at your workshop on January 11.

Thanks again for your continued support and for your attention and time with this process. Our team looks forward to seeing you again January 11.

Sincerely,

Kevin Freibott, Assistant Planner
Comprehensive Plan, Neighborhoods, and Codes Team

January 11, 2017

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part I

Revised Comment
Response Matrix

New Responses Only

2017 Comprehensive Plan Update							
Summary of Plan Commission Comments							
Workshop Date	**Name**	**Chapter**	**Goal/Policy Section**	**Summary of Comments**	**Staff Discussion**	**Text Change Required?**	**Completed?**
10/12/2016		5		The elimination of text mentioning urban growth area should remain as some service systems serve portions of the UGA outside City Limits.	The UGA discussion was removed because our current population numbers do not include a breakdown of growth in the UGA. The PTAC report specifies countywide growth in the UGA, but does not provide a number for Spokane's UGA. Since those population figures were not available, they were not included in our discussion to provide those areas with services. Essentially we "know" how many people will be within our City limits so we limited our analysis to those boundaries.	No	-
10/12/2016	Lori Kinnear	5		Asked that the CFP have definition of park	Staff recommends not defining the general term "park" as it can limit future funding and project potential. Rather, determination of what a "park" is should be left to a case-by-case basis.	No	-
10/12/2016	Greg Francis	5		Asked that the definitions of the different types of parks remains.	Per Councilwoman Kinnear and Greg's request, definitions of parks have been included as provided by the Park's Department.	Yes	Yes
10/12/2016	Todd Beyreuther	5		Asked about addressing Avista's "mesh" network in the document under Private Utilities.	Staff explained that each individual agency provided the information for their section, and this document is the compilation. Staff can reach out to Avista to ask if they are interested in including this information.	Yes	Yes

January 11, 2017

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part II

Minor Revisions and
Changes to Document

SHAPING SPOKANE

TEXT CHANGES TO SHAPING SPOKANE SINCE OCTOBER 12, 2016

Since our team last brought a major section to you for review and comment in October, some small changes have been made to a number of those chapters in response to additional information that has become available as well as additional input from stakeholders (e.g. the Fire Department) and the public. Those changes are summarized for your consideration in this document.

Chapter 2 – Implementation

Section 2.1, Carrying Out the Plan, Subsection "Design Review"

In response to a comment by Ms. Jeffers requesting discussion of the role of the Design Review Board, a short paragraph was inserted to that purpose, as follows:

Design Review Board

The Design Review Board is comprised of citizens and practicing professionals who represent community interests, including a diversity of design and technical professions. Board members are nominated by the Mayor, appointed by City Council, and serve without compensation. The Board was established to do the following:

- Improve communication and participation among developers, neighbors, and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
- Ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's comprehensive plan;
- Advocate for the aesthetic quality of Spokane's public realm;
- Encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work, and visit;
- Provide flexibility in the application of development standards as allowed through development standard departures; and
- Ensure that public facilities and projects within the City's right-of-way wisely allocate the City's resources and serve as models of design quality.

Chapter 3 – Land Use

Section 3.3, Goals and Policies, Goal LU 1

Pursuant to Ordinance C35310, passed in 2015, a new policy has been added regarding mobile home parks. The specific language of the addition is in draft form, pending consultation with stakeholders in the ongoing Growth Management Hearing Board appeal which precipitated the Ordinance. The current language is as follows:

> **LU 1.16 Mobile Home Parks**
>
> *Encourage the preservation of manufactured and mobile home parks, where appropriate, by considering incentives and other potential strategies that would promote and retain manufactured and mobile homes that provide quality, affordable housing options.*
>
> **Discussion**: Manufactured and/or mobile home parks provide affordable housing to many city residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase other types of housing. When existing manufactured home parks are redeveloped, many homeowners are unable to move their homes to other sites. Additionally, redeveloped mobile and manufactured home parks are generally not replaced by new parks within the City, resulting in a net loss of this type of housing.

Staff has received two separate public comments expressing concern for the lack of discussion following Policy LU 1.14, regarding nonconforming uses. In response, staff has provided the following new discussion for that policy:

> **LU 1.14 Nonconforming Uses**
>
> *Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.*
>
> **Discussion**: Whenever land use regulations such as allowable use or building area are modified by the City during the course of a normal public process, the potential exists for current buildings and uses that were previously allowed to now no longer be acceptable. These uses are then considered "nonconforming" and can result in significant challenges to residents, business owners, and developers who wish to modify or expand those uses. The city should seek to limit the amount of these nonconforming uses created by any land use or building regulation change in the future.

Chapter 5 – Capital Facilities and Utilities

Section 5.3, Goals and Policies, Goal CFU 6

As part of the streamlining effort, staff originally recommended deleting the discussion for Policy CFU 6.2. However, following a public comment requesting the restoration of the Discussion, staff feels this discussion can remain. The discussion below is identical to that included in the existing Comprehensive Plan.

CFU 6.2 Economic Development

Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.

Discussion: Service provision can be used as an important economic development tool. Availability of unique or high quality services can serve as an incentive that encourages redevelopment of areas not otherwise seen as desirable locations. This, in turn, increases the tax base for the entire city.

**Highlighted text was originally removed and has now been restored.*

Capital Facilities Plan – Appendix to Chapter 5, Capital Facilities and Utilities

Section II, Fire and Emergency Services, Subsection on "Level of Service"

Following additional input from the Fire Chief, the following language has been added to clarify/inform the fire and emergency medical levels of service:

Currently there is no National or State standard or requirement that mandates response time levels of service that must be provided for Fire and EMS services within the City of Spokane.

National Fire Protection Association (NFPA) 1710, is the "Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments". This Standard, initially issued in 2001, was the first organized approach to defining levels of service for substantially career fire departments. Updated approximately every 6 years, the 2016 edition of NFPA 1710 outlines specific time objectives for each major service component (i.e., fire suppression, EMS, special operations, etc.).

While the City of Spokane is currently not in a position to be able to meet all of the specific time objectives outlined in NFPA 1710, it is the City's desire and goal to make service delivery changes that improve on the time objective Levels of Service (LOS) outlined below, to move towards the time objectives outlined in NFPA 1710.

The level of service for EMS is a function of call type, response time and call volumes. These, in turn, are dependent on the number and location of fire stations, the number of response units, and the number of firefighters available to respond.

Section V – Parks, Recreation, and Open Space Facilities, Subsection on "Inventory of Park Lands"

In response to comments by the Plan Commission, staff has inserted updated definitions of park lands provided by the Parks and Recreation Department, as follows:

Major Parks	A major park is a large expanse of open land designed to provide natural scenery and unique features of citywide and regional interest as well as affording a pleasant environment and open space in which to engage in active and passive recreation.
Physical Size	Between 90 and 237.94 acres.

Built Environment	
Assets (desired)	Restroom.
Assets (optional)	Shelter, electricity, play equipment, softball/ baseball, ADA access, picnic area, aquatic recreation.
Parking	0-120 Spaces. Multiple off-street parking lots to allow for access to different areas of the park.
Natural Environment	
Natural Area	May have natural area, stream, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat.
Programs	
Programming (desired)	Community gatherings.
Programming (optional)	Scheduled for athletic teams, concerts, special sporting events, large special events, nature programs.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Community Parks	Community parks offer diverse recreational opportunities. These parks may include areas suited for facilities, such as athletic complexes and large swimming pools. Natural areas for walking, viewing, and picnicking are often available in community parks. Water bodies are present in many of these parks.
Physical Size	Between 8- 51.3 acres.
Built Environment	
Assets (desired)	Play equipment, restroom, ADA access.
Assets (optional)	Shelter, electricity, baseball/ softball, picnic area, aquatic recreation.
Parking	0-312 Spaces. Off street parking.
Natural Environment	
Natural Area	May have natural area, stream, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat.
Programs	
Programming (desired)	Community gatherings.
Programming (optional)	Scheduled for small concerts, natural activities, food vendors.
Geographic Range of Users (LOS)	Several surrounding neighborhoods between ½–2 mile radius.

Neighborhood Parks	Neighborhood parks are intended to provide both active and passive recreation for residents enjoying short daily leisure periods but should provide for most intensive use by children, family groups, and senior citizens. These parks are centrally located in neighborhoods with safe walking and bicycle access.
Physical Size	Between .66- 13.33 acres.
Built Environment	
Assets (desired)	Picnic area, ADA access, play equipment, restroom.
Assets (optional)	Basketball, Tennis, Softball, Baseball, Shelter, Electricity, Aquatic recreation.
Parking	Generally street parking, may have off street parking.
Natural Environment	
Natural Area	May have natural area, creek, lake.
Environmental Benefits	stormwater infrastructure, native plants.
Programs	
Programming (desired)	None.
Programming (optional)	Light scheduling for athletic teams, community gatherings, small concerts.
Geographic Range of Users (LOS)	Surrounding neighborhood, between ¼ mile and ½ mile.

Neighborhood Mini-Parks	Mini-parks are developed to serve a concentrated or specific group, such as children or senior citizens. Mini-parks have often been developed in areas where land is not readily available for neighborhood parks.
Physical Size	Between .22 and 2.33 acres.
Built Environment	
Assets (desired)	Play equipment.
Assets (optional)	Shelter, electricity, restroom, ADA access, picnic area.
Parking	On street.
Natural Environment	
Natural Area	May have natural area, creek.
Environmental Benefits	Stormwater infrastructure, native plants.
Programs	
Programming (desired)	None.
Programming (optional)	Small community gatherings.
Geographic Range of Users (LOS)	Immediate neighborhood, ¼ mile radius.

Trails	Trails are paved or unpaved surfaces that are ideally separated from streets and are within an open space corridor. Trails are typically used for running, biking, walking, and skating.
Physical Size	1- 11 miles
Built Environment	
Assets (desired)	
Assets (optional)	Restroom, picnic area, ADA accessible.
Parking	Trailhead and on street parking.
Natural Environment	
Natural Area	May have shoreline, riparian area.
Environmental Benefits	Stormwater infrastructure, native plants, riparian area.
Programs	
Programming (desired)	None.
Programming (optional)	“Fun runs” and other small community gatherings.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Parkways	Parkways are often associated with arterials that have scenic features or connect parks. They have special landscape treatments such as trees, shrubbery, and grass. Some parkways have trails associated with them.
Physical Size	Between 0.3 and 189.52 acres.
Built Environment	
Assets (desired)	Trees, grass.
Assets (optional)	Native plants, street lights.
Parking	N/A.
Natural Environment	
Natural Area	May have natural area.
Environmental Benefits	Stormwater infrastructure, native plants, riparian area.
Programs	
Programming (desired)	None.
Programming (optional)	None.
Geographic Range of Users (LOS)	Citywide, all travelers using the street.

Conservation Land	Conservation areas are open space areas designed to protect environmentally sensitive features, such as steep slopes, unstable soils, and shorelines. These areas are generally maintained in their natural state and

	help preserve significant views and wildlife habitats and corridors.
Physical Size	Between 7 and 464.15 acres.
Built Environment	
Assets (desired)	Native plants and vegetation.
Assets (optional)	Trails, shelter, restroom, picnic area.
Parking	0- 40 Spaces.
On or off street.	
Natural Environment	
Natural Area	May have natural area, creek, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat, riparian corridor, erosion control.
Programs	
Programming (desired)	Environmental education.
Programming (optional)	Plant restoration, service projects, research.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Other Facilities	The Parks and Recreation Department also owns and manages other facilities including an arboretum, an art center, community/senior centers, golf courses, sports complexes and aquatic centers.
Physical Size	Between 1 and 198.99 acres.
Built Environment	
Assets (desired)	Depends on intended use.
Assets (optional)	Depends on intended use.
Parking	Depends on intended use.
Natural Environment	
Natural Area	None.
Environmental Benefits	Native plants, habitat, and green stormwater infrastructure.
Programs	
Programming (desired)	Depends on intended use.
Programming (optional)	Depends on intended use.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Section X – Private Utilities, Subsection on "Utilities, Electricity"

In response to a comment by Mr. Beyreuther, staff conducted additional consultation with Avista regarding new technologies, such as electronic meter readers, etc. Pursuant to that discussion, and at the request of Robin Bekkedahl of Avista, the following sentence was added to the document:

> Avista continually strives to keep updated with state of the art technologies and endeavors to research, design and implement those innovations and technologies that provide the greatest benefits to the community.

Chapter 7 – Economic Development

Section 7.3, Goals and Policies, Goal ED 8

As part of the streamlining effort, staff originally recommended deleting part of the discussion for Policy ED 8.1. A public comment has been received requesting the restoration of the last sentence of the first paragraph of the discussion. Staff agrees this should remain and this sentence has been restored, as shown below:

> **ED 8.1 Quality of Life Protection**
>
> *Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.*
>
> **Discussion**: Good schools, infrastructure and public services, high quality neighborhoods, an attractive community appearance, many natural areas, a variety of recreational opportunities, and 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.
>
> **Highlighted text was originally removed and has now been restored.*

Chapter 12 – Parks and Recreation

Section 12.3, Goals and Policies, Goal PRS 5

A public comment was received asking for the addition of the words "and abilities" to Goal 5 of the Parks and Recreation chapter. The addition of this language is consistent with the existing policies under Goal 5. As such, the requested change would bring the goal more in line with the policies supporting it. Staff recommends the additional text as shown:

> **PRS 5 RECREATION PROGRAM**
>
> Goal: Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.

January 11, 2017

Plan Commission Packet

Shaping Spokane

2017 Update to the Comprehensive Plan

Part III

DRAFT Recommended Revisions to Wetland Standards (Spokane Municipal Code)

Draft Revisions to Spokane Municipal Code (SMC) 17E relating to Wetlands. Items required by statute have been highlighted in Green. All changes are shown in red text.

Title 17E Environmental Standards

Chapter 17E.070 Wetlands Protection

Section 17E.070.010 Title and Purpose

A. This chapter shall be known and may be cited as the "Spokane Wetlands Protection Code."

B. This chapter is based on and implements the City of Spokane's comprehensive plan~~,~~ and shoreline master program as amended from time to time. The purpose of this chapter is to protect the public health, safety and welfare by preserving, protecting and restoring wetlands through the regulation of development and other activities within wetlands and their buffers.~~,~~ ~~and~~ This chapter is not intended to create or otherwise establish or designate any particular person, or class, or group of persons who will or should be especially protected or assisted by the terms or provisions of this chapter. Further, it is the purpose of this chapter through the regulation of development and activities to meet the required goal of no net loss of wetland areas, functions and values.

1. The ~~city~~ City ~~council~~ Council finds that wetlands constitute important natural resources which provide significant environmental functions including:

   a. improving water quality through biofiltration, adsorption, retention and transformation of sediments, nutrients and toxicants;

   b. maintaining the water regime in a watershed (hydraulic functions) such as reducing peak flows, erosion control, stabilizing stream banks and shorelines and recharging ground water;

   c. providing general ~~habitat,~~ habitat for invertebrates, amphibians, anadromous fish and resident fish;

   d. providing habitat to aquatic birds and ~~aquatic~~ mammals ~~and~~, providing richness of food and supporting food webs; and

   e. providing a place for education, scientific study and aesthetic appreciation.

C. The provisions of this chapter shall be liberally construed to effectively carry out its purpose. If any provisions of this chapter conflict with other regulations, ordinances or other authorities, the provision that provides more protection to wetlands and wetland buffers shall apply.

Date Passed: Monday, December 3, 2007

Effective Date: Sunday, January 6, 2008

ORD C34148 Section 73

Section 17E.070.020 Applicability

A. The requirements of this chapter apply to all activities and development occurring in a wetland or wetland buffer, as defined in this chapter. Property located in a wetland or wetland buffer as defined in this chapter is subject to both its zoning classification regulations and to the additional requirements imposed under this chapter. In any case where there is a conflict between the provisions of the underlying zone and this chapter, the provisions of this chapter shall apply.

B. Wetlands are those areas, designated in accordance with the most current edition of the federal wetland delineation manual and applicable regional supplements~~Washington State Wetland Identification and Delineation Manual~~, that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands. All areas within the City meeting the wetland designation criteria in the federal wetland delineation manual and applicable regional supplements~~Identification and Delineation Manual~~, regardless of any formal identification, are hereby designated critical areas and are subject to the provisions of this chapter.

C. Nothing contained in this chapter is intended to be nor shall be construed to create or form the basis for liability on the part of the City, or its officers, officials, employees or agents for any injury or damage resulting from the failure of any owner of property or land to comply with the provisions of this chapter, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued in connection with the implementation or enforcement of this chapter, or by reason of any action or inaction on the part of the City related in any manner to the enforcement of this chapter by its officers, officials, employees or agents.

Commented [A1]: ECY has repealed the use of the state manual effective March 14, 2011. They now require wetlands be delineated using the federal (ACE) manual and supplements.

WAC 173-22-035

http://www.ecy.wa.gov/programs/sea/wetlands/delineation-2011changes.html

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Effective Date: Sunday, January 6, 2008

ORD C34148 Section 73

Section 17E.070.030 Identification, Designation and Mapping of Wetlands

A. Wetland Maps.
The approximate location and extent of wetlands in the City is compiled in the City's wetlands inventory. Their approximate location is displayed on City maps. The foregoing maps are to be used as a guide for the City, project applicants and/or property owners, and may be continuously updated as new wetlands are identified. The maps are references and do not provide a final wetlands designation or delineation. Wetlands of any size and state of isolation are regulated under the provisions of this ordinance. Wetlands not shown on City maps or wetlands inventory are presumed to exist in the ~~city~~ City and are protected under the provisions of this chapter. In the event that any of the wetland designations shown on the wetland inventory or maps conflict with the criteria set forth in this chapter, the criteria shall control.

B. Determination of Wetland Boundary.

1. The applicant shall, through the performance of a field investigation by a qualified professional wetland scientist applying the wetland definition provided in this chapter and in SMC 17A.020.230 and as part of the wetlands report requirement found in this chapter, provide a site analysis including: a determination of the exact location of the wetland boundary; an analysis of wetland functions and values; and a wetland rating according to the wetlands rating system criteria adopted in SMC 17E.070.100. Qualified wetland scientists shall perform wetland delineations using the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (1987), ~~Interim Regional Supplement:~~ Arid West ~~Wetlands Manual~~Final Regional Supplement (~~2006~~2008), ~~and Washington State Wetlands Identification and Delineation Manual~~ as revised or supplemented. The director, upon consultation with the ~~department~~ Department of ~~ecology~~Ecology, may determine that wetland identification and delineations made prior to adoption of these standards, or for a different use requiring permit changes, require a new determination by a qualified wetland scientist. Wetland determinations are subject to Corps Regulatory Guidance Letter (RGL) 05-02, 2005 and expire after five years from the date of determination and must follow requirements for review by a qualified wetland scientist upon expiration of the five-year limitation.

2. Where an applicant has provided a delineation of a wetland boundary, the department shall verify the accuracy of, and may render adjustments to, the boundary delineation. ~~and the~~The applicant may be charged by the department for costs incurred in verifying the accuracy of the delineation. In the event the adjusted boundary delineation is contested by the applicant, the department may, at the applicant's expense, obtain the services of a second wetlands scientist to perform a delineation. The second delineation shall be final, unless appealed to the hearing examiner.

Commented [A2]: ECY recommends the use of the language below:

Identification of wetlands and delineation of their boundaries pursuant to this Chapter shall be done in accordance with the approved federal wetland delineation manual and applicable regional supplements. All areas within the [City or County] meeting the wetland designation criteria in that procedure are hereby designated critical areas and are subject to the provisions of this Chapter.

http://www.ecy.wa.gov/programs/sea/wetlands/delineation-2011changes.html

Date Passed: Monday, December 3, 2007

Effective Date: Sunday, January 6, 2008

ORD C34148 Section 73

Section 17E.070.040 Regulated Activities

A. No regulated activity shall be undertaken in a wetland or wetland buffer without submitting a critical areas checklist as provided ~~at~~ in SMC 17 E.070.080 and first obtaining required permits. Uses and activities in wetlands are only allowed as conditional use permits or planned unit developments under the provisions of the City zoning code. Unless expressly provided otherwise in this chapter, regulated activities include any of the following activities which occur in a wetland or its buffer:

   1. Removal, excavation, grading or dredging of soil, sand, gravel or other similar materials.
   2. Dumping, discharging or filling with any material.
   3. Draining ~~or~~, flooding, or disturbing of the water level or water table.
   4. Driving of pilings.
   5. Placing of obstructions.
   6. Construction, reconstruction, demolition or expansion of any structure.
   7. The removal, cutting, clearing, harvesting, shading or intentional burning of any vegetation, including removal of snags or dead or downed woody material, or planting of non-native vegetation that would degrade the wetland, provided that these activities are not part of a forest practice governed under chapter 76.09 RCW and its rules.
   8. Activities that restrict, increase or otherwise measurably alter the hydrology, water quality or limnology of the wetland.
   9. Construction or installation of streets or utilities; and
   10. Construction and maintenance of pervious trails.

B. Where a regulated activity is proposed which would be partly inside and partly outside a wetland or wetland buffer, a wetland permit shall be required for the entire regulated activity. The standards of this chapter shall apply only to that part of the regulated activity which occurs inside the delineated boundaries of a wetland or a wetland buffer, provided all activities that occur outside a wetland or wetland buffer are prohibited from negatively impacting a wetland or wetland buffer.

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ORD C34148 Section 73

Section 17E.070.050 Unregulated Activities

A. The following activities are allowed within a wetland or wetland buffer to the extent that they are not prohibited by other local, state or federal law and do not degrade a wetland or wetland buffer:

1. Conservation or preservation of soil, water, vegetation, fish, shellfish and other wildlife including the planting of native wetland vegetation.

2. Activities having minimal adverse impacts on wetland buffers and no adverse impact on wetlands, including low-intensity, passive recreation activities such as short-term scientific or education activities and sports fishing or hunting.

3. Repair and maintenance of existing drainage ditches which are part of a nonconforming wetland use, provided no expansion or introduction of new adverse impact to the wetland takes place. Maintenance of existing drainage ditches should be limited to removing sediment to the depth recorded at during the last authorized maintenance activity. The use of current best management practices is especially encouraged to improve agricultural practices in and near wetlands.

4. Placement of navigation aids and boundary markers.

5. Placement of boat mooring buoys.

6. Site investigative work necessary for land use application submittal such as surveys, soil logs and other related activities. Disturbance shall be minimized to the greatest extent possible. Examples of minimal impact methods include, but are not limited to, hand dug test pits or hand borings. All subsurface exploration methods shall be approved in advance by the director. In every case, wetland impacts shall be minimized and disturbed areas shall be immediately restored; and

7. ~~Normal maintenance of existing utility and street systems, provided that, whenever possible, maintenance activities be confined to late summer and fall. Operation, maintenance or repair of public rights-of-way, legally existing roads, structures or facilities and associated right-of-way used in the service of the public to provide transportation, electricity, gas, water, telephone, telegraph, telecommunication, sanitary sewer, stormwater treatment and other public utility services are exempt from this chapter. Operation, maintenance or repair activities that do not require construction permits, if the activity does not further alter or increase impact to, or encroach further within, the critical area or buffer and there is no increased risk to life or property as a result of the proposed operation, maintenance or repair. Operation and vegetation management performed in accordance with best management practices that is part of ongoing maintenance of structures, infrastructure, or utilities, provided that such management actions are part of a regular ongoing maintenance, do not expand~~

~~further into the critical area, are not the result of an expansion of the structure or utility, and do not directly impact endangered species. These ongoing activities are not subject to new or additional mitigation when they do not expand further into the critical area, are not the result of an expansion of the structure or utility, or do not directly impact endangered species. Whenever possible, maintenance activities will be confined to late summer and fall.~~The following activities are not subject to the provisions of this chapter provided they do not expand further into the critical area, do not alter or increase the impacts to the critical area or buffer, do not directly impact endangered species and do not increase risk to life or property. Whenever possible, maintenance activities will be confined to late summer and fall.

a. Operation, maintenance or repair of public rights-of-way, legally existing roads, structures or facilities and associated rights-of-way used to provide transportation, electricity, gas, water, telephone, telecommunication, sanitary sewer, stormwater treatment and other public utility;

b. Operation, maintenance or repair activities that do not require construction permits;

~~a.~~c. Vegetation management performed in accordance with best management practices as part of the ongoing maintenance of structures, infrastructure, or utilities, provided that such management activities are not the result of an expansion of the structure or utility.

B. Forest practices and conversions shall be governed by chapter 76.09 RCW and rules promulgated thereunder. This permit exemption does not apply where such activities result in the conversion of a wetland or wetland buffer to a use requiring a permit under this chapter.

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ORD C34148 Section 73

Section 17E.070.060 Emergency Activities

A. Notwithstanding the provisions of this chapter or any other laws to the contrary, the director may allow emergency activities if the:

1. director determines that an imminent threat to public health, safety or the environment will occur if an emergency activity is not allowed; and

2. threat to or loss of wetlands may occur before the normal and usual process ~~is~~ can be followed or activities can be modified ~~under~~ pursuant to the procedures ~~otherwise~~ normally required by this chapter.

B. Any emergency activity allowed shall:

1. incorporate to the greatest extent practicable the standards and criteria required for non-emergency activities;

2. be limited in duration to the time required to complete the authorized emergency activity, not to exceed ninety days without reapplication; and

3. require the restoration of any wetland altered as a result of the emergency activity within ninety days following the emergency repair, or during the growing season after the emergency repair. Procedures otherwise required by this chapter must be followed for restoration efforts required by the emergency repair in accordance with this chapter.

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ORD C34148 Section 73

Section 17E.070.070 Prohibited Activities

Activities that are not regulated activities under SMC 17E.070.040, unregulated activities under SMC 17E.070.050, or emergency activities under SMC 17E.070.060, are prohibited. In order to conduct an otherwise prohibited activity in a wetland or wetland buffer, the applicant must satisfy the requirements for a reasonable use exception as described in SMC 17E.070.120.

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ORD C34148 Section 73

Section 17E.070.080 Application Submittal Requirements

A. A pre-development conference is required for all regulated activities proposed in potential wetland areas and associated buffers per ~~chapter~~ SMC 17G.060 ~~SMC~~. The pre-development conference is intended to acquaint an applicant with standards, requirements, investigation procedures, best management practice and potential review procedures prior to ~~making~~ submitting an application.

B. All activities identified in SMC 17E.070.040 shall meet the following application submittal requirements in addition to the application submittal requirements specified in other codes. The director may modify the submittal requirements based upon reasonable documentation, including BAS, needed to ensure compliance with this chapter, provided no construction activity, clearing or grading has taken place. A written summary of analysis and findings shall be included in any staff report or decision on the underlying permit.

1. Wetlands Report.
   This report shall include a written assessment and accompanying maps of the impacted wetland including, at a minimum, wetland delineation and rating as determined by SMC 17E.070.100; existing wetland acreage; proposed wetland impacts; alternatives to wetlands impacts; proposed wetland buffer; vegetative, faunal and hydrological characteristics; soil and substrate conditions and topographic elevations; and shall be submitted as a part of the permit application.

2. Topographic Survey.
   To the extent not provided in the wetlands report, a topographic site plan, prepared and stamped by a State of Washington licensed surveyor, is required for sites that include a wetland or its buffer. The topographic site plan shall include the following existing physical elements:

   a. Existing topography at two-foot contour intervals on-site, on adjacent lands within twenty-five feet of the site's property lines, and on the full width of abutting public and private rights-of-way and easements.

   b. Terrain and stormwater-flow characteristics within the site, on adjacent sites within twenty-five feet of the site's property lines, and on the full width of abutting public and private rights-of-way and easements.

   c. Location of areas with significant amounts of vegetation, and specific location and description of all trees with trunks six inches or greater in diameter at breast height (dbh) measured four feet, six inches above the ground, and noting their species.

   d. Location and boundaries of all existing site improvements on the site, on adjacent lands within twenty-five feet of the site's property lines, and on the full width of abutting public and private rights-of-way and easements. This shall include the amounts of developmental coverage, including all impervious surfaces (noting total square footage and percentage of site occupied).

   e. Location of all ongoing grading activities ~~in progress, and~~ as well as all natural and artificial drainage control facilities or systems in existence ~~or~~ on the site, on adjacent lands ~~on the site,~~ within twenty-five feet of the site's property lines, and in the full width of abutting public and private rights-of-way and easements.

   f. Location of all existing utilities (water, sewer, gas, electric, phone, cable, etc.), both above and below ground, on the site, on adjacent lands within twenty-five feet of the site's property lines and in the full width of abutting public rights-of-way; and

g. ~~Such a~~Additional information on existing physical elements ~~information for~~ on the site and surrounding area as required by the director to inform a complete review of a project subject to the standards of this chapter.

3. Additional Site Plan Information.
To the extent not provided in the wetlands report, the following site plan information shall also be required for sites that include wetlands and their buffers. Information related to the location and boundaries of wetlands and required buffer delineations shall be prepared by qualified professionals with training and experience in their respective area of expertise as demonstrated to the satisfaction of the director.

   a. Location and boundaries of all wetlands and wetland buffer on the site and on adjacent lands within twenty-five feet of the site's property lines, noting both total square footage and percentage of site.

   b. Location and identification of all wetlands within one hundred feet of the site's property lines.

   c. Location and boundaries of all proposed site improvements on the site, on adjacent lands within twenty-five feet of the site's property lines, and on the full width of abutting public and private rights-of-way and easements. This shall include the amount of proposed land disturbing activities, including amounts of developmental coverage, impervious surfaces and construction activity areas (noting total square footage and percentage of site occupied).

   d. Location of all proposed grading activities and all proposed drainage control facilities or systems on the site or on adjacent lands within twenty-five feet of the site's property lines, and on the full width of abutting public and private rights-of-way and easements.

   e. Location of all proposed utilities (water, sewer, gas, electric, phone, cable, etc.), both above and below ground, on the site, on adjacent lands within twenty-five feet of the site's property lines, in the full width of abutting public rights-of-way, and any proposed extension required to connect to existing utilities, and proposed methods and locations for the proposed development to hook-up to these services; and

   f. Such additional site plan information related to the proposed development as required by the director to inform a complete review of a project subject to the standards of this chapter.

4. Technical Reports.
To the extent not provided in the wetlands report, technical reports and other studies and submittals shall be prepared as required by the director detailing on-site soils,

~~geological~~geology, hydrology~~ical~~, drainage, plant ecology and botany and other pertinent site information. The reports, studies and submittals shall be used to condition development to prevent potential harm and to protect the critical nature of the site, adjacent properties, and the drainage basin.

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ORD C34148 Section 73

Section 17E.070.090 Posting, Covenants and Recording Conditions

A. During construction, the director may require conditions to be posted on the site that are visible from public rights-of-way.

B. The director shall require the boundaries of wetlands and their buffers and any permanent conditions imposed be legibly shown and described in a permanent covenant with the property, which must be acceptable to the director and city attorney and shall be recorded ~~in~~ with the Spokane County auditor's office.

C. The covenant shall be recorded prior to the issuance of any permit or at the time a plat is recorded.

D. The covenant shall be permanent unless a revocation is applied for that includes a wetland determination by a qualified wetland scientist that provides evidence the wetland no longer exists. The revocation application must be approved by the director in writing.

E. The director may require placement of small permanent visible markers to delineate the areas described in subsection B of this section. Said markers shall be posted at intervals required by the director and must be perpetually maintained by the property owner. The markers shall be worded as follow or with alternative language approved by the director: "The area beyond this sign is a critical area or critical area buffer. This sensitive environment is to be protected from alteration or disturbance. Please call the City of Spokane for more information." The location of the markers shall be legibly shown and described in the permanent covenant.

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Effective Date: Sunday, January 6, 2008

ORD C34148 Section 73

Section 17E.070.100 Wetlands Rating System

A. Wetlands shall be rated according to the Washington State department of ecology wetland rating system found in the Washington State Wetlands Rating System for Eastern Washington (~~2004~~2014) as revised, together with the Wetlands in Washington State Volume 1 and 2 (2005)

as revised. These rating system documents contain the definitions and methods for determining if the criteria in subsections B through E of this section below are met. In using the rating system the City will not consider aspen-dominated forested wetlands larger than one-fourth acre to be Category I Wetlands unless they also meet one or more of the other criteria for a Category I Wetland.

B. Category I Wetlands.

1. These wetlands are not common and make up a small percentage of wetlands in the region. Category I wetlands are those that exhibit these primary characteristics:

    a. Represent a unique or rare wetland type.

    b. Are more sensitive to disturbance than most wetlands.

    c. Are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; and

    d. Provide a high level of function.

2. In eastern Washington Category I Wetlands include but are not limited to the following examples:

    a. Alkali wetlands.

    b. Wetlands of High Conservation Value (formerly called Natural Heritage ~~Program (DNR)~~ Wetlands).

    c. Bogs and Calcareous Fens.

    d. Mature and old-growth forested wetlands over one-fourth acre with slow growing trees; and

    e. Wetlands that perform ~~many functions very well~~functions at high levels (scores of ~~seventy~~ twenty-two points or more).

C. Category II Wetlands.

Category II wetlands are difficult, although not impossible, to replace and provide high levels of some functions. These wetlands occur more commonly than Category I wetlands, but still need a relatively high level of protection. Category II wetlands include:

1. forested wetlands in the floodplains of rivers;

2. mature and old-growth forested wetlands over one-fourth acre with fast growing trees;

3. vernal pools; and

4. wetlands that perform functions well (scores between ~~fifty-one~~nineteen and ~~sixty-nine~~twenty-one points).

D. Category III Wetlands.
Category III wetlands generally have been disturbed in some ways, and are often smaller, less diverse and/or more isolated from other natural resources in the landscape than Category II wetlands and may not need as much protection as Category I and II Wetlands. Category III wetlands are:

1. vernal pools that are isolated, and

2. wetlands with a moderate level of function (between ~~thirty~~ sixteen and ~~fifty~~ eighteen points).

E. Category IV Wetlands.
Category IV wetlands have the lowest levels of function (less than ~~thirty~~ sixteen points) and are often heavily disturbed. These are wetlands that may be replaced and in some cases improved. These wetlands may provide some important function, and also need to be protected. Category IV wetlands are comprised of one vegetative class other than the forested wetland class.

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ORD C34148 Section 73

Section 17E.070.110 Wetland Buffers

A. Standard Buffer Zone Widths.
Wetland buffer zones shall be required for all regulated activities adjacent to wetlands. Any wetland created, restored or enhanced as compensation for approved wetland alterations shall also include the standard buffer required for the category of the created, restored or enhanced wetland. All buffers shall be measured from the wetland boundary as surveyed in the field pursuant to the requirements of SMC 17E.070.030. The width of the wetland buffer zone shall be determined according to the rating assigned to the wetland in accordance with SMC 17E.070.100 and consistent with Wetlands in Washington State, Volume 2, Protecting and Managing Wetlands, Guidance on Buffers and Ratios (Appendix 8-D) as revised, for wetland category, intensity of impacts, wetland functions, habitat scores or special characteristics. Standard buffer widths will be determined based on an evaluation of the following:

1. Conditions of the wetland.

2. Conditions of the buffer.

3. Proposed land uses adjacent to the buffer; and

4. The functions intended to be protected.

B. Wildlife habitat function is the most susceptible to developmental change and requires the greatest buffer protection. Protection of wildlife habitat functions require twenty-five to seventy-five feet for wetlands with minimal habitat functions and low intensity land uses adjacent to the wetlands, fifty to two hundred feet for wetlands with moderate habitat function and moderate or high intensity land use adjacent to the wetlands, and one hundred fifty to two hundred fifty plus feet for wetlands with high habitat functions depending on the intensity of the adjacent land use. The width of the wetland buffer zone shall be determined from one of the following two alternatives:

1. Alternative 1.
   Unless SMC 17E.070.110(3) (Table 17E.070.110-4) applies, width based solely on wetland category as follows:

Table 17E.070.110-1	
Wetland Category	**Buffer Width (feet)**
Type I	250
Type II	200
Type III	150
Type IV	50

2. Alternative 2.
   Alternative 2 provides three buffer widths based on habitat scores. Habitat score refers to the quality of physical structures such as vegetation, open water and connections to other wildlife habitats that are necessary for a wide range of species, including birds, mammals, and amphibians. Where more than one width applies based on score for function or based on special characteristics, the calculation providing the widest buffer shall be used. Widths are based on wetland category, intensity of impacts from proposed changes in land use, and wetland functions or special characteristics. Land use intensity shall be determined as follows:

Table 17E.070.110-2. Types of proposed land use that can result in high, moderate, and low levels of impacts to adjacent wetlands.	
Impact from Proposed Change in Land Use	**Types of Land Use Based on Common Zoning Designations**
High	Commercial, Industrial and Institutional Residential (more than 1 unit/acre) High-intensity Recreation (golf courses, ball fields, etc.) Conversion to High Intensity Agricultural (dairies, nurseries, greenhouses, etc.) Hobby Farms
Moderate	Residential (1 unit/acre or less) Moderate-intensity Active Open Space (parks with biking, jogging, etc.) Conversion to Moderate Intensity Agriculture (orchards, hay fields, etc.) Paved Trails Building of Logging Roads Utility Corridor With Access/Maintenance Road Forestry (cutting of trees only)
Low	Passive Open Space (hiking, bird-watching, etc.) Unpaved Trails Utility Corridor Without Road or Vegetation Management

Commented [A3]: Appendix 8-D lists this as a low impact change.

~~**Table 17E.070.110-3**~~

~~Wetland Category~~	~~Habitat Score~~	~~Wetland Minimum Buffer Width (in feet)~~		
~~-~~	~~-~~	~~Low Impact~~	~~Moderate Impact~~	~~High Impact~~
~~I and II~~	~~29-36~~	~~100~~	~~150~~	~~200~~
~~-~~	~~20-28~~	~~75~~	~~110~~	~~150~~
~~-~~	~~< 20~~	~~50~~	~~75~~	~~100~~
~~III~~	~~20-28~~	~~75~~	~~110~~	~~150~~
~~-~~	~~< 20~~	~~40~~	~~60~~	~~80~~
~~IV~~	~~-~~	~~25~~	~~40~~	~~50~~

Table 17 E.070.110-3			
Category of Wetland	Land Use with Low Impact	Land Use with Moderate Impact	Land Use with High Impact
I	125 ft	190 ft	250 ft
II	100 ft	150 ft	200 ft
III	75 ft	110 ft	150 ft
IV	25 ft	40 ft	50 ft

3. If a Type I wetland is classified with at least one of the following special characteristics the following buffer table shall apply:

~~Table 17E.070.110-4~~			
~~Type I Special Characteristics~~	~~Low Impact~~	~~Moderate Impact~~	~~High Impact~~
~~Vernal Pool~~	~~100~~	~~150~~	~~200~~
~~Vernal Pool With Regional Plan~~	~~40~~	~~60~~	~~80~~
~~Natural Heritage Wetland~~	~~125~~	~~190~~	~~250~~

~~Bogs~~	~~125~~	~~190~~	~~250~~
~~Alkali~~	~~100~~	~~150~~	~~200~~
~~Riparian Forest~~	~~Buffer width to be based on score for habitat functions or water quality functions~~		

Table 17E.070.110-4

Wetland Characteristics	**Buffer Widths by Impact of Proposed Land Use (apply most protective if more than one criterion is met)**	**Other Measures Recommended for Protection**
Wetlands of High Conservation Value	Low - 125 ft Moderate – 190 ft High – 250 ft	No additional surface discharges to wetland or its tributaries No septic systems within 300 ft Restore degraded parts of buffer
Bogs	Low - 125 ft Moderate – 190 ft High – 250 ft	No additional surface discharges to wetland or its tributaries Restore degraded parts of buffer
Forested	Buffer size to be based on score for habitat functions or water quality functions	If forested wetland scores high for habitat, need to maintain connectivity to other natural areas Restore degraded parts of buffer
Alkali	Low – 100 ft Moderate – 150 ft High – 200 ft	No additional surface discharges to wetland or its tributaries Restore degraded parts of buffer
High level of function for habitat (score for habitat 8 – 9 points)	Low – 100 ft Moderate – 150 ft High – 200 ft	Maintain connections to other habitat areas Restore degraded parts of buffer
Moderate level of function for habitat (score for habitat 5 - 7 points)	Low – 75 ft Moderate – 110 ft High – 150 ft	No recommendations at this time
High level of function for water quality improvement (8 - 9 points) and low for habitat (less than 5 points)	Low – 50 ft Moderate – 75 ft High – 100 ft	No additional surface discharges of untreated runoff

Not meeting any of the above characteristics	Low – 50 ft Moderate – 75 ft High – 100 ft	No recommendations at this time

C. Increased Wetland Buffer Zone Width.
The City may require increased buffer zone widths on a case-by-case basis as determined by the director when a larger buffer is necessary to protect wetland functions and values. This determination shall be supported by appropriate documentation showing that it is reasonably related to protection of the functions and values of the wetland. The documentation must include but not be limited to the following criteria:

1. The wetland is used by a plant or animal species listed by the federal government or the state as endangered, threatened, sensitive or documented priority species or habitats, or essential or outstanding potential habitat for those species, or has unusual nesting or resting sites such as heron rookeries or raptor nesting trees; or

2. The adjacent land is susceptible to severe erosion and erosion control measures will not effectively prevent adverse wetland impacts; or

3. The adjacent land has minimal vegetative cover or slopes greater than thirty percent.

D. Reduction of Standard Wetland Buffer Zone Width.
The City may reduce the standard wetland buffer zone width on a case-by-case basis as determined by the director, consistent with Wetlands in Washington State, Volume 2, Protecting and Managing Wetlands, Guidance on Buffers and Ratios (Appendix 8-D) as revised, ~~if~~ for wetlands that score:

1. moderate or high for habitat (~~twenty~~ five points or more for the habitat functions) the width of the buffer can be reduced if the following criteria are met:

   a. a relatively undisturbed vegetative corridor of at least one hundred feet in width is protected between the wetland and any other priority habitats; and

   b. the protected area is preserved by means of easement, covenant or other measure;

   c. measures identified in SMC 17E.070.110(~~C~~D)(2) (Table 17E.070.110-5) are taken to minimize the impact of any proposed land use or activity.

2. less than ~~twenty~~ five points for habitat, the buffer width can be reduced to that required for moderate land-use impacts by applying the following measures to minimize the impacts of the proposed land uses or activities:

Table 17E.070.110-5

Disturbance	Examples of Measures Used to Minimize Impacts
Light	Direct lights away from wetland
Noise	Locate activity that generates noise away from wetland
Toxic Runoff	Route all new untreated runoff away from wetland while ensuring wetland is not dewatered, establish covenants limiting use of pesticides within one hundred fifty feet, may apply integrated pest management
Stormwater Runoff	Retrofit stormwater detention and treatment for roads and existing adjacent development, prevent channelized flow from lawns that directly enters buffer
Change in Water Regime	Infiltrate or treat, detain, and disperse into buffer new runoff from impervious surfaces and new lawns
Pets and Human Disturbance	Use privacy fencing; plant dense vegetation to delineate buffer edge and to discourage disturbance using vegetation appropriate for the ecoregion; place wetland and its buffer in a separate tract~~plant appropriate vegetation to discourage disturbance~~
Dust	Use best management practices to control dust

E. Standard Buffer Width Averaging.
Wetlands may contain significant variations in sensitivity due to existing physical characteristics that may justify buffer width averaging. Standard wetland buffer zones may be modified by averaging buffer widths or a combination of averaging and reduction. Wetland buffer width averaging shall be allowed only where the applicant demonstrates all of the following:

1. Averaging will provide the necessary biological, chemical and physical support necessary to protect the wetland in question, taking into account the type, intensity, scale and ~~landscape~~ location of the proposed land use.

2. The land uses causing the least disturbance would be located adjacent to areas where buffer width is reduced and that such land uses are guaranteed in perpetuity by covenant, deed restriction, easement or other legally binding mechanism.

3. The total area contained within the wetland buffer after averaging is not less than that contained with the standard buffer prior to averaging. In no instance shall the buffer width be reduced by more than fifty percent of the standard buffer or be less than twenty-five feet.

F. Wetland Buffer Maintenance.
Except as otherwise specified wetland buffer zones shall be retained in their natural condition and free from mowing or other cutting activity, except for the removal of noxious weeds. Where buffer disturbances have occurred before or during construction, revegetation with native vegetation shall be required.

G. Permitted Uses in a Wetland Buffer Zone.
Regulated activities shall not be allowed in a buffer zone except for the following:

1. Activities having minimal adverse impacts on buffers and no adverse impacts on wetlands. These may include low-intensity, passive recreational activities such as trails, non-permanent wildlife watching blinds, short-term scientific or education activities, and sport fishing or hunting. Pervious pedestrian trails may be allowed in a wetland for minor crossings only and with minimal impacts. Trails may be allowed in the outer twenty-five percent of a wetland buffers and should be designed to avoid removal of significant trees. Such trails are limited to no more than five feet in width.

2. Stormwater management facilities, including biofiltration swales, designed according to the City of Spokane Stormwater Management Manual as revised, and chapter 17D.060 SMC, Stormwater Facilities, if no reasonable alternative on-site location is available within the meaning of SMC 17E.070.130, and if sited and designed so that the buffer zone as a whole provides the necessary biological, chemical and physical protection to the wetland in question, taking into account the scale and intensity of the proposed land use. Biofiltration swales will take into account the scale and intensity of the proposed land use, be located in the outer twenty-five percent of a Category III or IV wetland buffer provided that no other location is feasible, and will not degrade the functions and values of the wetland or its buffer.

H. Structural Setbacks from Buffers.
Unless otherwise provided, buildings and other accessory structures shall be set back a distance of ten feet from the edges of all delineated critical area buffers protecting fish and wildlife habitat conservation and wetland protection areas. The director may reduce the structural setback limit by up to five feet if construction, operation and maintenance of the building do not create a risk of negative impacts on the adjacent buffer area. Approval of a reduction of the structural setback from the buffer line shall be provided in writing by the director. The following uses may be allowed in the structural setback area:

1. Landscaping.

2. Uncovered decks.
3. Roof eaves and overhangs, maximum of twenty-four inches.
4. Pervious unroofed stairways and steps.
5. Impervious ground surfaces, such as driveways and patios.

Date Passed: Monday, December 3, 2007

Effective Date: Sunday, January 6, 2008

ORD C34148 Section 73

Section 17E.070.120 Reasonable Use Exceptions

A. Regulated activities shall not be authorized within a wetland or wetland buffer except where it can be demonstrated that an extraordinary hardship exists, or the impact is both unavoidable and necessary, or that all reasonable economic uses are denied, as defined below:

1. Extraordinary Hardship.
With respect to Category I and II wetlands, an applicant must demonstrate that denial of the permit would impose an extraordinary hardship on the part of the applicant brought about by circumstances peculiar to the subject property.

Commented [A4]: Often times this also contains a provision that the "circumstances peculiar to the subject property" cannot be the result of actions taken by the applicant. See B7 below

2. Unavoidable and Necessary Impacts.
With respect to all other wetlands, the following provisions shall apply. For water-dependent activities, unavoidable and necessary impacts can be demonstrated when there are no practicable alternatives which would not:
    a. involve a wetland or which would not have less adverse impact on a wetland;
    b. have other significant adverse environmental consequences.
3. Stormwater management facilities will be considered in wetland buffers with overflow into wetlands or wetland buffers, subject to regulation under the City of Spokane Stormwater Management Manual as revised, chapter 17D.060 SMC, Stormwater Facilities, and all other applicable provisions in this chapter.
4. Where non-water-dependent activities are proposed, the applicant must demonstrate that:
    a. the basic project purpose cannot reasonably be accomplished using an alternative site in the general region that is available to the applicant and may feasibly be used to accomplish the project;

b. a reduction in the size, scope, configuration or density of the project as proposed and all alternative designs of the project as proposed that would avoid, or result in less, adverse impact on a wetland of its buffer will not accomplish the basic purpose of the project; and

c. in cases where the applicant has rejected alternatives to the project as proposed due to constraints such as zoning, deficiencies of infrastructure, or parcel size, the applicant has made a reasonable attempt to remove or accommodate such constraints.

B. Reasonable Use.
If an applicant for a development proposal demonstrates to the satisfaction of the director that application of the standards of this chapter would deny all reasonable economic use of the property, development as conditioned shall be allowed if the applicant also demonstrates all of the following to the satisfaction of the director:

1. That the proposed development is water-dependent or requires access to the wetland as a central element of its basic function, or is not water-dependent but has no practicable alternative pursuant to this section.

2. That no reasonable use with less impact on the wetland and its buffer is possible.

3. That there is no feasible on-site alternative to the proposed development, including reduction in density, planned unit development and/or revision of road and lot layout that would allow a reasonable economic use with less adverse impacts to wetlands and wetland buffers.

4. That the proposed development will not jeopardize the continued existence of species listed by the federal government or the state as endangered, threatened, sensitive or documented priority species or priority habitats.

5. That any and all alterations to wetlands and wetland buffers will be mitigated as provided in SMC 17E.070.040 and SMC 17E.070.130.

6. That there will be no damage to nearby public or private property and no threat to the health or safety of people on or off the property; and

7. That the inability to derive reasonable economic use of the property is not the result of actions by the applicant, or the present or prior owner of the property, in segregating or dividing the property and creating the undevelopable condition after the effective date of this chapter.

C. Mitigation will be required for impacts to a wetland or wetland buffer caused by unavoidable and necessary, extraordinary hardships, and reasonable use exceptions to standards.

D. Prior to granting any special exception under this section, the director shall make written findings on each of the items listed above.

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ORD C34148 Section 73

Section 17E.070.130 Mitigation

Wetland mitigation shall be consistent with Wetland Mitigation in Washington State, Parts 1 and 2 (2006) as amended from time to time, to provide consistency for applicants who must also apply for state and federal permits.

A. Conditions.
As a condition of any permit or approval allowing alteration of wetlands or associated buffers, the applicant will engage in the restoration, creation, rehabilitation, enhancement or preservation of wetlands in order to offset the impacts resulting from the applicants or violators actions. The applicant will develop an appropriate mitigation plan that provides for mitigation measures as outlined below. Wetland mitigation means the use of any or all of the following action listed in descending order of preference (mitigation sequencing):

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts.
3. Rectifying the impact by repairing, rehabilitating or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
5. Compensating for the impact by replacing, enhancing or providing substitute resources or environments; or
6. Monitoring the impact and the compensation project and taking appropriate corrective measures. Mitigation may include a combination of the above measures.

B. Performance Standards.
Compensatory mitigation must follow a mitigation plan which includes the components listed in subsection D of this section. All mitigation plans must meet the minimum performance standards set forth in subsection C of this section.

C. Wetlands Restoration, Creation, Rehabilitation, Enhancement and Preservation.

1. Any person who degrades wetlands must restore, create, rehabilitate, ~~or~~ enhance, or preserve equivalent areas or greater areas of wetlands than those altered in order to compensate for loss of wetland acreage or functions.

2. Acreage Replacement Ratio.
   The following standard ratios apply to compensatory wetland mitigation that is in-kind. If a proposal seeks to eliminate a functional wetland through development, that loss must be compensated through creation or restoration mitigation. This strategy meets the no net loss standard for wetland function and value. The first number specifies the acreage of wetlands requiring replacement and the second specifies the acreage of wetlands altered.

Table 17E.070.130-1

Category and Type of Wetland Impacts	**Type of Wetland Mitigation**				
	Re-establishment or Creation	**Rehabilitation Only [1]**	**Re-establishment or Creation (R/C) and Rehabilitation (RH) [1]**	**Re-establishment or Creation (R/C) and Enhancement (E) [1]**	**Enhancement Only [1]**
All Category IV	1.5:1	3:1	1:1 R/C and 1:1 RH	1:1 R/C and 2:1 E	6:1
All Category III	2:1	4:1	1:1 R/C and 2:1 RH	1:1 R/C and 4:1 E	8:1
Category II Forested	4:1	8:1	1:1 R/C and 4:1 RH	1:1 R/C and 6:1 E	16:1
Category II Vernal Pool	2:1 Compensation must be seasonally ponded wetland	4:1 Compensation must be seasonally ponded wetland	1:1 R/C and 2:1 RH	Case-by-case	Case-by-case

All Other Category II	3:1	6:1	1:1 R/C and 4:1 RH	1:1 R/C and 8:1 E	12:1
Category I Forested	6:1	12:1	1:1 R/C and 10:1 RH	1:1 R/C and 20:1 E	24:1
Category I – Based on Score for Functions	4:1	8:1	1:1 R/C and 6:1 RH	1:1 R/C and 12:1 E	16:1
Category I Natural Heritage Site	Not considered possible [2]	6:1 Rehabilitation of a Natural Heritage Site	R/C not considered possible [2]	R/C not considered possible [2]	Case-by-case
Category I Alkali	Not considered possible [2]	6:1 ~~Rehabilition~~Rehabilitation of an alkali wetland	R/C not considered possible [2]	R/C not considered possible [2]	Case-by-case
Category I Bog	Not considered possible [2]	6:1 Rehabilitation of a bog	R/C not considered possible [2]	R/C not considered possible [2]	Case-by-case

[1] These ratios are based on the assumption that the rehabilitation or enhancement actions implemented represent the average degree of improvement possible for the site. Proposals to implement more effective rehabilitation or enhancement actions may result in a lower ratio, while less effective actions may result in a higher ratio. The distinction between rehabilitation and enhancement is not clear-cut. Instead, rehabilitation and enhancement actions span a continuum. Proposals that fall within the gray area between rehabilitation and enhancement will result in a ratio that lies between the ratios for rehabilitation and the ratios for enhancement.

[2] ~~Natural heritage sites~~Wetlands with a high conservation value and~~,~~ alkali wetlands are considered irreplaceable wetlands because they perform functions that cannot be replaced through compensatory mitigation. Impacts to such wetlands would therefore result in a net loss of some functions no matter what kind of compensation is proposed.

3. Increased Replacement Ratio.
   The standard replacement ratio may be increased under the following circumstances:

   a. High degree of uncertainty as to the probable success of the proposed restoration or creation.

   b. Significant period of time between destruction and replication of wetland functions.

   c. Projected losses in functional value and other uses, such as recreation, scientific research and education, are relatively high.

   d. Not possible to create or restore same type of wetland.

   e. Off-site compensation is offered.

4. Decreased Replacement Ratio.
   The standard replacement ratio may be decreased under the following circumstances: scientifically supported evidence which demonstrates that no net loss of wetland function or value is attained under the decreased ratio. In all cases, a minimum acreage replacement ratio of 1:1.5 is required.

5. Wetland Enhancement.

   a. Any applicant proposing to degrade wetlands may propose to enhance existing wetlands in order to compensate for wetland losses. Applicants proposing to enhance wetlands must identify how enhancement conforms with the overall goals and requirements of the wetlands protection program.

   b. A wetlands enhancement compensation project will be considered~~,~~ if enhancement for one function and value will not degrade another function or value. Acreage replacement ratios may be increased up to one hundred percent to recognize existing functional values. Category I wetlands may not be enhanced.

6. In-kind/Out-of-kind Mitigation.
   In-kind mitigation must be provided except where the applicant can demonstrate that:

   a. the wetland system is already degraded and out-of-kind replacement will result in a wetland with greater functional value;

   b. technical problems such as exotic vegetation and changes in watershed hydrology make implementation of in-kind mitigation impossible.

Where out of-kind replacement is accepted, greater acreage replacement ratios may be required to compensate for lost functional values.

7. On-site/Off-site Mitigation.
   On-site mitigation shall be provided except where the applicant can demonstrate that:

   a. the hydrology and ecosystem of the original wetland and those who benefit from the hydrology and ecosystem will not be damaged by the on-site loss; and

   b. on-site mitigation is not scientifically feasible due to problems with hydrology, soils, or factors such as other potentially adverse impacts from surrounding land uses; or

   c. existing functional values at the site of the proposed restoration are significantly greater than lost wetland functional values; or

   d. established goals for flood storage, flood conveyance, habitat or other wetland functions have been established and strongly justify location of mitigation measures at another site.

8. Mitigation Outside of Primary Drainage Basin.
   Wetland creation or restoration must occur within the same primary drainage basin as the wetland loss occurred, unless the applicant can demonstrate that:

   a. the hydrology and ecosystem of the original wetland and those who benefit from the hydrology and ecosystem will not be substantially damaged by the loss within that primary drainage basin; and

   b. in-basin mitigation is not scientifically feasible due to problems with hydrology, soils or other factors such as other potentially adverse impacts from surrounding land uses; or

   c. existing functional values in a different primary drainage basin are significantly greater than lost wetland functional values; or

   d. established goals for flood storage, flood conveyance, habitat or other wetland functions have been established and strongly justify location of mitigation measures in a different primary drainage basin.

9. Mitigation Site Selection.
   In selecting mitigation sites, applicants must pursue siting in the following order of preference:

   a. Upland sites which were formerly wetlands.

   b. Degraded upland sites generally having bare ground or vegetative cover consisting primarily of exotic introduced species, weeds or emergent vegetation; and

c. Other upland sites.

10. Timing.
Where feasible, mitigation projects are to be completed prior to activities that will disturb wetlands. Bonding is required if mitigation projects cannot be completed prior to project completion. Construction of mitigation projects must be timed to reduce impacts to existing wildlife and flora.

D. Components of Mitigation Plans.
All wetland restoration, creation, rehabilitation, enhancement and/or preservation projects required pursuant to this chapter, either as a permit condition or as the result of an enforcement action, must follow a mitigation plan prepared by qualified wetland professionals meeting City requirements. The applicant or violator must receive written approval of the mitigation plan prior to commencement of any wetland restoration, creation or enhancement activity. The mitigation plan must contain at least the following components:

1. Baseline Information.

a. A written assessment and accompanying maps of the impacted wetland including, at a minimum:

i. Wetland delineation.

ii. Existing wetland acreage.

iii. Proposed wetland impacts.

iv. Vegetative, faunal and hydrologic characteristics.

v. Soil and substrate conditions; and

vi. Topographic elevations.

b. If the compensation site is different from the impacted wetland site, baseline information should also include:

i. the watershed.

ii. surface hydrology,

iii. existing and proposed adjacent land uses,

iv. proposed buffers; and

v. ownership.

2. Environmental Goals and Objectives.
A written report must be provided identifying:

a. goals and objectives and ~~describing~~project description;

b. site selection criteria;

c. compensation goals;

d. target evaluation species and resource functions;

e. dates for beginning and completion; and

f. a complete description of the functions and values sought in the new wetland.

The goals and objectives must be related to the functions and values of the original wetland, or if out-of-kind, the type of wetland to be emulated. The report must also include an analysis of the likelihood of success of the compensation project at duplicating the original wetland, and the long-term viability of the project, based on the experiences of comparable projects, if any.

3. Monitoring Program.
   Specific measurable criteria approved by the director, ~~are~~ shall be provided for evaluating whether the goals and objectives of the project are being achieved, and for determining when and if remedial action or contingency measures should be implemented. Such criteria may include water quality standards, survival rates of planted vegetation, species abundance and diversity targets, habitat diversity indices, or other ecological, geological or hydrological criteria. The mitigation plan manager must assure work is completed in accordance with the mitigation plan and, if necessary, the contingency plan. The monitoring program will continue for at least five years from the date of plant installation. Monitoring will continue for ten years where woody vegetation (forested or shrub wetlands) is the intended result. These communities take at least eight years after planting to reach eighty percent canopy closure. Reporting for a ten year monitoring period shall occur in years one, two, three, five seven and ten. Monitoring in all instances shall be bonded. Reporting results of the monitoring data to the director is the responsibility of the applicant.

4. Detailed Construction Plans.
   Written specifications and descriptions of mitigation techniques are to be provided, as specified by the director.

5. Construction Oversight.
   The construction of the mitigation project will be monitored by a qualified wetlands professional to insure that the project fulfills its goals.

6. Contingency Plan.
   The plan must identify potential courses of action that can be taken when monitoring or evaluation indicates project performance standards are not being met.

7. Permit Conditions.
   Any mitigation plan prepared pursuant to this section becomes part of the ~~any~~ permit application or approval.

8. Performance Bonds and Demonstration of Competence.
   The applicant must provide demonstration of administrative, supervisory and technical competence, financial resources and scientific expertise of sufficient standing to successfully execute the mitigation plan. The applicant will name a mitigation project manager and provide the qualifications of each team member involved in preparing, implementing and supervising the mitigation plan. This includes educational background ~~and~~, areas of expertise, training and experience with comparable projects. In addition, bonds ensuring fulfillment of the mitigation project, the monitoring program, and any contingency measures must be posted in the amount of one hundred twenty-five percent of the expected ~~project~~ cost of mitigation, plus a factor to be determined to allow for inflation during the time the project is being monitored. An administration fee for the mitigation project may be assessed to reimburse the City for costs incurred during the course of the monitoring program.

9. Consultation With Other Agencies.
   Applicants are encouraged to consult with federal, state, local agencies having expertise or interest in a mitigation proposal.

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ORD C34148 Section 73

Section 17E.070.140 Mitigation Banking

Mitigation banking shall be consistent with chapter 90.84 RCW. Credits from a wetland mitigation bank may be approved for use as compensation for unavoidable impacts when the:

A. bank is certified under chapter 173-700 WAC;

B. director, in consultation with the ~~department~~ Department of ~~ecology~~Ecology, determines that the wetland mitigation bank provides appropriate compensation for the authorized impacts; and,

C. proposed use of credits is consistent with the terms and conditions of the bank's certification.

Replacement ratios for projects using bank credits shall be consistent with replacement ratio~~n~~s specified in the bank's certification. Credits from a certified wetland mitigation bank may be used to compensate for impacts located with the service area specified in the bank's certification. In some cases, the service

area of the bank may include portions of more than one adjacent drainage basin for specific wetland functions.

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ORD C34148 Section 73

Section 17E.070.150 Incentives and Stewardship Options

A. On-site Density Transfer or Clustering.
For residential development proposals on lands containing potential or identified critical areas, including wetland areas and buffers, the applicant may apply for planned unit development (PUD) under chapter 17G.070 SMC. The maximum number of dwelling units (DU) for a lot or parcel that contains a wetland area and buffer is determined by the site's zoning and by the density bonus allowed in chapter 17G.070 SMC. The use of residential density transfer or clustering through the use of planned unit developments (PUDs) including bonus density is encouraged as a means to protect and preserve wetlands, wetland buffers and fish and wildlife habitat conservation areas. The provisions of chapter 17G.070 SMC shall control the use of density transfer or clustering, planned unit developments and bonus density.

B. Property Tax and Income Tax Advantages.

1. Property Tax Relief.
The Spokane County ~~assessor~~ Assessor shall consider the wetland areas and associated buffers contained within this chapter when determining the fair market value of land. Any owner of a wetland area who has dedicated a conservation easement or entered into a perpetual conservation restriction with a department of the local, state or federal government or a nonprofit organization to permanently control some or all ~~the~~ uses and activities within these areas may request that the Spokane County ~~assessor~~ Assessor reevaluate that specific area consistent with those restrictions and provisions of open space land current use taxation (see RCW 84.40.030).

2. Federal Income Tax Advantages.
There are significant federal income tax advantages that can be realized by an individual or estate for gifts of real property for conservation purposes to local governments or non-profit organizations, such as land trusts. The specific rules on federal income tax deductions can be found in section 170 of the Internal Revenue Code.

C. Stewardship Options.

1. The Spokane County conservation district offers stewardship information, classes and technical assistance to property owners. Programs include shoreline stewardship, forestry, small acreage conservation agriculture, water resources, and soil information.

2. Spokane County conservation futures program, initiated in 1994, is funded by a property tax assessed for each home in the county. This tax money is earmarked solely for the acquisition of property and development rights. These funds acquire lands or future development rights on lands for public use and enjoyment. The conservation areas are defined areas of undeveloped land primarily left in its natural condition. These areas may be used for passive recreational purposes, to create secluded areas, or as buffers in urban areas. Conserved lands include wetlands, farmlands, steep hillsides, river corridors, viewpoints and wildlife habitats and corridors.

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ORD C34148 Section 73

Section 17E.070.160 Administration

A. The department director identified in chapter 17A.010 SMC ("Director") shall administer and interpret the provisions of this chapter, except as specifically provided. The director is authorized to adopt, in accordance with administrative procedures set by ordinance, such rules as are necessary to implement the requirements of this chapter and to carry out the duties of the director hereunder. Except as otherwise provided in this chapter, the administrative procedures set forth in chapter 17G.010 SMC and chapter 17G.060 SMC shall apply to this chapter.

B. The director may also consult with other City departments and state and federal agencies as necessary to obtain additional technical and environmental review assistance.

C. The director shall review and analyze all applications for all permits or approvals subject to this chapter. Such applications shall be approved only after the director is satisfied the applications comply with this chapter.

D. Every City department issuing a permit for development on parcels containing a wetland or buffer shall require the use of best management practices to prevent impacts to wetlands and buffers and to meet the intent of this chapter. Departments shall require mitigation to address unavoidable impacts. All such City departments shall maintain records documenting compliance with this subsection.

E. Except as otherwise stipulated in this chapter, the administrative procedures set forth in chapter 17A.010 SMC apply to this chapter.

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ORD C34148 Section 73

Section 17E.070.170 Violations

A. It is a violation of this chapter to fail to comply with any provision of this chapter or with any term of any permit condition or approval issued pursuant to this chapter.

B. It is a violation of this chapter to fail to comply with any order issued pursuant to this chapter or to remove or deface any sign, notice, complaint or order required by or posted in accordance with this chapter.

C. It is a violation of this chapter to misrepresent any material fact in any application, on plans, or in any other information submitted to obtain any determination, authorization, permit condition or approval under this chapter.

D. It is a violation of this chapter to aid and abet, counsel, encourage, hire, command, induce or otherwise procure another to violate or fail to comply with this chapter.

E. Violations of this chapter are subject to the penalties set forth in chapter 1.05 SMC.

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ORD C34148 Section 73

Section 17E.070.180 Authority to Enforce

A. The director is authorized to enforce this chapter and may call upon other appropriate City departments to assist in enforcement.

B. It is the intent of this chapter to place the obligation of complying with its requirements upon the owner, occupier or other person responsible for the condition of the wetland, buffer, land, premises, building or structure within the scope of this chapter.

C. No provision ~~of~~ or term used in this chapter is intended to impose any duty upon the City or any of its officers or employees that would subject them to damages in a civil action.

D. Nothing contained in this chapter is intended to be nor shall be construed to create or form the basis for liability on the part of the City or its officers, officials, employees or agents for any injury or damage resulting from the failure of any owner of property or land to comply with the provisions of this chapter, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued in connection with the implementation or enforcement of this chapter, or by reason of any action or inaction on the part of the City related in any manner to the enforcement of this chapter by its officers, officials, employees or agents.

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ORD C34148 Section 73

Return to Agenda

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January 4, 2017

RE: Plan Commission Review Materials for Transportation Chapter Update for January 11th, 2017.

Dear Plan Commission Members:

Attached is the main body of the draft Transportation Chapter including comments received from the last PC meeting on the Vision, Values, Goals, Policies, and Actions.

At the last PC Transportation Chapter update workshop in December, we had a detailed discussion on the updated Vision, Values, Goals, Policies, and Actions.

At this Plan Commission meeting we will review the comments received and cover the new draft chapter background materials. Besides materials being added to the Comp Plan Appendix, the only new material that will be presented at the January 25th meeting are edits to the Bicycle Master Plan.

The overall chapter is also being vetted through the Plan Commission Transportation Subcommittee, with sections having also being reviewed by the Bicycle Advisory Board. The Transportation Chapter is being updated to a larger extent than the rest of the Comprehensive Plan, but the process is designed to keep within the spirit and intent of the current chapter. Additional information on the Transportation Chapter Update is available at: https://my.spokanecity.org/projects/link-spokane/

Sincerely,

Louis Meuler, City Planner

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City of Spokane, LINK Spokane team

Shaping Spokane

2017 Update to the
Comprehensive Plan

Chapter 4

Transportation Chapter
(LINK Spokane)

DRAFT v1

January 2017

CONTENTS

4.1 INTRODUCTION

2017 Transportation Chapter Update

The last major update of the City's long range / 20 year transportation plan occurred as part of the development of the 2001 Comprehensive Plan. The first steps of the 2017 update were to review the adopted plan and the implementation of strategies it recommended over the past 16 years. Overall, the theme of the transportation plan has largely stayed the same.

Items that were the focus of the 2017 update include:

- Recognition and incorporation of new plans and studies completed since 2001. A full list of these plans and studies is found in Volume 4.
    - Pedestrian Master Plan adopted in November of 2015.
    - The Bicycle Master Plan last adopted in 2008 and amended in 2015 is updated with new bicycle facility classifications and an updated bike facility map.
- Review of available funding sources, land development, land use changes, and circumstances that determine if new changes in the transportation system are needed or warranted, and to what extent could be afforded.
    - Updated and prioritized the 20-year transportation capital project lists.
    - Created an open and transparent project prioritization tool to assist in capital programing based upon the goals of this chapter and the rest of the Comprehensive Plan.
    - Incorporated the resources provided by the vote of the public from a new twenty-year property tax levy for Improved and Integrated Streets approved in November of 2014.
- Further detailed ongoing efforts for developing a multi-modal transportation system.
- Inclusion of a system that outlines the steps for integrating transportation planning with other utility needs within the right of way. This integrated infrastructure planning process is branded as "LINK Spokane" and incorporates the goals of the 2014 Integrated Clean Water Plan.
- The framework and guidance for the update to the City's Street Design Standards.

Despite the many updates to the 2001 Transportation Chapter, it continues to be relevant today as part of the 2017 Comprehensive Plan, "Shaping Spokane."

Regional Context

While this plan focuses on the city's transportation system, Spokane's regional setting is important. Spokane is the state's second largest city, and is the financial, cultural, and retail center for the "Inland Northwest", a large area of Washington, Idaho, and western Montana. In addition, Spokane is only 92 miles south of the US-Canada border (Map TR 1). Given this strategic location, transportation conditions in Spokane are strongly influenced by forces beyond the City's control.

Institutional Coordination

Planning and operating the transportation systems of Spokane is not an insular task. Instead, there are many entities involved in the planning for the region's and the area around the City's future including the Washington State Department of Transportation, Spokane Transit Authority, the City of Millwood, the City of Airway Heights, the City of Spokane Valley, Spokane International Airport, Spokane County and the Spokane Regional Transportation Council. With continued growth expected throughout the region, these agencies must collaborate effectively to maximize investment efficiencies and identify solutions beyond what the City of Spokane can accomplish alone to meet the transportation needs of residents and employees in the region.

Transportation: Shaping Spokane's Future

In planning for Spokane's transportation future, citizens discussed the many components of Spokane's transportation system, including driving, bicycling, walking and taking the bus. Citizens also recognized that transportation has key relationships to other planning topics such as land use, urban design, neighborhood character, and social health. They acknowledged that transportation needs to be viewed not just as a way for people to move about the city but also as something that shapes the city and the lives of its residents.

This transportation plan is planning for Spokane's future—not just for the people or conditions of today but for those 20 years in the future. The plan considers the changing demographics, transportation needs and desires, and lifestyles expected in future years. It recognizes the need to look to the future and not limit the flexibility of tomorrow's transportation options by what is done today.

Key Themes

The key themes expressed by the citizenry in 2001 were not very different from what was heard by participants during this update. Key themes from the 2001 Transportation Chapter:

- Citizens want viable transportation choices.
- Transportation has a key relationship to community quality of life.
- Transportation and land use are closely connected.
- The true costs of driving are complex and high.
- Design is important to transportation.

Several themes emerged during the update to the transportation chapter and the updated Vision, Values, Policies, and Actions. The key themes from this update that closely align with the 2001 plan include:

Making Spokane a City of Transportation Choices

- Provide viable transportation choices
- Continue creating active transportation infrastructure (Bicycle and Pedestrian)
- Recognize that the car will remain the primary mode of transportation

Health and Safety

- Promote health through transportation choices
- Leverage investments to enhance public safety and promote positive health outcomes
- Right size appropriate streets to enhance safety
- Build active transportation choices back into our daily lives

Livable Streets

- Match street design to the adjacent land use
- Enhance neighborhood livability and mobility
- Livable streets are:
    - Safe and convenient for all users
    - Economically active in centers and along corridors
    - Designed for live, work, play
    - Multi-purpose and multi-functional

The following additional themes from this update begin to set a slightly different direction than the 2001 plan.

Integration – Maximize Public Benefits / Fiscal Responsibility

- Leverage transportation investments to meet multiple objectives (e.g. new stormwater systems combined with transportation projects, permeable bike lanes, separated sidewalks, improvements in Combined Sewer Overflow systems)
- Improve the movement of goods
- Lower maintenance costs

- Support economic development efforts and foster vibrant business districts
- Save households $ (i.e. the "green" dividend)

Fix it First

- Maintain our existing transportation assets and continue to address the maintenance backlog
- Enhance and optimize existing infrastructure

Balanced Transportation Approach

In order to achieve a vision that lives within a future with limited funds for transportation, this plan outlines an approach to creating a balanced transportation system that accommodates many needed uses of the area within the right of way. One question that the Link Spokane process seeks to address going forward is how an integrated infrastructure approach can be used to build, maintain or repurpose our streets to achieve a balanced multi-modal approach while addressing other needs of the space within the right of way. While the automobile will continue to be an essential part of the transportation system in the Spokane region, the City is examining opportunities to include other uses and users of the streets in their design – ensuring the size and design of the street is sized appropriately to the surrounding land use and transportation context. As Figure TR 1 below illustrates, the City is moving away from the more conventional approach to transportation planning and towards a more comprehensive approach that considers the multiple desires and outcomes expected of a modern transportation system.

Mobility choice improves our health and connections to our neighbors, promotes economic prosperity through connecting people to goods, services, and jobs, and serves as the backbone for vibrant communities. This balanced approach can safely move all users of the transportation system, while demonstrating fiscally responsible use of resources and adding lasting value to Spokane's neighborhoods, adjacent land uses and open spaces, and the broader transportation system.

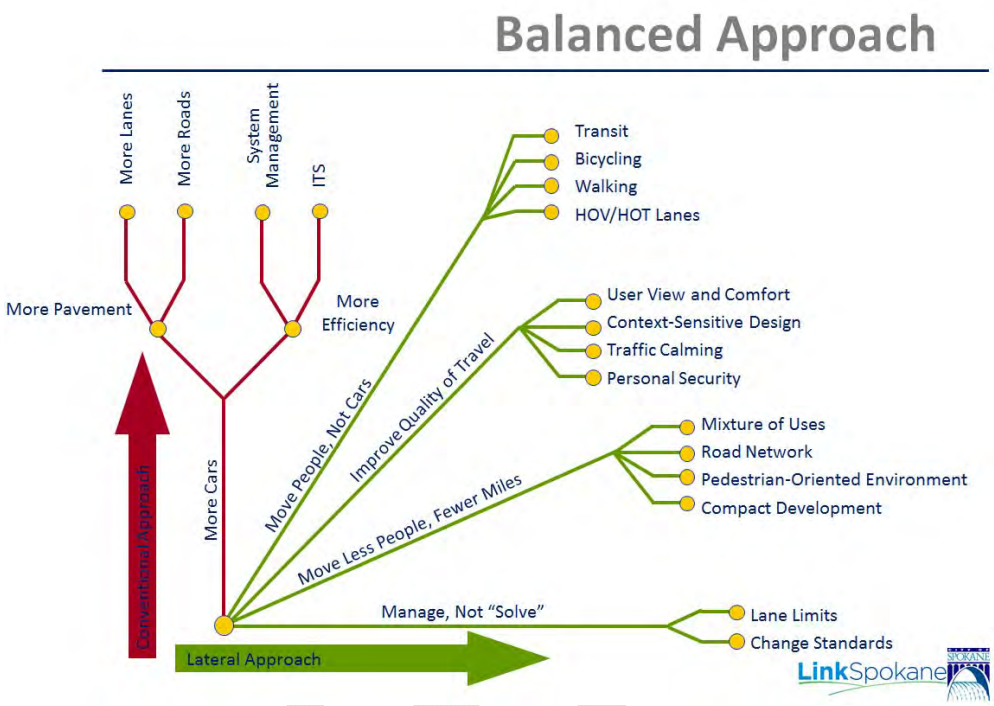


Figure TR 1. A Balanced Approach to Transportation Planning

City Building Context: Neighborhoods, Centers, and Corridors

Community context is a critical component in determining how to select transportation initiatives. Future growth will continue to occur in areas with vacant land and within concentrated areas in neighborhood centers, district centers, employment centers and corridors designated on the land use plan map. While this growth occurs in centers and corridors, established single-family residential neighborhoods will remain largely unchanged. The following contextual components were significant in the development of a policy and implementation framework for Spokane to use moving forward.

Interrelationship of Transportation and Land Use

In addition to transportation, land use policies and development patterns play a critical role in shaping cities. Land use patterns and how they interact with transportation infrastructure have significant influence on travel behaviors. For example, a compact neighborhood in which daily needs are met in a close proximity is conducive to walking or transit use, while neighborhoods where destinations are spread out typically result in a reliance on driving. As such, it is important that land

use and transportation policies and decisions are developed in a mutually supportive fashion.

To realize its transportation goals, Spokane must take advantage of opportunities for development in walkable areas that are currently well-served by transit, such as within and around downtown, where commuting via alternative modes of transportation is a reasonable and attractive option. In addition, locating new housing and employment opportunities in areas near diverse transportation options will help to facilitate alternative transportation use. This will continue to be a challenge as current projections show residential growth being spread throughout the urban area (Map TR 2).

As Spokane grows (Map TR 3), the transportation system will face increased demand. In many areas of the City there are limited opportunities to expand vehicular right of way without significant disruption and cost. As such, strategic investments must be made to serve a growing population and employee base, while maintaining the quality of life sought out by residents.

LINK Spokane / Integrated Infrastructure Planning

Spokane was incorporated in 1881 and there is infrastructure that is nearing the end of its life. This includes:

- Streets, Water, Sewer, Storm water, Sewer Overflow; and
- Public and Private Utilities

The presence of inadequate services may hinder redevelopment in parts of the city. This is where an integrated approach to infrastructure comes in. An integrated streets approach considers:

- Pavement condition
- Multi-modal transportation components—bike lanes, pedestrian improvements,
- Mass transit
- Public & private utility infrastructure
- Economic Development opportunities
- Storm water management to get to a Cleaner River Faster
    - Prioritize work that has a greater impact on pollutants.
    - Where possible remove pollutants closest to the source
    - Implementation of cost-effective & innovative technologies

- Right-size planned projects and existing facilities to reduce carrying costs and requiring "green" technologies and new stormwater solutions be included.
- Holistic integration with other critical infrastructure.
- Solve multiple problems.
- Better streets, new water mains, better parks…

Infrastructure Planning Context

In the recent past, the City had followed a fairly linear process in striving to maintain consistency from Vision to Project Implementation (Figure TR 2).

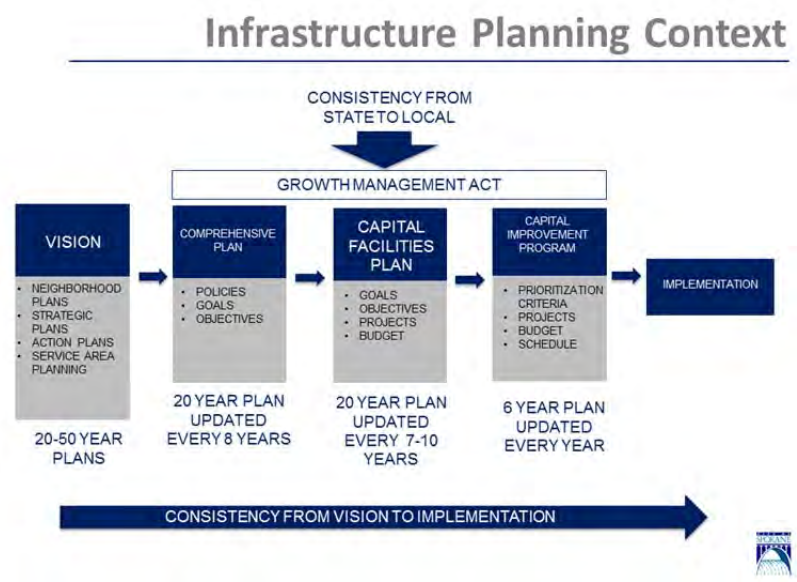


Figure TR 2. Infrastructure Planning Context

However, the question remains, as shown in Figure TR 3, can we, as a city, deliver infrastructure in a more integrated manner? This question leads directly to the development of a stronger integration framework.

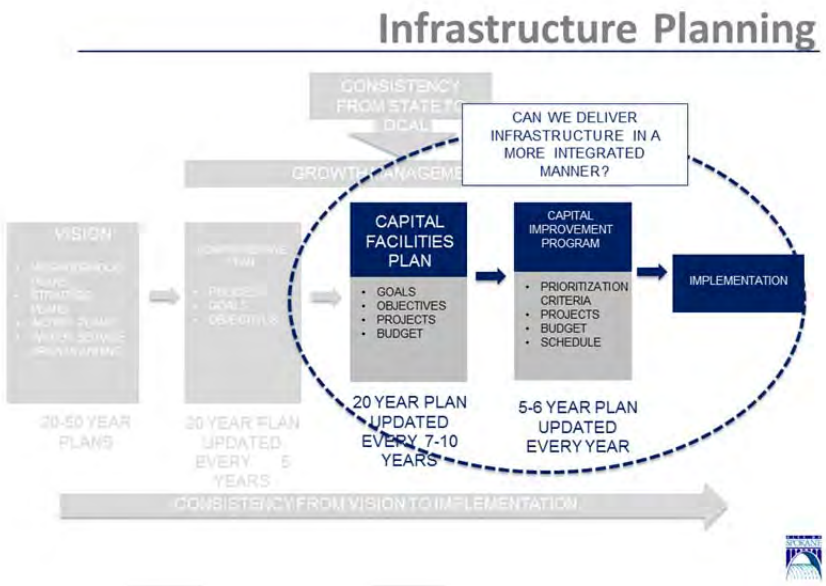


Figure TR 3. Integrated Infrastructure Delivery

Integration Framework

The City of Spokane is in the process of refining its approach to transportation and utility infrastructure planning and management to ensure compliance with state and local laws while improving fiscal accountability and maintaining a high-level of service for customers. Spokane's future investments support the goals of the Comprehensive Plan and ensure that the Land Use plan for the City can be implemented to support the desired growth and development goals.

Integration sits at the center of the City's approach to infrastructure projects. This is a holistic approach to public works projects that considers how the City can accomplish multiple objectives within a single project.

But what does that really mean?

Consider Figure TR 4, a three-dimensional view of the street. Included in that view are those traditional surface transportation pieces like sidewalks, bike lanes, and vehicle travel lanes. But that view also includes below-ground connectivity for utilities — everything from water, sewage, and stormwater management to natural gas, electricity, and telecommunications.

Integration of work doesn't stop with our streets. The City has used this approach to design wastewater and stormwater improvements that address several pollutants at once and also leave the area better than it was before the project. In Underhill Park, the City built a 1.5 million-gallon underground storage tank to tackle overflows to the River from combined wastewater and stormwater sewers. When the project was complete, the area had a new parking lot and improved grassy fields for the neighborhood. The project helped to meet a regulatory requirement while also creating a neighborhood benefit. To accommodate these approaches, the City organized its finances differently too, with the City's utilities also contributing towards street work to minimize disruption and to ensure a quality protective "lid" to below ground infrastructure. Integration really is about working together to get better outcomes at a better price.

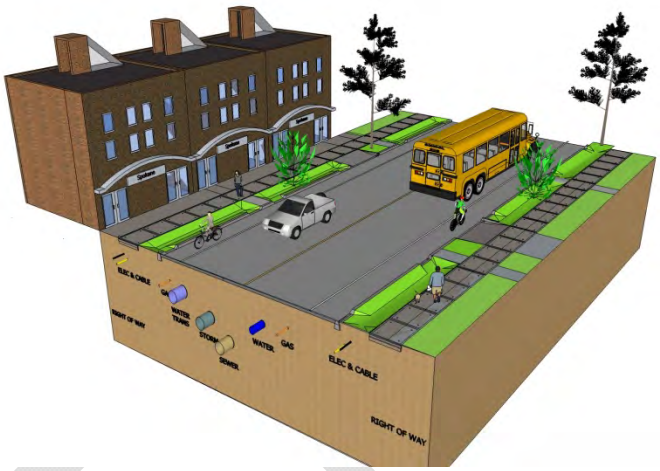


Figure TR 4. Three-Dimensional View of the Street

Under an integrated approach, the City considers all the work that needs to be done along a street—above and below ground—and works to integrate all needs into a single project that is more efficient and affordable and best serves the surrounding land uses.

Opportunity for Innovation

Much of the structure for the Integrated Framework identified is just good infrastructure planning – clearly linking community vision with a process to help realize it. Four innovations stand out as a way for Spokane to innovate above and beyond the status quo including:

1. Annual City Infrastructure Budget (i.e., "live within your means") – Set an annual infrastructure budget, with predictable annual increases, and deliver projects on budget.
2. Leveraging Infrastructure Funding – Leverage multiple funding sources to deliver projects in an economically efficient fashion.
3. Integrated Infrastructure Planning (Figure TR 5) – Utilize an integrated infrastructure strategy to prioritize projects based on budget and community goals as well as identify opportunities for integrated delivery.

4. Integrated Project Delivery – Significant cost savings can be realized by a more coordinated and integrated delivery approach for projects with similar characteristics (i.e., geography).

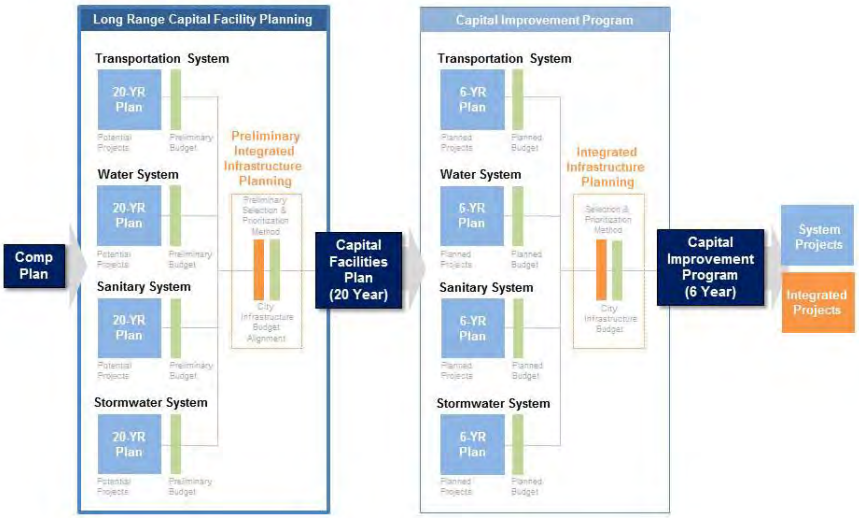


Figure TR 5. Integrated Infrastructure Planning

Done well, these innovations allow Spokane to more cost effectively achieve capital facility plan objectives while providing more predicable infrastructure investments – all benefiting the City's ability to achieve the desired vision of its Comprehensive Plan.

4.2 VISION AND VALUES

VISION

Spokane will have a well-maintained multi-modal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.

VALUES

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

Well-maintained multi-modal transportation system

- Year-round accessibility for all people and goods
- Inclusivity
- Diversity

Safe and efficient mobility for all

- Safety, including protecting vulnerable users
- Individual Time
- Enhancing personal choice

Economic and community vitality

- Economic Vitality
- Protecting personal rights
- Equitable
- Technological innovation

A healthy, livable community

- Environmental Justice
- Environmental Conservation
- Enhancing the quality of life
- Sustainable
- Stewardship

4.3 GOALS, POLICIES, AND ACTIONS

GOALS

NOTE: Goals are designated A through G and Policies are designated as TR 1 through TR 23 for convenience in referencing, but not to reflect any priority. All the goals B through G contribute toward meeting Goal A: "Promote a Sense of Place", and often the Policies contribute toward meeting more than one goal.

Figure TR 6. City of Spokane Transportation Chapter Goals

TR GOAL A: PROMOTE A SENSE OF PLACE

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

INTENT

The term "sense of place" is often used to describe the prevailing character or atmosphere of an individuals' relationship with a place. It describes those qualities and characteristics that make a place special or unique, and that makes people feel

connected to a location. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation can also help to create a sense of place.

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

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

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

INTENT

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

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS

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

INTENT

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

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

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

TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY

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

INTENT

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

TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS

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

INTENT

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

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

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY

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

INTENT

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

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

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

TR GOAL G: MAXIMIZE PUBLIC BENEFITS AND FISCAL RESPONSIBILITY WITH INTEGRATION

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

INTENT

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

The 2014 Street Levy identified several key elements:

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

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

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

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

POLICIES AND ACTIONS

TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards.

Key Actions

- The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.
- Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, system wide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- Utilize relevant performance measures to track the City's progress in developing the transportation network for all users.
- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
    - Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way.
    - Reference the City's ADA Transition Plan, pedestrian plan and bicycle plan with a new focus on broader user group.

TR 2 Transportation Supporting Land Use

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

Key Actions

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

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

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

Key Actions

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local roadway demand.

- Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. If adequate service levels are not maintained, pursue improvements to the transportation systems and impact mitigation where appropriate.
- Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.
- Measure throughput in terms of number of people passing through an intersection, not vehicles.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system.

Key Actions

- Implement the City's and County's Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan.
- Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program and pursue funding for additional programs on which to collaborate.
- Develop partnerships to provide commercial districts with maps identifying multi-modal travel options (transit lines, bike routes, etc).
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns.
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures including incentives for non-SOV commute trips.
- Incorporate TDM strategies and context sensitive solutions in development projects that impact the City's right-of-way. Design-based TDM measures may include:
    - Ensuring designs reflect the adopted pedestrian and bicycle plans
    - Ensuring adequate pedestrian, bicycle and transit facilities are addressed in any current codes as well as any anticipated requirements above and beyond the master plan
    - Providing bikeshare/carshare facilities on site for use by the public

  - Orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities
  - Managing parking in a way that reflects the surrounding land uses and available transit services
  - Participation in neighborhood programs/promotions
  - Develop partnerships to provide innovative access to information
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits.
- Encourage the expansion of carshare programs in high-density residential areas.
- Encourage the development and expansion of a bikeshare system.
- Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day.

TR 5 Active Transportation

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

Key Actions

- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low-volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Seek grant funding for projects and programs such as Safe Routes to School and other active transportation initiatives.
- Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
  - Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.

  - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children.
  - Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
  - Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
  - Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
  - Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network
  - Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
  - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
  - Establish and maintain crosswalks at key locations for bicyclists and pedestrians
- Provide secure parking for bicyclists at key destinations (i.e. downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to City-established design and siting standards.
- Work with local and regional partners to implement the "Spokane County Wayfinding and Gateway Feature Placement & Design Plan"
- Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 Commercial Center Access

Improve multi-modal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.

Key Actions

- Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.

- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context
- Designate neighborhood greenways and low-volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (e.g. sidewalks, curb ramps, bus benches, etc.) in support with STA

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

Key Actions

- Increase connectivity by providing walking and biking pathways where roadways do not connect.
- Ensure future connectivity to adjacent vacant parcels.
- Work with STA to increase neighborhood accessibility to transit through bus stop siting and bus stop design

TR 8 Moving Freight

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

Key Actions

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas

- Support intermodal freight transfer facilities (land to air, rail to roadway, interstate trucking to local delivery)

TR 9 Promote Economic Opportunity

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

Key Actions

- Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes, such as:
    - intelligent feedback to users
    - dynamic traffic signals
    - priority bus routes and signaling
    - information sharing about capacity
- Coordinate closely with STA to identify opportunities for service improvements
- Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development
- Implement the city's bicycle master plan for improved city-wide mobility

TR 10 Transportation System Efficiency & Innovation

Develop and manage the transportation system as efficiently as possible while exploring innovative opportunities and technologies.

Key Actions

- Develop Access Management Strategies for arterials
- Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)

- Work with WSDOT to implement TDM, ITS, and transportation system management strategies developed through the Corridor Sketch Initiative (CSI)

TR 11 Transit Operational Efficiency

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

Key Actions

- Work with STA on transit system improvements, prioritizing improvements along the designated High Performance Transit Network and coordinating pedestrian and bicycle facilities around designated transit stops and stations.
- Reference STA's stop design manual for the design of all transit stops
- Provide appropriate right-of-way, paving and wiring for High Performance Transit Network improvements
- Prohibit parking within bus stop zones
- Prioritize STA fixed routes in city's snow removal planning and operations

TR 12 Prioritize & Integrate Investments

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

Key Actions

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments
- Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater
- Utilize a least-cost planning approach in prioritizing and integrating the City's investments in infrastructure

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide

signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

Key Actions

- Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- Collaborate with key local and regional agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses

TR 14 TRAFFIC CALMING

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

Key Actions

- Work with neighborhood councils and other interested and concerned groups to identify, assess, and respond to unique traffic issues and needs
- Maintain and improve the neighborhood traffic calming program
- Explore implementing 20 mph residential speed limit standards
- Implement / review adopted neighborhood plans

TR 15 Activation

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

Key Actions

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

TR 16 RIGHT-OF-WAY MAINTENANCE

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

Key Actions

- Continue to maintain and improve as needed a process for identifying and prioritizing maintenance needs to keep the arterial roadway system at an average of a "good" condition
- Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks clear of debris (including snow) and well maintained for the benefit of pedestrians, bicyclists, and drivers
- Develop a strategy to identify and address general right-of-way maintenance, including noxious weed control and removal
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner
- Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, sidewalks, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements
- Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks
- Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs

TR 17 Paving Existing Unpaved Streets

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways

Key Actions

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

TR 18 Parking

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

Key Actions

- Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- Implement specific area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply for development that is designed close to transit and in a manner that supports transit.
- Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- Require that bicycle parking and bicycle corrals are designed and sited according to the City-specified standards as illustrated in the City of Spokane Bicycle Parking Application.
- Review parking minimums to ensure they are not resulting in a disconnect in the amount of parking provided.
- Consider parking maximum policies to limit how much parking is developed.
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies to explore:
    - Where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply.
    - Ways to incentivize integrated parking.

- Ways to incentivize collaboration among private businesses to co-share parking, particularly in neighborhood districts.
- The development of preferred parking districts in areas where on-street parking is difficult for residents to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

TR 19 Plan Collaboratively

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

Key Actions

- Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multi-modal transportation of people and goods between communities regionally
- Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible
- Coordinate with WSDOT in areas where Highways of Statewide Significance intersect/impact the local roadway network
- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
- Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system

TR 20 Bicycle/Pedestrian Coordination

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

Key Actions

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

TR 21 Safe & Healthy Community Education & Promotion Campaigns

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

Key Actions

- Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts travel costs.
- Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Develop partnerships to educate residents on the economic and health benefits of active transportation.

- Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

TR 22 Law Enforcement & Emergency Management

Partner with other agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

Key Actions

- Develop partnerships with local fire departments, law enforcement, and emergency management providers to incorporate quantitative based targeted decision-making with the purpose of refocusing and reprioritizing efforts towards the greatest need between commercial motor vehicle (CMV) enforcement, traffic patrols, and education.
- Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.
- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

TR 23 Effective and Enhanced Public Outreach

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

Key Actions

- Develop community engagement plans for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being planned and before construction).
- When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.

4.4 MODAL ELEMENTS

The Transportation Element of the Spokane Comprehensive Plan integrates all transportation modes to ensure Spokane is a place that provides residents with multiple travel options. This chapter reviews high level concepts that impact the use of various transportation modes, and reviews the multiple networks – existing and planned – that utilize the roadway system simultaneously.

CENTERS AND CORRIDORS

To establish active destination centers and lively corridors that bring together residents of Spokane via multiple modes of transportation, a few key objectives must be considered. Density, transit access, and walkability are important factors to introduce alternative modes of transportation, encourage development fitting for Spokane's character, and facilitate economic development in these identified areas.

Density

The quantity of people concentrated in an area has a significant impact on the levels of activity and liveliness of an area. Centers where people can "live, work and play," are often successful due to the density that accompanies these spaces. While not all neighborhoods must be dense, specific centers and corridors, such as downtown Spokane, could benefit from increasing the number of residents and destinations. Infill development in these areas should be encouraged as much as possible. By adding residences to already active areas where jobs and recreational opportunities are located, Spokane can encourage the use of alternative modes of transportation such as walking, bicycling, and transit.

Transit

Facilitating transit access has the significant potential for helping large volumes of people to reach their destinations without a car, especially when linking neighborhood communities to major destinations. Increasing transit services, frequency, and reducing fares are key tools that can improve ridership, but these are typically costly capital investments. However, there are also minor improvements that can be made to improve transit. Bus shelters and real-time information availability are noted as the most desired non-capital improvements that can be used to improve ridership. These improvements focus on the ridership experience, by providing riders with a comfortable place to wait, as well as with information to allow people to make the most of their time.

Walkability

Establishing a well-connected pedestrian network of sidewalks and recreational paths is essential for creating a lively environment. In neighborhoods, pedestrian networks

connect people to residences, schools, and local retail destinations without being forced to walk along the street. Such networks are critical for the success of activity centers and active corridors as they allow for high levels of pedestrian traffic to remain safe while soliciting local businesses and completing shorter trips.

Along some corridors, vehicle speed, sidewalk conditions, and lack of crossing opportunities create a barrier to walkability. In these cases, traffic calming and sidewalk improvements are necessary tools to activate pedestrian space.

DEMAND-SIDE APPROACHES

TDM measures help to increase efficiency within the transportation system by collectively working to change how, when, where, and why people travel. Supporting alternative modes - cycling, walking, transit, and carpooling - gives employees, residents, and visitor's incentives to reduce reliance on the single-occupant vehicles. TDM approaches can be an important, cost-effective solution to overall transportation challenges, both reducing vehicular impact and parking demand, while improving the accessibility and success of a new development. A successful TDM approach typically includes a variety of strategies. These strategies work together to achieve a more sustainable transportation system by making the most of the existing infrastructure.

Incorporating TDM strategies in a new development serves not only to make better use of transportation infrastructure, but also to reduce the demand for new roadway capacity. It can also result in better place-making and community building; TDM can help make developments and neighborhoods more attractive places to live, work, and visit. Workplaces and developments that have a vested interest in making places more accessible to employees and residents often emerge as vibrant, walkable neighborhoods with desirable amenities.

Many of the transportation demand management strategies listed below have synergistic effects (i.e., a combination of strategies will be more effective together than individually). Results, such as mode split changes or reductions in traffic or parking demand, vary depending not only on the context, but also on how strategies are implemented in relation to one another.

The City should continue to improve upon TDM strategies that are already being used in the region and continue to explore implementation of other TDM strategies covered in Volume V. TDM strategies appendix.

PEDESTRIAN NETWORK

Pedestrian Priority Zones

The Pedestrian Master Plan establishes Pedestrian Priority Zones to guide investments to areas with the greatest potential to support walking access to destinations such as employment, schools, parks, and transit stops. Priority zones were identified using an analysis of pedestrian demand and deficiency. Identification of these zones will help the City target investments in pedestrian infrastructure such as sidewalks, curb ramps, and pedestrian crossings.

Walking is the most fundamental transportation choice -- the starting place for all journeys, even as people walk to their cars, transit, or bicycle to move between the places they visit throughout the day. Due to the importance of walking and the fact that nearly all Spokane residents walk at some point the importance of focusing on and improving the walking environment has been a focus of the transportation update effort that culminated in the 2015 Pedestrian Plan.

Like many cities, Spokane had spent a majority of its attention over the last 60 years on planning and design solutions that focused on improving motor vehicle access and mobility. Street and intersection designs have come to accommodate higher motor vehicle speeds and traffic volumes that tried to limited delay. Furthermore, the probability of choosing transit or walking as a primary mode is reduced by missing or deteriorated sidewalks, a lack of high quality crossings on higher speed and volume streets such as arterial streets, and long trip distances along curvilinear streets.

The City created and adopted the Pedestrian Plan in 2015 to ensure that the pedestrian realm of a multi-modal transportation system was addressed as the City continues to pursue implementation of its Complete Streets ordinance.

The pedestrian plan vision and goals are included here to ensure that they are integrated into the overall transportation chapter. These goals are also used to guide the content of the street design standards. These pedestrian plan and pedestrian needs are further criteria used when prioritizing capital projects and ranking these priorities in the 20 year capital project list.

Pedestrian Master Plan Goals

Five goals guide the continued enhancement of the pedestrian environment in Spokane.

- **Goal 1 Well Connected and Complete Pedestrian Network** - Provide a connected, equitable and complete pedestrian network within and between centers and corridors and Pedestrian Priority Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.

- **Goal 2 Maintenance and Repair of Pedestrian Facilities** - Provide maintenance for and improve the state of repair of existing pedestrian facilities.
- **Goal 3 Year-Round Accessibility** - Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities.
- **Goal 4 Safe and Inviting Pedestrian Settings** - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.
- **Goal 5 Education** - Educate citizens, community groups, business associations, government agency staff, and developers on the safety, health, and civic benefits of a walkable community.

Project Identification/Pedestrian Improvement Methodology

The Pedestrian Priority Zones (Map TR 4) provide guidance for identifying high priority areas for future pedestrian improvements. The Pedestrian Priority Zones were identified using the pedestrian needs analysis. The Pedestrian Needs Analysis compares pedestrian demand indicators with existing pedestrian infrastructure, and is used to compare different locations to help make data-driven decisions that are equitable and fair. This is only one tool to assist with prioritizing locations for pedestrian projects; it should not be used as the sole determinant for making decisions. An integrated approach that includes availability and stipulations of funding, community support, and cost sharing opportunities with other planned projects will be considered in the decision making process. Pedestrian projects and other street projects are identified in the Six-Year Comprehensive Street Program which is updated annually.

Adopted Pedestrian Master Plan – Ordinance C35315

The adopted City of Spokane Pedestrian Master Plan was adopted by City Council on November 2, 2015. The document includes the following sections:

- Existing guiding documents
- Best practices for pedestrian-friendly design
- Pedestrian Needs Analysis
- Crash Analysis
- Programmatic Recommendations
- Project Identification / Pedestrian Improvement Methodology
- Potential Funding Sources

Americans with Disabilities Act (ADA) Transition Plan

The Americans with Disabilities Act Self Evaluation Update and Transition Plan Update establishes the City of Spokane's ongoing commitment to provision of equal access to all of its public programs, services, and activities for citizens with disabilities. In order to develop this plan, the City of Spokane completed a comprehensive evaluation of its facilities and programs to determine what barriers might exist for individuals with disabilities. This Update will be used to help guide future planning and implementation of necessary accessibility improvements. The City will update the plan every five years, and the plan is available on the City's website here: https://my.spokanecity.org/accessibility/

BICYCLE NETWORK

The Spokane Bicycle Master Plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle-friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Riding a bicycle is the most efficient form of personal transport. The city recognizes this, and recent planning efforts have focused on finding a way to make cycling safe, accessible, convenient, and attractive.

Spokane is working towards a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created the Master Bike Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Bicycle Master Plan Policies

The following policies provide a path for the Bike Master Plan to benefit the community as a whole:

- **BMP 1:** Continually increase the bicycle mode share for all trips.
- **BMP 2:** Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.
- **BMP 3:** Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.
- **BMP 4:** Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community.. Enhance the

safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

- **BMP 5:** Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.

2017 Bike Master Plan Update

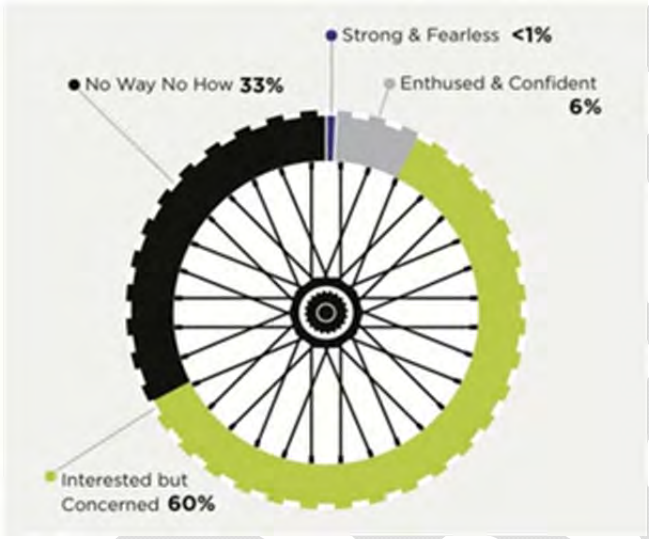


Figure TR X. Categories of Bicyclists

The update to the Bike Master Plan is designed around a bicycle network that is more appealing to the "interested but concerned" category as the target market for increasing cycling for transportation. The type of facilities to support the "interested but concerned" riders are typically in lower traffic speed environments, and where the separation between bicycles and motor vehicles can be increased, such as in buffered bicycle lanes on arterials, cycle tracks, neighborhood greenways, or on lower-speed, non-arterial streets.

Through research done by the City of Portland in 2005, four categories were proposed to help identify and understand the needs of cyclists and non-cyclists. The "Four Types of Transportation Cyclists" categorizes cyclists based on the conditions in which they are willing to ride a bicycle:

- **Strong & Fearless:** Representing the smallest portion of the population, this group is willing to ride on roads regardless of the speed and volume of traffic or the facilities provided.
- **Enthused & Confident:** Representing a larger portion of the population than the Strong & Fearless category, this group is comfortable riding in the road next to cars, but appreciates designated bicycle facilities.
- **Interested but Concerned:** Representing the largest segment of the population. This group likes to ride bicycles, but do not ride regularly due to safety concerns. They

generally will not ride on higher volume and higher speed roads such as arterials without facilities that buffer them from automobile traffic. These riders perceive traffic, safety, and other issues as significant barriers to bicycling.

- **No Way No How:** This category typically represents about a third of the population. This group does not bicycle due to a lack of interest or ability.

Bikeway Network Definition

Implementation of this Plan will establish roughly a 300-mile network of bikeways throughout the city of Spokane. This Bikeway Network is composed of all of the locations throughout the city where specific improvements have either already been made or are proposed in the future to accommodate bicycles.

Almost all Bikeway Network segments will have some type of visible cue (i.e. a bike lane, a bike route sign, a pavement marking, a trail, etc.) to indicate that accommodations have been made for bicyclists. While the network will provide primary routes for bicycling, it is important to note that, by law, bicyclists are permitted to use all roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to safely access all parts of the city and other parts of the transportation system.

Table TR 1 identifies the type of bicycle facilities identified in the Bicycle Master Plan.

TABLE TR 1 – BICYCLE FACILITY CLASSIFICATIONS

Class	Description
Shared Roadway	A Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience.
Bike Lane (High or Moderate Traffic)	A bike lane is identified by on-street striping. Buffered bike lanes are also included in this category. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. The actual design will depend on the roadway width and traffic conditions. A 5 foot bike lane with a 2 foot buffer is preferred.
Neighborhood Greenways	Neighborhood Greenways are low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel. Neighborhood Greenway treatments can be applied at several different intensities, which should be identified in detail during project design.
Bike-Friendly Routes	A bike-friendly route is a low-volume route marked by bicycle signage and/or the use of shared lane markings. These routes are attractive to beginning and intermediate level riders.
Shared Use or Multi-Use Path	A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path

Spokane's Bikeway Network

Map TR 5 shows the future bikeway network along with proposed facility types.

Shared Use Paths

Spokane features five major transportation pathways or trails that are shared by pedestrians and bicyclists. These are the Children of the Sun, Ben Burr, Fish Lake, Spokane Valley-Millwood, and Centennial trails. These facilities serve both a recreational and transportation function for pedestrians and bicyclists.

Children of the Sun

The Children of the Sun trail is the pedestrian and bicycle trail provided through the North Spokane Corridor that will connect neighborhoods along the corridor to other

trails along the route. This trail will connect neighborhoods to other major trails including the Centennial Trail, Tuffy's Trail in the Chief Gary Park neighborhood, the Ben Burr Trail, and the eventual Spokane Valley-Millwood Trail. The facility may also provide connections from the Ben Burr Trail to the west to the east along the I-90 corridor, connecting to new pedestrian and bicycle bridges over I-90.

Ben Burr Trail

The one-mile Ben Burr Trail connects Liberty and Underhill Parks in East Central Spokane. It follows the path of an old railway line. The trail features a pedestrian/bicycle bridge spanning Altamont Street, which was a project financed through federal Community Development funds. Future expansion may include a link into Underhill Park to the south and a link to the Health Sciences Campus and the Centennial Trail to the north.

Fish Lake Trail

The Spokane Parks and Recreation Department owns a railroad right-of-way between the City of Spokane and Fish Lake. The Fish Lake Trail leaves West Spokane (southeast corner of Government Way and Sunset Highway) and runs south through open forest to reach Queen Lucas Lake, which is 1.5 miles north of the trail's ultimate planned destination, Fish Lake Regional Park. The remaining 2.5 miles of the trail will cross active railroad tracks and connect to Fish Lake Park and Cheney's trail. A safe way to get people across the tracks is needed. Most likely bridges will be the safest solution, although expensive at a cost of approximately $6 million. Upon completion of this gap, two bridges over active rail lines will join this trail to 3.5 paved miles of the Columbia Plateau Trail, serving as a corridor for commuting and recreation between Spokane and the college town of Cheney.

Spokane Valley-Millwood Trail

The Spokane Valley-Millwood trail will connect on both ends to the Centennial Trail, providing a loop and access for residents of Spokane and Spokane Valley to the non-motorized network of trails in Spokane. The trail will use the abandoned Great Northern Railway right-of-way that is now owned by Spokane County and run adjacent to active freight tracks. A great example of an urban pathway, the project will connect to schools, parks, business districts, transit facilities, neighborhoods, Spokane Community College, and a regional mall. Currently used by walkers, joggers, and mountain bikers, the project will provide a paved trail with adjacent soft surface area for walking and running.

Centennial Trail

The 39-mile Centennial Trail parallels the Spokane River from Nine Mile to the Idaho border. The trail continues in Idaho through Post Falls and Coeur d'Alene. Currently, the trail has several gaps within the city of Spokane. Gaps include:

- Mission Avenue - Crossing Mission Avenue and continuing east on Upriver Drive is a safety challenge requiring special design attention. Mission Avenue is a major east/west four-lane arterial over the Spokane River. From Mission Park, Centennial Trail users are faced with BNSF railroad track crossing, a challenging pedestrian crossing and a tight right turn to deteriorating sidewalks next to congested west-bound traffic to reach Upriver Drive.
- Summit Blvd to Pettet Drive – Currently an on-street segment, this segment will ultimately connect to the shared-use path along Pettet Drive constructed in 2016.
    - Future alignment plans called for the construction of a high-deck bridge over the Spokane River from to the property formerly owned by the Sisters of the Holy Names. This would remove much of the on-street section of the Centennial Trail next to Summit Blvd and Pettet Drive.

TRANSIT NETWORK

The Spokane Transit Authority (STA) is the Spokane region's municipal corporation set up to provide public transportation services within the Spokane County Public Transportation Benefit Area. STA's latest long range Comprehensive Plan titled "Connect Spokane" originally adopted in 2010 was developed after extensive public feedback and in cooperation with the jurisdictions STA serves.

STA's ongoing shorter term planning process called STA Moving Forward is a 10-year planning effort that outlines the High Performance Transit network and the next phase of the transit system implementation strategy of Connect Spokane.

Based on years of input from citizens and technical preparation, STA's plan aims to largely maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. With more jobs and people on the way, the community

has consistently told Spokane Transit that it is ready to continue building the transit network to support a growing population and economy.

Every major planning document in the Spokane region calls for improvements in transit services to support development and enhance transportation options. The Metropolitan Transportation Plan, Horizon 2040, explicitly calls for many of the projects contained in the STA Moving Forward Implementation Plan. The City of Spokane's Comprehensive Plan calls for more transit to support the Centers and Corridors focused land use plan. STA has coordinated closely with the City to develop an improvement plan that aligns with the City's land use and transportation goals.

By adding transit service where it is needed, constructing park and ride lots, and enhancing the speed and reliability of transit service, this plan is estimated to increase ridership of STA's fixed route system by more than 3.3 million rides a year by 2024, more than a 30% increase over today.

The STA Moving Forward plan proposes the implementation of two full High Performance Transit lines, improved night and weekend service, service expansion to new areas, new commuter service, new or expanded park and rides/transit centers, new shelters and passenger amenities among other improvements. Spokane Transit has taken steps to improve the quality of service by investing in real-time vehicle tracking technologies to help customers make better travel decisions, preserving the quality and cleanliness of its fleet and facilities and making incremental improvements within the financial means currently anticipated.

Spokane Transit is proposing to maintain and expand the regional transit system by adding more transit routes and service and improving fixed route bus, paratransit and vanpool services. This new service will result in increased ridership and economic vitality for the region.

High Performance Transit Network

The High Performance Transit Network (HPTN) (Map TR 6) is a network of corridors providing all-day, two-way, reliable, and frequent service which offers competitive speeds to the private automobile and features improved amenities for passengers. The HPTN defines a system of corridors for heightened and long-term operating and capital investments.

High Performance Transit Principles

1. Pedestrian Support. More than any other service type, HPT extends the range of the pedestrian.
2. Ubiquity. HPT service should attempt to serve the greatest number of people possible and the greatest number of destinations possible.
3. Activity Centers HPT should connect the region's cities and centers of population and jobs as much as possible.
4. System Effectiveness. The HPTN should improve the effectiveness of the transportation system.
5. Appropriate Scale. The HPTN should be fiscally responsible and scaled appropriately to the region's current and long-term needs given competing demands for scarce public resources.
6. Mode Neutrality. Service quality, not mode technology, is the defining feature of HPT.
7. Permanence. HPT features permanence of investments.
8. Integration. HPT should integrate and provide connections with other modes and transport services.
9. Competitive. HPT should make desired connections better than competing modes whenever possible.

High Performance Transit Corridors

Map TR 6 identifies the proposed routes of the High Performance Transit Network as of 2016. Short descriptions of some of the corridors are found below.

Cheney Corridor

Implementation of High Performance Transit between Cheney and Downtown Spokane will enhance service on the West Plains by improving the frequency, hours of service, passenger amenities and the operation of an enhanced bus along the path of current Route 66 Cheney. Additionally, the West Plains Transit Center would be constructed and existing Route 62 Medical Lake would be modified to serve the Transit Center, creating all-day connections between Cheney, Airway Heights and Medical Lake without having to go to Downtown Spokane.

Central City Line

The creation of the Central City line will move more people without more cars, help grow the Central City economy and optimize financial investments in Central City infrastructure. Running from Browne's Addition through Downtown Spokane and Gonzaga University to Spokane Community College, the Central City line will provide frequent service, expand the hours of service, provide improved passenger amenities and operate with electrically powered buses. This line will allow more transit options

throughout the region for people who don't need to travel through downtown to reach their destination. Additionally, the Central City Line will change transit operations at the downtown Plaza. The line will not dwell for five minutes at the Plaza, like most routes do today, but load passengers and continue on. Operating the line with high frequency enables an enhanced network where fewer routes travel downtown and dwell at the Plaza. The adopted route is shown in Map TR 7.

High Performance Transit Corridors in Transition

North Monroe-South Regal Line

This line would be created by piecing together some of Spokane Transit's most successful routes to create a line that directly connects north and south Spokane. Supporting several planned and existing transit and pedestrian oriented places, this line would feature frequent service, expanded hours and improved passenger amenities. As this line develops, or as grant funding becomes available, this line will be eligible for full High Performance Transit enhancements.

North Division Line

The enhancement of existing Route 25 Division would add needed capacity by increasing the size of the buses and improve reliability of the route. The busiest route in the system would also see some interim passenger amenity improvements until a study regarding how full High Performance Transit would be implemented on Division is complete. In the interim, Route 25 will shift away from laying over at the Plaza, improving reliability and enhancing transit operations at the Plaza.

FREIGHT NETWORK

One of the objectives of the Freight Element (as identified in the Washington State Freight Mobility Plan) is the development of an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses. Map TR 8 identifies the primary routes used by freight and estimated total tonnage along those routes in 2015 (http://www.wsdot.wa.gov/Freight/FGTS/)

Arterial Network

The City of Spokane has identified a Heavy Haul Arterial Network (Map TR 9) to support commerce and freight and goods movement within and trough the City. These arterial routes require roadway designs in line with the function of carrying the highest volumes of truck traffic. In addition, the Spokane Municipal Code provides a map of truck routes throughout the City to guide trucks for local delivery. This network establishes corridors within the City's transportation network to support freight and goods movement through the City and to areas supporting industrial

uses, warehousing and trucking operations. The needs of vehicles supporting local goods delivery will be balanced with the context of the areas to be served.

The state highways and local arterials supporting the industrial areas and freight related business often have design needs that are different that areas serving non-industrial or trucking uses.

The arterial network serving current and future industrial uses and zoned industrial areas will see upgrades or brand new facilities as needed in areas such as "The Yard" in the Hillyard neighborhood and expansion of the arterial network serving the West Plains. The industrial corridor along the Trent Ave. corridor in the eastern portion of the City has been served by major reconstruction of the Freya Street corridor and the Havana Street Bridge over regional rail. Future facility improvements will continue to increase the network connectivity in this heavy industrial area.

Recent and current arterial projects specifically serving freight include facilities such as:

- Havana Street Bridge connection from Broadway to Trent.
- Martin Luther King, Jr Road - wide load detour route from Trent to Riverside.
- Washington State Department of Transportation projects:
    - North Spokane Corridor
    - Highway 2
    - US 195 Safety Improvements
    - Trent Bridge replacement

North Spokane Corridor

The North Spokane Corridor (NSC) is a multi-modal freeway and pedestrian/bicycle corridor that will bring US-395 through metropolitan Spokane to I-90. The vehicular portion of this major infrastructure project will provide an alternative route for freight and vehicles using local arterials travelling North and South through Spokane.

The bulk of the remaining design on the project will occur from 2017 through 2023 with the facilities construction being completed within the Washington State 2027-2029 biennium, according to the state adopted budget plan.

This project improves mobility by allowing motorists and freight to move north and south through metropolitan Spokane, from I-90 to US 395 at Wandermere. Once complete, the NSC will decrease travel time, fuel usage, and congestion, while improving safety by reducing collisions on local arterials.

When fully complete, the North Spokane Corridor is slated to be a 60-mile per hour, 10.5 mile-long north/south limited access facility; that connects to I-90 on the south end (just west of the existing Thor/Freya Interchange) and connects to existing US 2 (at Farwell Road) and US 395 (at Wandermere) on the north end.

Interchanges are located along the corridor from south to north, at: Interstate 90, Trent Avenue (SR 290), Wellesley Avenue, Francis/Freya Street, Parksmith Drive, US 2, and US 395 at Wandermere.

Bridge Inventory

The City's bridge inventory is maintained as prescribed by the US Department of Transportation, Federal Highway Administration (FHWA). The FHWA establishes the standards for bridge inspection and maintains the National Bridge Inventory (NBI), a database of all the bridges in the Country. All bridges are inspected on a regular schedule, which is typically once every two years and the information is forwarded on to the FHWA.

The City Street Department inspects and maintains the City's 66 bridges, which includes 43 vehicular and 23 pedestrian facilities. The records of the inspections, maintenance activities, load limits and any design plans are filed in the Bridge Office. Map TR 10 identifies the location of all bridges within the City of Spokane.

Rail Network

Freight rail service is provided by the Burlington Northern Santa Fe Railroad (BNSF) and the Union Pacific Railroad (UP). Combined, the two railroads operate close to 100 trains per day in and through Spokane. BNSF traffic is generally oriented east/west between Seattle, Tacoma, and Portland, with destinations in the Midwest, South, and Southeast. BNSF has a Spokane Intermodal Facility located just south of E Trent Ave off of North Fancher Road. The Everett to Spokane line, which passes through the Cascade Tunnel under Stevens Pass, is BNSF's primary route for intermodal traffic.

UP operates trains through Spokane with traffic generally oriented north/south, to and from Canada. Map TR 5, "Regional Freight and Goods, Airports, and Railroads," shows the location of railroad lines, as well as regional freight and goods routes and airports.

Factors that could significantly affect future rail volumes include:

- **New bulk exports.** The most significant near-term development facing Washington's rail system is the introduction of additional coal traffic that would be exported from the Pacific Northwest to Asia. The source of this coal

would be the Powder River Basin, which now has an excess of production capacity following declines in domestic demand.

- **Shifting modal economics between rail and truck.** The modal economics of ground transportation are in flux. Some developments will tend to increase the relative mode share of rail, while other developments will tend to decrease the relative share of rail.
- **Fluctuating fuel costs and potential conversion to alternative sources of energy.** Presently, fuel comprises more than 20 percent of rail operating costs and more than 40 percent of motor carrier costs, making transportation costs very sensitive to fuel prices. The advent of low cost natural gas offers a potential savings on an equivalent energy basis of as much as 70 percent. For example, rapidly falling costs of liquefied natural gas, which is now approximately one-third the cost of diesel fuel, have encouraged a new look at using this fuel for powering trains. In 2013 BNSF reported that it will begin testing a small number of locomotives using LNG. While the incentive to convert is strong at present, technological hurdles for both railroads and long-haul truckers are substantial.

Air Network

Air cargo consists of both air freight, which includes all non-mail items shipped in the belly of passenger planes and on planes dedicated to freight, and air mail. Air freight makes up approximately 90 percent of total air cargo volume in Washington.

The Spokane International Airport (GEG or "the Airport") is the second busiest airport in the State of Washington in terms of passenger and cargo service. GEG is designated as a primary commercial service airport by the Federal Aviation Administration (FAA) because more than .05% of the total U.S. passengers board flights at the Airport. In addition to the many buildings and systems in place to support the passenger and cargo service, airport facilities support general aviation, and military activity. The Airport manages a nearby business and industrial park which supports airport-compatible development. Fairchild Air Force Base (FAFB), home of the 92nd Air Refueling Wing, is located four miles to the west.

The Airport is located in an area often referred to as the West Plains within Spokane County. The Airport is located within a large area of industrial zoned lands that the region in focusing on expansion of aerospace, logistic warehousing, and other manufacturing and industrial uses.

GEG serves scheduled and charter commercial passenger airlines, scheduled and charter commercial freight airlines, military users, and general aviation. The Airport

offers non-stop service to destinations across the Western, Midwestern, and Central United States, and onward connections to the rest of the country and the world.

Service Area

The extent of the Airport's service area, the area from which it draws users, varies by user type. General aviation and military users have more options within the region than scheduled commercial airlines. The service area for scheduled commercial airline service is known as the catchment area. Other airports in the region do not have passenger terminals or associated facilities. As a result, the catchment area includes eastern Washington, northern Idaho, western Montana, and southern British Columbia, Canada. The service area for corporate and business users is large on account of GEG's runway length, instrument approach procedures, and proximity to population centers. For light general aviation, the service area is smaller as a result of competition from smaller general aviation airports such as Felts Field that are specifically tailored to general aviation users.

Roadway Access Considerations

GEG is connected to its service area via interstate, U.S., and state highways, including Interstate 90 and U.S. Highway 2. Major roadways tying into the system of highways include Airport Drive, Flint Road, Spotted Road and Geiger Boulevard. Primary access into and out of the Airport's Business Park area is provided by Flightline Boulevard, Pilot Drive, and Spotted Road.

Airport management has identified three concerns pertaining to existing and future vehicle access and circulation. The first concern is that peak traffic volumes on eastbound U.S. Highway 2 cause delays to left-turning traffic at the Flint Road and Spotted Road intersections. Vehicle accidents along U.S. Highway 2 at Flint Road have elevated the safety concerns in this area. The second concern is that Geiger and Flightline Boulevards routinely experience congestion associated with heavy truck traffic. The third concern is that development of the planned new runway at the Airport could result in the need to realign roadways that provide access to GEG, which could influence terminal building development.

Summary of Major Improvements

Major landside improvement projects at GEG are expected to occur during the long-term, and several street access projects are being conducted by other organizations. Airport-specific landside improvement projects include the following.

By 2020:

- Construct a separate commercial vehicle pick-up and drop-off lane, improve signage access road signage, and street side and median landscaping.
- Relocate and expand the parking garage office.
- Relocate 280 rental car spaces to Parking Garage One.
- Construct access and internal roadways within the Airport Business Park.
- Continued safety improvements and project support on surface roads.

By 2030:

- Construct additional surface parking as needed between inbound and outbound Airport Drive.

Beyond 2030:

- Realign Hayford Road to accommodate new runway.
- Combine inbound and outbound Airport Drive at Spotted Road; and construct an overpass.
- Realign Airport Drive to access new midfield terminal, provide additional infill space for parking, improve terminal complex circulation.
- Preserve a corridor to connect new midfield terminal with potential regional high performance transit.

AUTO NETWORK

The city's street network has tremendous influence on the livability, economic health and quality of life on the overall city as well as its neighborhoods. For example, citizens' concerns regarding the impacts of transportation on neighborhoods and the need for viable transportation choices are often related to the design and development of the street network.

Spokane's street system in large portions of the City is largely built out and further network development is often constrained by topography, natural features, and existing mature development. The primary emphasis for the managing the automobile modal element is to operate the system as safely and efficiently as possible. A limited number of intersection improvements are planned to increase efficiency, remove bottlenecks, and address multi-modal congestion at these locations. Intersection operational improvements are designed to balance traffic flow with impacts to the other modes. These projects generally include additional left- or right-turn lanes along with raised crossings and refuge islands to improve safety for pedestrians. Traffic flow improvements also include the installation of new signals and improved signal timing and coordination with other traffic control.

Street Network Classification

The City of Spokane's street network consists of the arterial system and local access streets. Arterial streets are designed to serve two primary functions: provide access to the land uses adjacent to the street and to provide mobility through the City. Local access streets primary role is to provide access to land and adjacent land uses such as residential or commercial uses, in lieu of mobility.

Arterial Classification

Arterial streets (TR Map 12) are classified into categories according to the function they are intended to perform. Arterial classification is based on the degree to which the arterial is to provide either mobility or access to land. For example, some arterials should be designed and constructed for the primary purpose of moving traffic with little or no access to adjacent land. The primary purpose of other arterials is to provide more access to adjacent land with less mobility as a result.

Table TR 2 identifies the various roadway classes and descriptions for Spokane, as defined by the FHWA[1].

TABLE TR 2 – ARTERIAL STREET CLASSIFICATIONS

Class	Description
Urban Principal Arterial	Principal arterials are designed to permit relatively unimpeded traffic flow between major traffic generators, such as downtown, major shopping centers, and major employment districts. They serve the longest trip demands within the urban area.
Urban Minor Arterial	Minor arterials are designed to provide less mobility than principal arterials and greater access to adjacent properties. They should be moderate speed facilities that collect and distribute traffic from principal arterials to collector arterials and residential access streets.
Urban Major Collector	Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas. Penetrate residential neighborhoods, often for significant distances.
Urban Minor Collector	Serve both land access and traffic circulation in lower density residential and commercial/industrial areas. Penetrate residential neighborhoods, often only for a short distance.
Urban Local Access	The primary function of local access streets is to provide access to adjacent property.

The cities arterial street map is shown in Map TR 12. Upon adoption of the Transportation Plan the changes on this map are forwarded to WSDOT for approval at the state level. The city intends to have its own arterial street map be the same at the one adopted at the state level. Any variation between the two may be due to a difference in traffic volume, where a street may be treated as a collector by the city but there is insufficient traffic for it to meet the standards for a collector at the state level.

[1] US Department of Transportation, Federal Highway Administration. "Highway Functional Classification Concepts, Criteria and Procedures". (2013)

The actual design of the street is determined by two primary factors: context and street type. In terms of context, for example, sidewalks must be wider on downtown streets to accommodate higher pedestrian volumes. In terms of street type, bicycle facilities on arterial roads in any context require physical separation of vehicles for safety and comfort. The street typologies are used throughout the street standards to define characteristics for Spokane's streets.

Additional information on street design guidelines can be found in the city's adopted Street Design Standards.

State Highways and Highways of Statewide Significance

State Highways, which are owned by the State and managed by WSDOT, greatly influence regional traffic patterns and adjacent land uses. These highways connect communities to one another throughout the Inland Northwest. To serve traffic at higher speeds and meet mobility and safety goals, access to limited access corridors is restricted and regulated in accordance with RCW 47.05. The State Highways that are within or adjacent to Spokane are designated as part of the Highways of Statewide Significance (HSS) (Map TR 11). In addition, the State identifies highways that are part of the Washington State Freight and Goods Transportation System (RCW 47.06A.020).

HSS include interstate highways and other State routes needed to connect major communities in the State. The State uses the designation to allocate and direct funding. The HSS system was mandated by the 1998 legislature through enactment of House Bill 1487 and codified into RCW 47.06.140.

When these highways enter the city of Spokane, it is expected that some of the mobility benefits (higher speeds, fewer cross-streets, signals) found outside the city limits will be traded for greater access opportunities (additional cross-streets, business frontage access, etc).

WSDOT Corridor Sketch Initiative

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions. A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. The corridor sketches will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects. The Corridor Sketch Initiative provides an opportunity for enhanced collaboration with WSDOT's

partners to achieve a common understanding and to develop a set of strategies for all state highways.

Forecasts & Growth

The Growth Management Act (GMA) requires that this plan support the land uses envisioned in the Comprehensive Plan (RCW 36.70A.070(6)(a)(i), RCW 36.70A.070(6)(a)(iii)(E), WAC 365-196-430(2)(f).) The land uses have been incorporated into the regional travel demand model that is maintained by the Spokane Regional Transportation Council. The model provides a traffic forecast that is typically 20-25 years into the future, depending on the horizon year selected by the region. At this time the model forecasts traffic in 2040.

The traffic forecasts have been compared against existing volumes in select parts of the city to see where capacity failures may occur. This analysis is done at the intersection level in order to match with the city's level of service standards. This analysis resulted in the list of capacity-oriented projects that are funded through the Transportation Impact Fee program. The projects include construction of new arterials, signals, roundabouts and intersection turn lanes. The impact fee projects are summarized in Volume V.

Level-of-Service Standards

Transportation Level of Service (LOS) standards for arterial streets are a required element of city Comprehensive Plans. They are discussed in RCW 36.70A.070 and in further detail in the city's adopted *Transportation Concurrency Level of Service Standards* Administrative Policy and Procedure.

For vehicles, LOS is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, as defined in the TRB Highway Capacity Manual. The City of Spokane requires analysis of control delay for each movement at two-way stop unsignalized intersections and aggregated average control delay for signalized intersections and all-way stop intersections. This measure is then equated to a letter value, LOS A through LOS F. With the exception noted in the concurrency section, this standard applies to both the AM and PM peak hours.

Non-Motorized LOS

The City has adopted a level-of-service for non-motorized facilities based on a percent of network completed. This level-of-service standard is used for concurrency purposes only.

Concurrency

Concurrency was established as part of the 1990 Growth Management Act and is addressed in WAC 365-196-840. The purpose of concurrency is to assure that those public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimum standards.

This section is intended to provide a brief overview of the city's transportation concurrency system. The city has a separate adopted *Transportation Concurrency Level of Service Standards* Administrative Policy and Procedure that describes the transportation concurrency system in detail.

The City's concurrency system has historically focused solely on vehicular traffic. But it is now being expanded to include non-motorized transportation modes and corresponding improvement projects. This is encouraged by state regulations such as RCW 36.70A.108 and WAC 365-196-840(4)(b).

Vehicle Policy

Concurrency applies to all of service apply to the city-owned arterials shown on Map TR 13, with the exception of the HSS routes (Map TR 12). Per RCW 37.70A.070 (6)(C) HSS routes are not subject to concurrency.

LOS for vehicular concurrency purposes will be evaluated during the PM peak hour of traffic. This does not preclude the City from requesting analysis of other time periods for purposes of safety, operational or SEPA concerns.

For locations where an adequate LOS cannot be maintained with development, the City has historically used intersection improvement or capacity adding projects to meet concurrency. However, there are other options allowed under WAC 365-196-840(6)(i). The City intends to expand the use of transportation strategies to mitigate development which may include increased public transportation service, ride sharing programs, demand management or other strategies as approved by the City.

Non-Motorized Policy

The department shall perform a concurrency test for non-motorized transportation on an annual basis at the end of construction season.

The pedestrian policy will be based on miles of sidewalk completion each year. The city will set a target for total mileage and also for high priority sidewalk added per year. High priority sidewalk will be sidewalk built within those areas defined in the city's pedestrian plan.

The bicycle policy will be based on percentage of bicycle network completion each year. Map TR 5 shows the city's bicycle plan. The city will set a target for annual percentage completed of this future bicycle network and evaluate whether that target is being met.

Pavement Management

Spokane has approximately 2098 lane miles of paved streets. Arterial streets account for approximately 760 of the total lane miles. The Street Department manages its pavements by regularly assessing their condition and performing routine maintenance as far as budget constraints will allow. City streets are visually inspected to document their existing condition. After roads are inspected, a condition index is calculated from 0-100. Generally, streets rated 70-100 are considered "Good." One of our goals is to keep "good" streets in "good" condition. When roads begin to fail, they fail quickly and the costs to repair them increases dramatically. While it might be tempting to fix all "failed" streets first, it would be so expensive no money would be left for preventive maintenance or rehabilitation of "fair" to "good" streets.

Condition of Street

The City of Spokane uses a scoring system to indicate the conditions of street pavement. The Pavement Condition Index (PCI) categories include:

- Excellent: 85-100
- Very Good: 70-84
- Good: 55-69
- Fair: 40-54
- Poor: 25-39
- Very Poor: 10-24
- Failed: 0-9

4.5 IMPLEMENTATION

20 Year Transportation Project Lists

One of the major goals of the transportation plan is to create a prioritized project list that guides transportation system investments and timing of projects over the life of the plan. The project lists include subjects for future study, arterial reconstruction, arterial maintenance, pedestrian, bicycle, trail, and projects that change capacity for all modes including those that are coordinated with future transit system investments.

Transportation system project lists were prioritized based upon a scoring matrix tool that uses the following six transportation plan goals as the major Evaluation Categories. The source of the projects within the plan included:

- The projects listed in the previous version of the transportation chapter of the Comprehensive Plan
- Adopted Neighborhood and Sub-Area Plans
- The Downtown Plan & the U-District Plan
- The Spokane Regional Transportation Council – Horizon 2040
    - Transportation Plans for jurisdictions surrounding the City
    - Spokane Airports Master Plan
- Spokane Transit Authority – Connect Spokane & Stay Moving Forward
    - High Performance Transit Network / Central City Line
- City Bicycle and Pedestrian Plan
    - Spokane Area Safe Routes to School
- City Transportation Impact Fee Project List
- Joint West Plains Transportation Study
- WSDOT Plans and Projects
    - North Spokane Corridor, Route Development Plans, Washington Transportation Plan
- Current Arterial Pavement Conditions and Utility Conditions

20 Year Integrated Project Funding Strategy

When forecast availability of funding is available to include new projects within the annually updated 6 Year Capital Program, the highest priority projects are reviewed to determine which projects are the best fit for the overall program. Projects that rank high in the possibility of integration with other public utility needs and that do not conflict with the constructability of the other projects already in the 6 Year Capital Program are reviewed for inclusion by the Plan Commission and for final action annually by the City Council. Projects are evaluated to ensure that their possible

construction effects are not geographically concentrated within any one area of the City.

All of the sources of funding are covered in detail in the 6 Year Capital Street Program. Major new sources of funding to implement the Transportation Plan come from the integrated strategy which is summarized below:

Integrated Clean Water Plan / Clean River Initiatives (Combined Sewer Overflow)

The Integrated Clean Water Plan allows the City to meet its regulatory requirements related to water quality in the Spokane River and Lake Spokane. The City is subject to regulatory requirements across its range of stormwater, CSO, and municipal wastewater treatment services. All these requirements come from the Clean Water Act and are regulated through a National Pollutant Discharge Elimination System (NPDES) permit for CSOs and municipal wastewater treatment, existing and potential future total maximum daily load (TMDL) limits, and the Eastern Washington Phase II NPDES Municipal Stormwater Permit.

The Integrated Clean Water Plan specifies that as part of the City's long term effort to reduce pollution to the rivers, stormwater removal systems (Green Infrastructure) are to be incorporated into street projects. This helps to reduce the amount of stormwater in the Combined Sewer Overflow system and reduces the amount of water to be treated at water reclamation facilities or that flows straight to a river. These projects use different technologies and often involve using street right of way for either storage facilities or piping to move water from a source to a treatment facility. This combination of treatment techniques achieves greater pollution reduction than would have been possible if these water investments were implemented just to meet regulatory requirements. When these projects are coordinated and integrated with transportation projects the public is able to have multiple system improvements while disrupting the local area only once.

The project prioritization matrix methodology includes project integration criteria and seeks to achieve and maximize several community benefits with every project. Benefits emphasized in the Clean Water Plan include environmental outcomes, community benefits such as improved streets, parks, and natural areas, economic development potential, operations and maintenance considerations, and life-cycle costs.

Maintenance and street sweeping can also reduce stormwater pollution. Each year, thousands of cubic yards of material are collected from the streets and prevented from entering the stormwater and combined sewer systems.

Examples of projects incorporating or testing new Green Infrastructure / Storm Water systems include:

- Havana Street Rebuild including stormwater improvements and dedicated bicycle lanes using permeable pavement.
- 37th Avenue Stormwater Pipe Upsizing
- Crestline Complete Street Construction

2014 Street Levy

In November of 2014, the citizens of Spokane approved a 20-year levy lid lift as outlined in City Resolution "RES 2014-0085" for improved and integrated streets. This new levy replaced the 2004 10-Year Street Bond with a longer term funding source.

This pay-as-you go source recognized that street repair needs are perpetual and ongoing investment was critical to maintain the system. The Levy specified that the City would prioritize projects using an integrated approach that considers all needs in the right of way including transportation and utility needs. Levy dollars are to be focused on improvements to the arterials system including both complete rehabilitation of streets and maintenance work.

2014 Water and Sewer System Utility Contribution

The City is leveraging the dollars from the 2014 Street Levy with matching funds from the other City utilities and state and federal sources for a total annual investment of around $20 million a year into our arterial system.

The City is approaching its work in the right of way in an "integrated" fashion, considering all uses of the street right of way with each project. The effort focuses on incorporating public and private utility work, stormwater management, economic development opportunities, and facilities to support multiple modes of transportation from vehicles to bikes and pedestrians to mass transit and freight mobility. To

support that integrated approach, the City has committed an annual $5 million investment in maintaining the condition of the street from the City's utilities, which use City right-of-way to serve customers.

Financial Outlook Projection

The transportation system Capital financial outlook was based on a look at 18-20 years (depending on data availability) of the City of Spokane historical finances. Existing funding sources included:

- Transportation Improvement Board (TIB)
- Freight Mobility Strategic Improvement Board (FMSIB)
- Highway Safety Improvement Program (HSIP)
- Safe Routes to School (SRTS) and Bike/Ped
- Spokane Regional Transportation Council (STRC)
- Real Estate Excise Tax (REET)
- Paths & Trails

New sources for the next 20-years include the previously mentioned Street levy and the sewer system utility contribution.

Tables TR 3 and TR 4 identify the projected high and low ends of expected revenue (TR 3) and projected project costs. As the plan is implemented these estimates will guide future decision making during project scoping and selection.

TABLE TR 3 – PROJECTED REVENUE

Revenue Source	Low	High
Local Funds (Levy, Utility, REET)	$265,000,000	$275,000,000
Grant Funds	$50,000,000	$70,000,000
TOTAL	**$315,000,000**	**$345,000,000**

TABLE TR 4 – PROJECTED PROJECT COSTS		
Revenue Source	**Low**	**High**
Integrated	$270,000,000	$350,000,000
Other Capital (bridges, stand-alone bike/ped projects, capacity (impact fee) projects	$85,000,000	$125,000,000
TOTAL	**$355,000,000**	**$475,000,000**

20 Year Project Prioritization

The 20 Year transportation project lists were prioritized based upon a scoring matrix tool that uses the following six transportation plan goals as the major Evaluation Categories. Within each evaluation category measurable criteria are used to score how well each project fits the criteria. Each measurable criteria column is then added to give a total project score. The higher the total score of the project the higher priority the project has in the 20 Year Transportation Plan. Details on the project list prioritization process are found in Volume V and include the scoring criteria and rankings.

Transportation Goals Used as Evaluation Categories

In developing the prioritization matrix, the City settled on using and expanding on the goals established for this transportation chapter update.

- Transportation Choices
- Access to Daily Needs
- Economic Opportunity
- Natural & Community Assets
- Enhance Public Health & Safety
- Fiscal Responsibility

Project Categories

Within the prioritization matrix, projects are organized as follows:

- 20-Year Arterial Strategy
    - Complete Street Rebuilds
        - Projects typically include full depth reconstruction, integration of storm water, water, and sewer repair and or replacement. Addition of or repair of all transportation

modes are included in the scope of these projects, including incorporating transit.
        - Roadways of Significance are also ranked for priority
    - Maintenance / Overlays
        - These projects are part of the 20-Year Arterial Strategy to keep the "Good" streets in good condition and manage the poor streets until they can be fully rebuilt.
    - Non-Motorized projects
        - Pedestrian, bicycle, and trails that are part of the transportation system
    - Transportation Impact Fee List
        - Motorized capacity projects including new roadway segments to improve connectivity, intersection modifications including new signals and Intelligent Transportation Systems (ITS) to move goods and people more efficiently.

20-Year Arterial Strategy

The 20-year Arterial Strategy includes the following implementation approaches tied to the Transportation Plan goals:

- Maintenance / Overlays
- Complete Street Rebuilds
    - Roadways of Significance
- Everything has its Place

Maintenance

As a part of the adoption of the Street Levy the goal was to bring the system wide average pavement condition to a "Good" condition. This recognized that while some of the system would be improved to an "Excellent" condition after a full rebuild other parts of the system would need to be maintained without either needing or being able to be fully rebuilt within the next 20 years. This would include grind/overlay projects, pothole and sub-grade repair, skin patching, utility cut patching, and crack sealing to prolong street pavement life.

Keep the "good" streets "good"

- This is MOST important
- Invest in streets to keep them from deteriorating to the point of rapid decline
- Select streets based on prescribed schedule & visual inspection
- Increase dollars spent in this area over time

Keep "poor" streets together until they can be rebuilt

- Road condition is priority
- Improve the ride until it can be rebuilt
- Mostly grind and overlay work
- Include 1-2 projects each year

Selecting grind and overlay to manage poor streets, reviewing:

- Pavement condition
- Traffic volumes
- Pedestrian demand and bike facilities
- Location in a Center or Corridor or Target Area
- Location on a bus route
- Completion of a larger corridor
- Geographic diversity

Complete Integrated Street Rebuilds (High Priority Projects)

Rebuilding streets in an integrated fashion including Green Infrastructure and adding multi-modal transportation modes as outlined in the Transportation Plan. The prioritization matrix process provides the majority of the guidance on how these streets are selected into the 6 Year Capital Street Program. The goal of these projects is to:

- Do all the work that's needed when you rebuild – ensure that all infrastructure is prepared for the next 20 years

- Include underground utilities
    - Water & sewer
    - Electric & natural gas
    - Communications & data including telephony, cable
- Manage stormwater
- Bike Facilities as called for in the Master Bike Plan (MBP)
- Pedestrian needs
- Transit system improvements

Roadways of Significance

Projects that the City designates as a "Roadway of Significance" are arterials with a unique economic opportunity within a Council identified area target for economic growth. These projects are allowed to be placed within the 6-year street program to begin seeking funding and eventual construction, even though they may not be identified as next in line in the City's 20-year capital project list based upon the ranking criteria used. The expectation is that there will be very few projects that will be promoted over the projects that rank higher according to the criteria used to develop the prioritized 20-year capital project list. Resources dedicated towards "Roadways of Significance" are by necessity no longer available for other priority projects within the six-year program.

A Roadway of Significance will be pursued recognizing that it will likely be an incremental improvement towards an eventual complete street. The first stage of the project will typically address only the most pressing transportation elements first with other integrated elements added over time. These projects recognize unique circumstances where a project is desired to fulfil a shorter term community objective.

In summary "Roadways of Significance" projects and designations:

- Provide or support a special economic development opportunity
- Are located in a Council-defined areas targeted for economic growth
- Will be the least-used approach to having project promoted to the 6-Year Street Program
- Provide features that may only be the minimum work needed to serve the near term need
- Recognizes that this designation will slow the completion of a project that was deemed a higher priority following the goals of the transportation plan
- Council must approve the promoting the project over other projects that ranked higher on the 20 Year Transportation Capital project list

20-Year Residential Strategy

Non-Arterial Street Maintenance

Non-Arterial streets traditionally have fewer maintenance and new construction funds available than Arterial streets. Federal and State funding sources are normally not available, leaving the local community as the sole source for maintenance or rebuilding local streets. The City Council formed a local Transportation Benefit District (TBD) to generate revenue for the repair and maintenance of non-arterial streets.

The TBD governing board (currently the City Council) established a Citizen's Transportation Advisory Board (CTAB) as per resolution "RES 2010-0002". The TBD Board recognized that successful implementation of the City's TBD required transparency and accountability regarding the revenue generated by the vehicle tab fee as well as the projects on which these funds are spent. The volunteer citizens of the CTAB are responsible for the review of transportation projects under consideration for TBD funding and make recommendations to the TBD governing board.

Non-Motorized Projects

With a move towards more integrated project delivery, many of the planned non-motorized projects will be implemented along with street rebuilds and annual maintenance activities. However, there will always be some stand-alone non-motorized projects that are a priority for the city and its residents, such as the recently completed Ben Burr Trail. For those projects, a portion of the federal funding received, along with grant funding, will be used to complete these projects.

Transportation Impact Fee List Projects

The GMA authorizes impact fees for adding needed capacity for streets and roads. The fees must be based on, and used for, specific improvement projects in the Transportation Plan. The projects must be "system improvements" that provides additional system capacity service and benefits to the community, and not "project improvements" that provide service and benefits only to the individual development. The list of impact fee eligible projects can be found in Volume V.

4.6 FUTURE CONDITIONS

In addition to the proposed projects and policies presented in this plan, there are several noteworthy technological, demographic, and societal changes that are anticipated to have significant impacts on the future of transportation systems. This section reviews some of these trends and tries to provide insight on how these may change transportation needs in the future.

Technological

Ride Sourcing

Transportation network companies (TNC) are providing ride sourcing options with apps such as Uber and Lyft, which have introduced a new dynamic to the transportation system. They provide a quick and relatively affordable alternative for completing short trips, adding another tool to facilitate alternatives to car ownership.

TNC's have seen rapid growth, increasing operations by 360% from 2013-2014, and are expected to continue in an upwards trajectory[2].

Impacts of Autonomous Vehicles

In recent years, the anticipation and questions around autonomous vehicles have intensified. As transportation technology continues to rapidly evolve, major benefits such as improved safety, increased mobility, and maximized efficiency are on the horizon. However, autonomous vehicles will bring several challenges for jurisdictions as technology integrates with existing infrastructure and human drivers.

Though it is expected that safety will be improved as a result of automation limiting accidents, it will take decades for roadways to become fully automated, potentially resulting in friction between autonomous and human drivers in the near future. In addition, there are concerns of negative impacts autonomous vehicles may have on VMT and emission levels as a result of empty cars travelling to cheaper parking areas away from the owners' destination, which would also add to local congestion. As technology has the potential to increase the capacity of existing roadways and intersections through more efficient signal timing and tighter vehicle spacing, reducing congestion concerns, it may encourage individuals to utilize their own vehicles more often and as an alternative to transit services. Planning ahead and implementing policies to curtail VMT in the presence of autonomous vehicles can

[2] SOURCE: Reuters // Uber, Lyft, Sidecar sites, compiled by http://quoted.thezebra.com/

prevent such concerns from materializing. Potential system features that could be set up to prevent increases in VMT include the following:

- Pay per mile
- Facilitating and encouraging the sharing economy
- Establish autonomous vehicles as support for transit and active modes, not a replacement
- Ensure high quality transit is available, especially along major corridors, as quality will be more important than ever to encourage ridership

In addition, though automation will bring many benefits assuming negative impacts are curtailed, it may not bring the same level of benefits related to improved public health, economic development, and quality of life, as seen with active transportation. Modal balance of the transportation system will be as important in the future as it is today for residents.

Parking is another key component of the transportation system that is likely to be impacted as autonomous vehicles emerge. A system of shared autonomous vehicles could reduce, or perhaps even eliminate, the need for parking. This presents tremendous opportunity, because of the significant amount of land underutilized by being dedicated to parking, which negatively impacts walkability and the overall vibrancy of an area. If predictions of lowered parking demands materialize, cities and developers could rapidly eliminate or reduce the amount of parking in projects, opening the door to projects that bring along the benefits of density, availability of more affordable housing, and walkability. With technology expected to evolve to complete autonomous capability in the next decade, and 100% autonomous penetration as soon as 2045, cities like Spokane may consider creating dramatically less parking for the future, especially when considering the long term costs and life span of parking structures[3].

As these technologies begin to emerge, Spokane should not only update infrastructure technologies to maximize capacity and safety of the network, but also look ahead to address potential challenges of managing new technologies as they may impact VMT levels and other travel patterns.

[3] Morgan Stanley. (2013). "Autonomous Cars: Self-Driving the New Auto Industry Paradigm." Retrieved from: http://orfe.princeton.edu/~alaink/SmartDrivingCars/PDFs/Nov2013MORGAN-STANLEY-BLUE-PAPER-AUTONOMOUS-CARS%EF%BC%9A-SELF-DRIVING-THE-NEW-AUTO-INDUSTRY-PARADIGM.pdf

Economic

Expected Increases in Delivery Freight

Shoppers are making fewer trips to stores, instead opting to shop from their keyboard. The digital footprint will continue to grow, and more goods are likely to come directly to residences. This may result in an increased number of delivery vehicles making their way into urban neighborhoods.

Role of the Sharing Economy

Technology has enabled the growth of the sharing economy. There are mobile applications that enable ride sourcing as previously described, short term car rentals such as ZipCar, and temporary home or auto sharing opportunities such as Airbnb and Turo. These new markets provide alternatives to traditional auto ownership and may result in changes to transportation behaviors.

Demographics[4]

People Driving Less Overall

VMT per capita is not increasing like it has in the past, suggesting that people are more open to alternatives to driving in congested conditions than before. While lower gas prices and a rebounding economy led to an uptick in total vehicle miles traveled (VMT) in 2015, vehicle miles traveled per capita rose at a slower rate than total driving, and remains over 6% off its 2004 high.

Younger Generations Are Driving Less

Younger age groups are exhibiting strong preferences for alternative modes and methods of transportation, suggesting that vehicle ownership and driving trends may not stay as it has been in the past. Millennials are more likely than previous generations to use transit, walk, and bike, and less likely to drive.

Decreased Licensing Rates

Younger generations are waiting longer to obtain drivers licenses. This trend showcases that driving is not as important to young people today as it was in the past. Between 1998 and 2008, the proportion of teenagers with a license dropped by 28%. In addition, only 79% of individuals between the ages of 20-24 had a driver's license in 2011, compared to 92% of individuals within that same age group in 1983.

[4] SOURCES: http://www.nielsen.com/us/en/insights/news/2014/millennials-prefer-cities-to-suburbs-subways-to-driveways.html // http://gizmodo.com/millennials-will-live-in-cities-unlike-anything-weve-se-1716074100 // : http://usa.streetsblog. org/2014/09/02/behind-fhwas-dubious-vmt-announcement-and-call-for-highway-investment/ // : https://www.washingtonpost.com/news/wonk/wp/2014/10/14/the-many-reasons-millennials-are-shunning-cars/

Renewed Desire to Live in Urban Areas

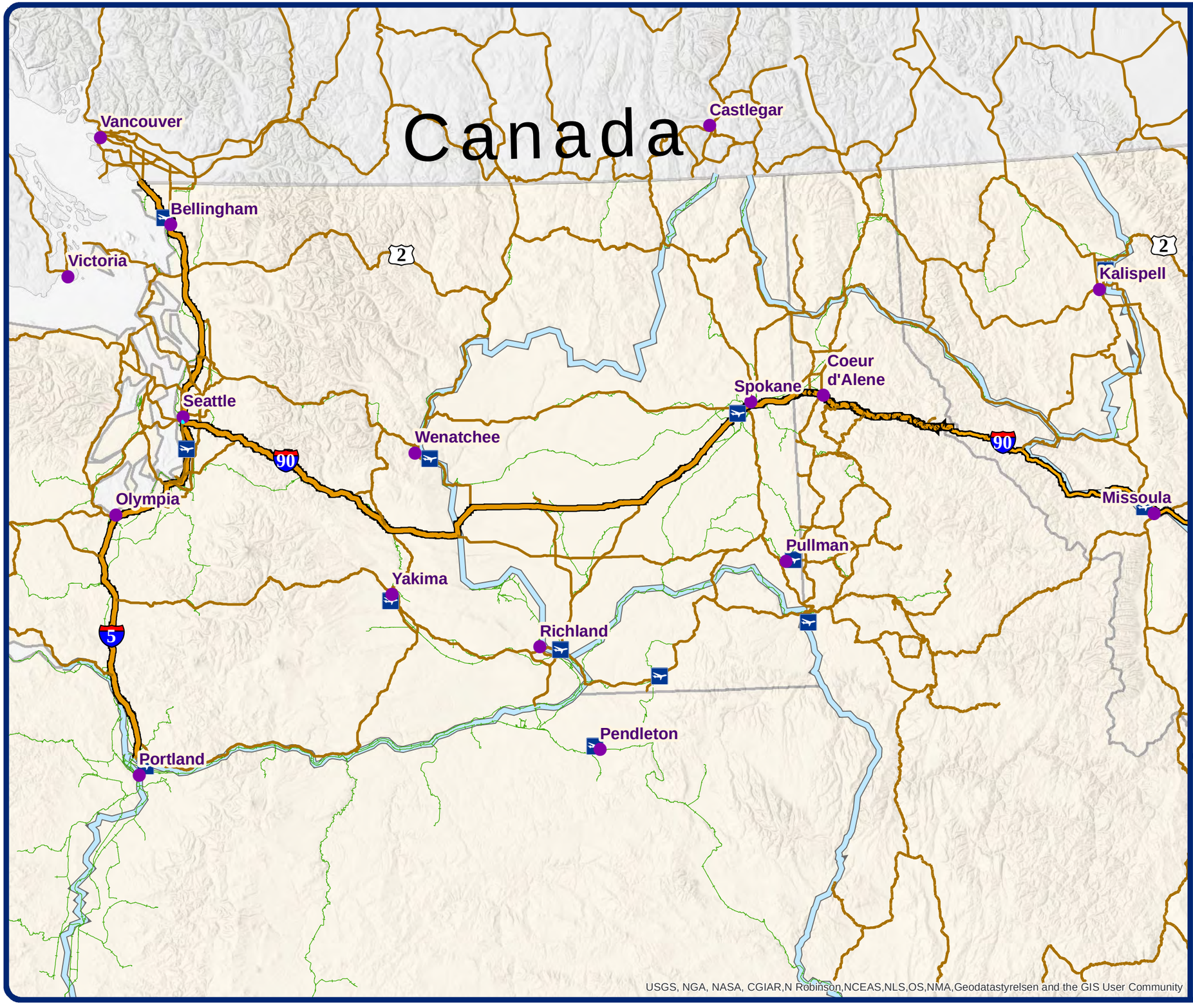
With today's technology, millennials have grown accustomed to having the world at their fingertips. As cities resurface as centers of economic energy and vitality, millennials are opting to live in urban areas over the suburbs of rural communities, with 62% of millennials indicating they prefer to live in the type of mixed-use communities found in urban centers, where they can be close to shops, restaurants, and employers. Millennials are currently living in urban areas at a higher rate than any other generation. As a result, for the first time since the 1920's, growth in U.S. cities outpaces growth outside of them.

Demand for Transit is Up

Nationwide, transit ridership has increased consistently since 2010. Though this may be tied to the Great Recession, other trends suggest that younger generations are actively relying on alternatives to driving.

More Single Households

Younger generations are waiting longer than before to get married and have children. This means that housing preferences and travel patterns observed in family households are not emerging as strongly as before.



Regional Map

Map TR1

Legend

- Major Cities
- Airports

Roadways

- Interstate
- Highways
- Major Rail Lines
- Rivers

0 12.5 25 50 75 100
Miles

Source: GIS
Date: 09/2016

N
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Housing Unit Density Change

Map TR 2

Legend

Housing Unit Density (2010-2040)

Higher

Lower

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

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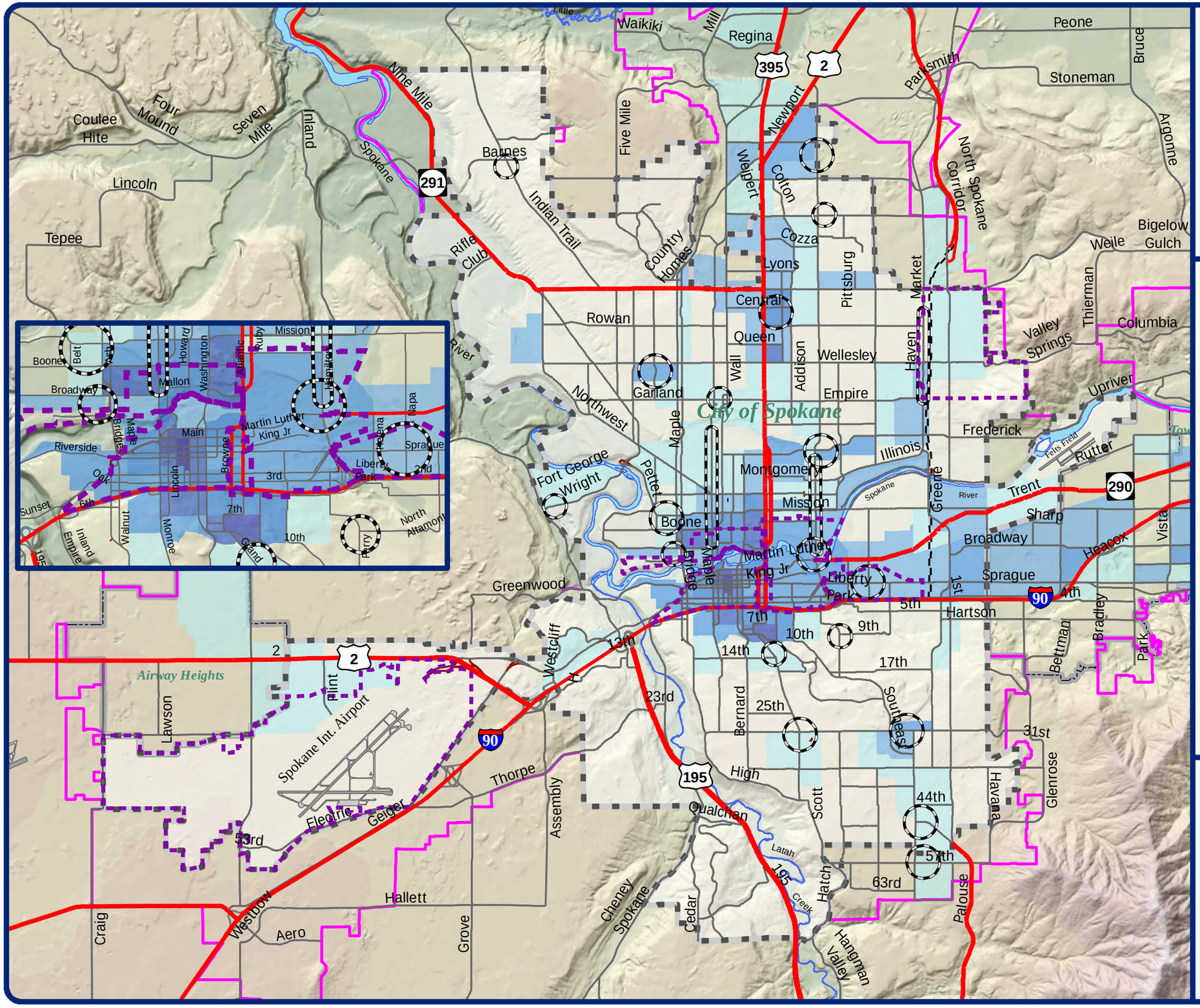
City of Spokane
Airway Heights
Medical Lake
Hallett
Latah
Fort George Wright
Spokane Int. Airport
Fells Field
Regina
Stoneman
Bruce
Argonne
Hawthorne
Bigelow Gulch
Weile
Columbia
Valley Springs
Thierman
Upriver
Frederick
Rutter
Mission
Sharp
Broadway
Heacox
Vista
Sprague
Havana
Bradley
Park
Bettman
Glenrose
Coulee Hite
Four Mound
Seven Mile
Garfield
Tepee
Inland
Spokane
Nine Mile
Barnes
Indian Trail
Rifle Club
Five Mile
Country Homes
Wolfert
Colton
Cozza
Lyons
Central
Rowan
Pittsburg
Market
North Spokane Corridor
Division
Wall
Wellesley
Haven
Garland
Empire
Northwest
Maple
Pettet
Montgomery
Illinois
Greene
Boone
Martin Luther King Jr
Liberty Park
3rd
1st
7th
9th
10th
14th
16th
17th
23rd
25th
Bernard
Southeast
31st
44th
Greenwood
Westcliff
Assembly
Thorpe
Electric
Geiger
53rd
Flint
Lawson
High
Scott
Hatch
Palouse
63rd
Qualchan
Cheney Spokane
Cedar
Eagle Ridge
Creek
Hangman Valley
Grove
Aero
Westbow
Craig
Melville
Riverside
Main
Browne
Lincoln
Monroe
Walnut
Sunset
6th
Oak
Inland Empire
Grand
10th
Perry
North Altamont
Boone
Belt
Ash
Howard
Washington
Atlantic
Ruby
Mission
Broadway
Mallon
Hamilton
Napa
Helena
Bridge
Maple
Martin Luther King Jr
Sprague
Liberty Park
2nd
3rd
Browne
Lincoln
Monroe
Walnut
7th
10th
Grand
Perry
North Altamont
Inland Empire
Sunset
6th
Oak
Riverside
Main
Bridge
Maple
Mallon
Howard
Washington
Atlantic
Ruby
Mission
Boone
Belt
Ash
Broadway
Hamilton
Napa
Helena
Sprague
2nd
Liberty Park
3rd
7th
10th
Perry
North Altamont
Sunset
6th
Oak
Inland Empire
Walnut
Monroe
Grand
195

Employment Density Change

Map TR 3



Legend

Employment Density (2010-2040)

Higher

Lower

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor
- Centers & Corridors
- Targeted Growth Areas

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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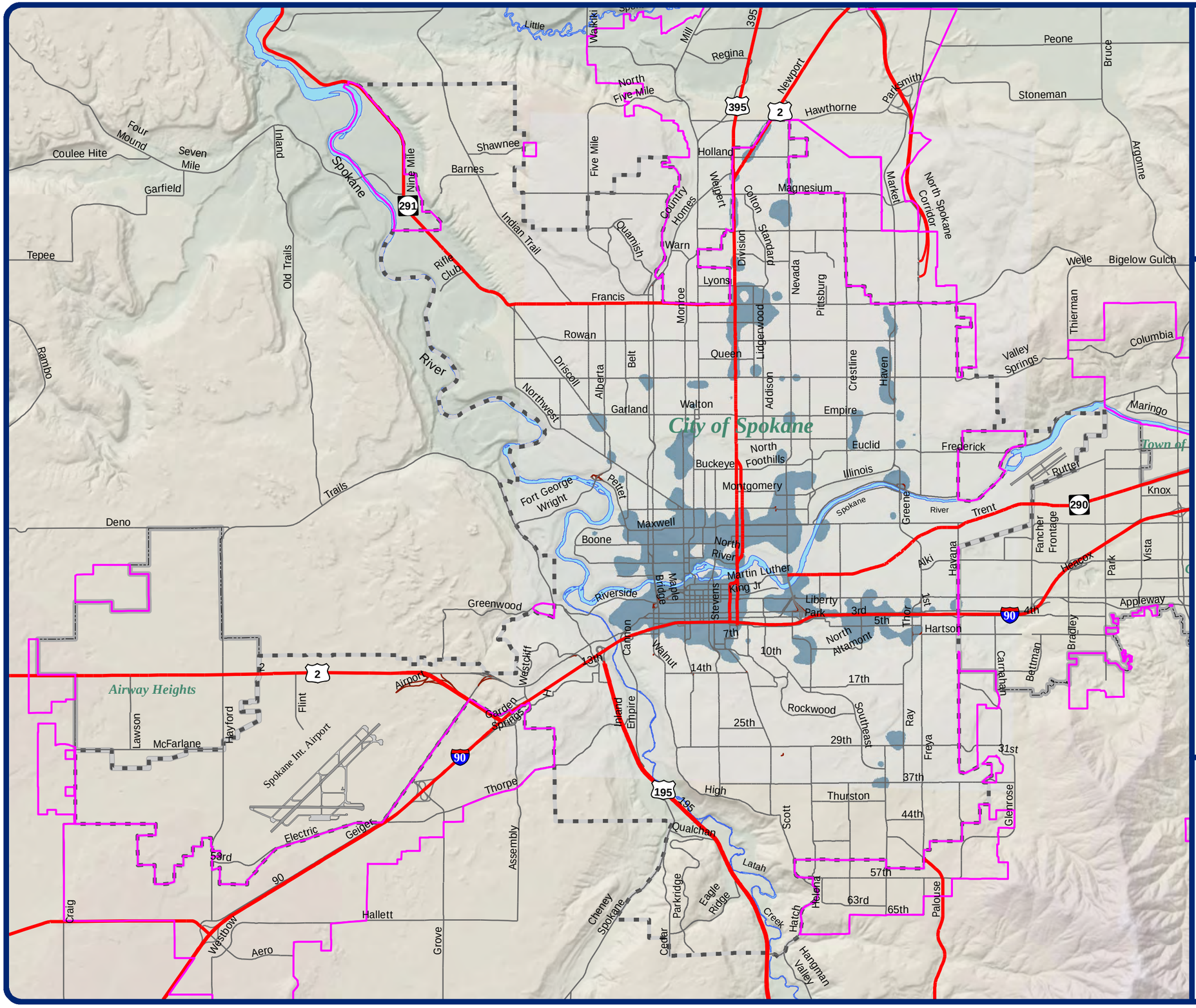
Composite Needs Map: Pedestrian Priority Zones

Map TR 4



Legend

Pedestrian Priority Zone

- Highest Priority Zone
- Lowest Priority Zone

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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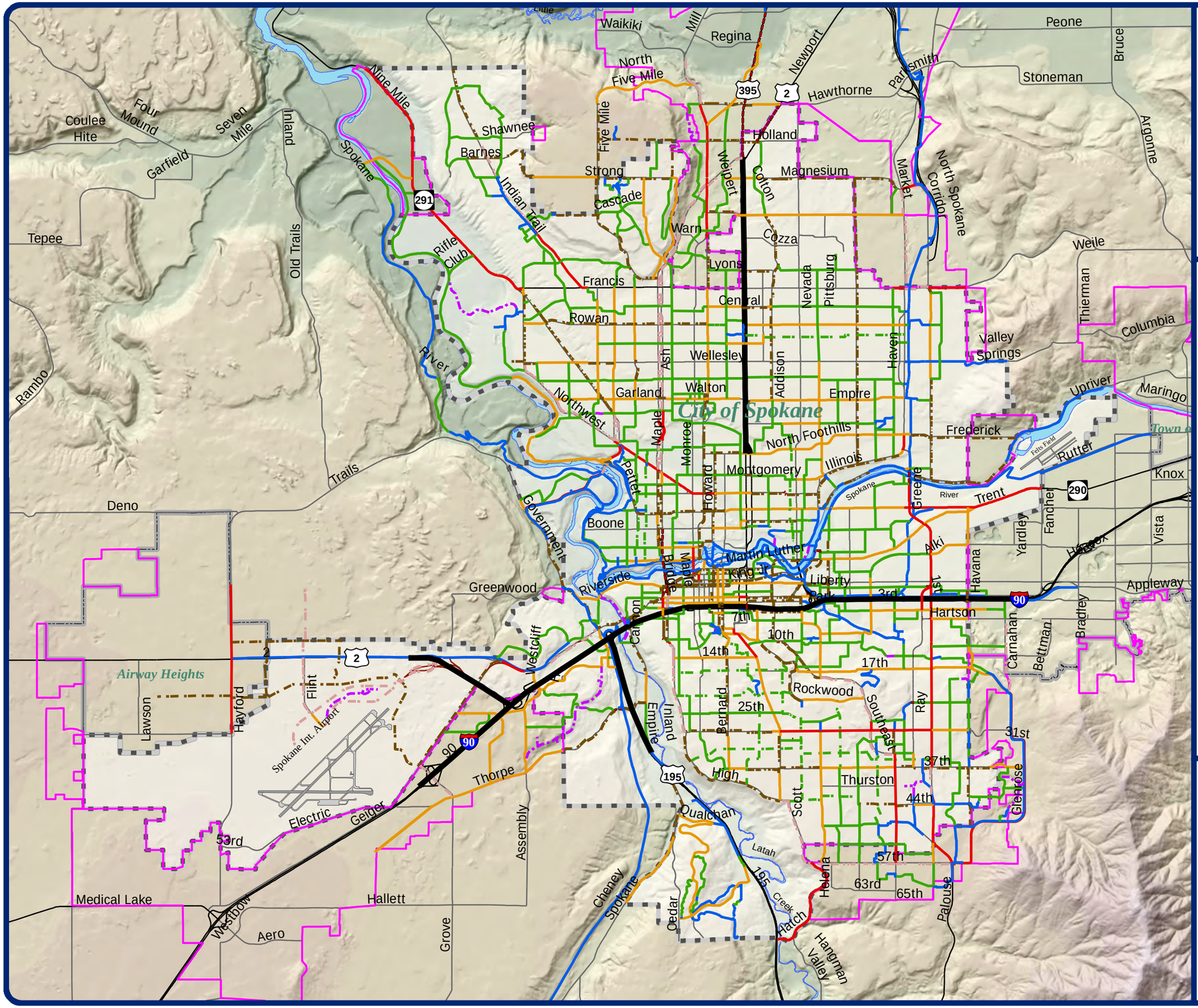
Proposed Bike Network Map

Map TR 5



Legend

Proposed Bike Network

- Closed to Bikes
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Bike Friendly Route
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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STA: High Performance Transit Network

Map TR 6

Service Type	Speed	Access	Frequency	Purpose
Green Lines	Lower	Higher	6-15 minutes	Support spontaneous travel, short trips and provide quick, easy access to other service types.
Red Lines	Moderate	Moderate	10-15 minutes	Offer direct service to major destinations within a metropolitan area.
Blue Lines	Higher	Limited	15-30 minutes	Cover long distances quickly to connect major regional destinations.

Legend

High Performance Transit Network

- Blue Lines
- Red Lines
- Green Lines

Base Map Layers

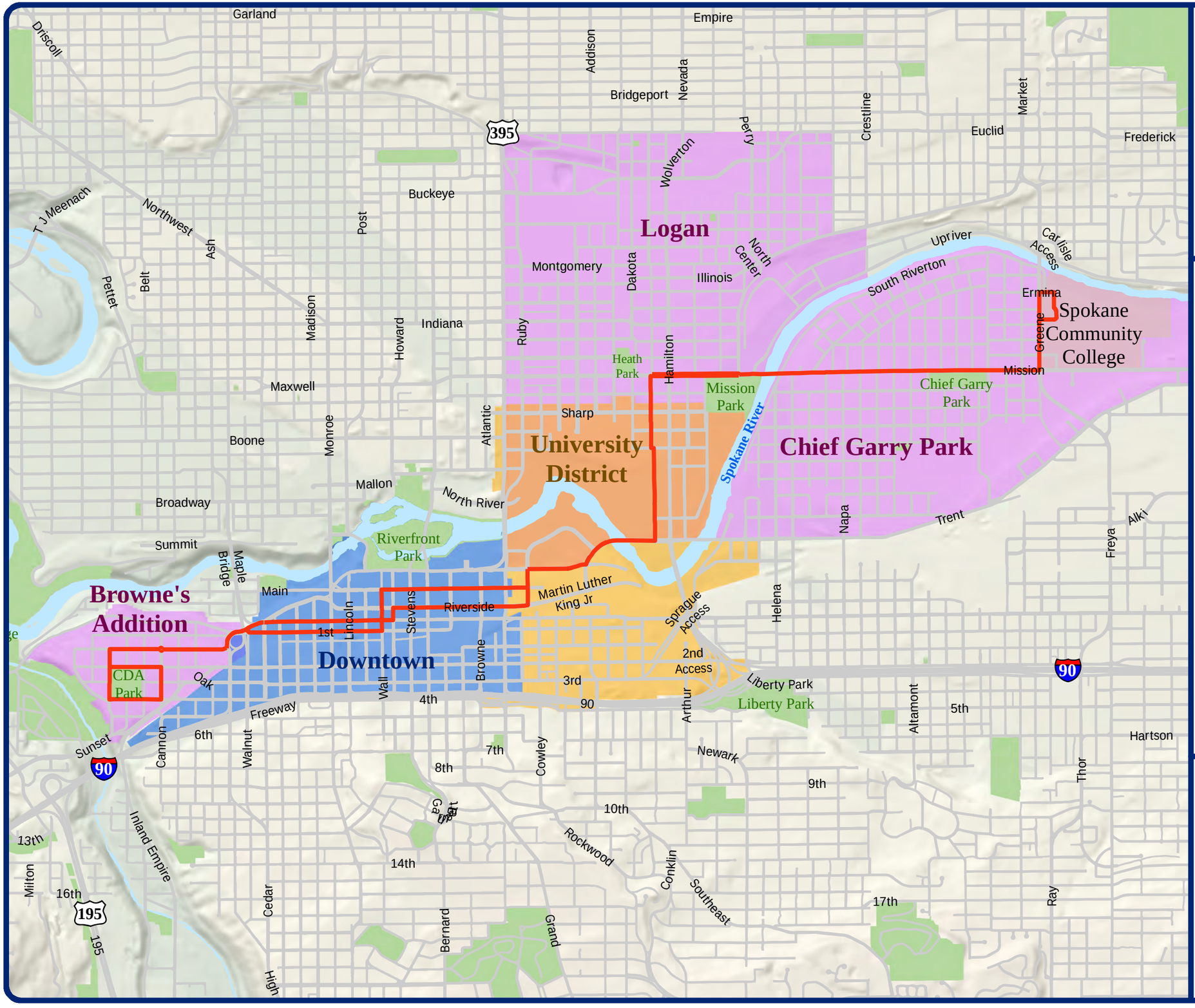
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor
- Centers & Corridors

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

Central City Line Route

Map TR 7



Legend

Central City Line

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

0.25 0.125 0 0.25 0.5 Miles

Source: GIS
Date: 09/2016

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CITY OF SPOKANE

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Freight & Goods Tonnage Volume

Map TR 8

Legend

Freight and Goods Transportation

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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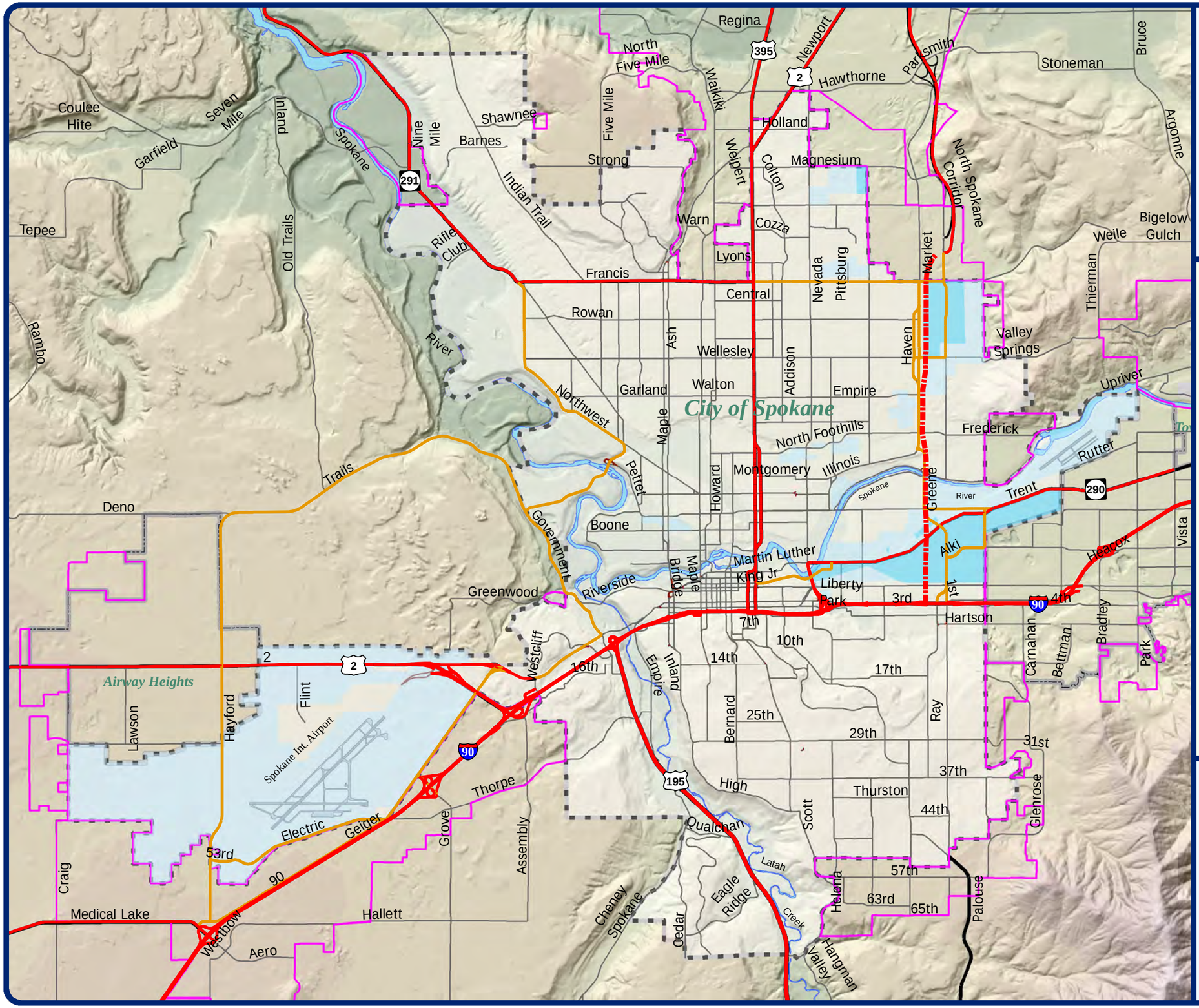
Heavy Haul Network

Map TR 9



Legend

Heavy Haul Routes

- Heavy Haul
- State Route
- Future North Spokane Corridor / 395

City Zoning

- Heavy Industrial
- Light Industrial

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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Bridge Inventory Map

Map TR 10

Downtown Inset

City of Spokane

Airway Heights

Downtown

Legend

Bridge Type

- Vehicular Bridge
- Pedestrian Bridge
- Railroad Bridge

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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State Owned Facilities

Map TR 11

Legend

- Highways of Statewide Significance
- Other State Highways

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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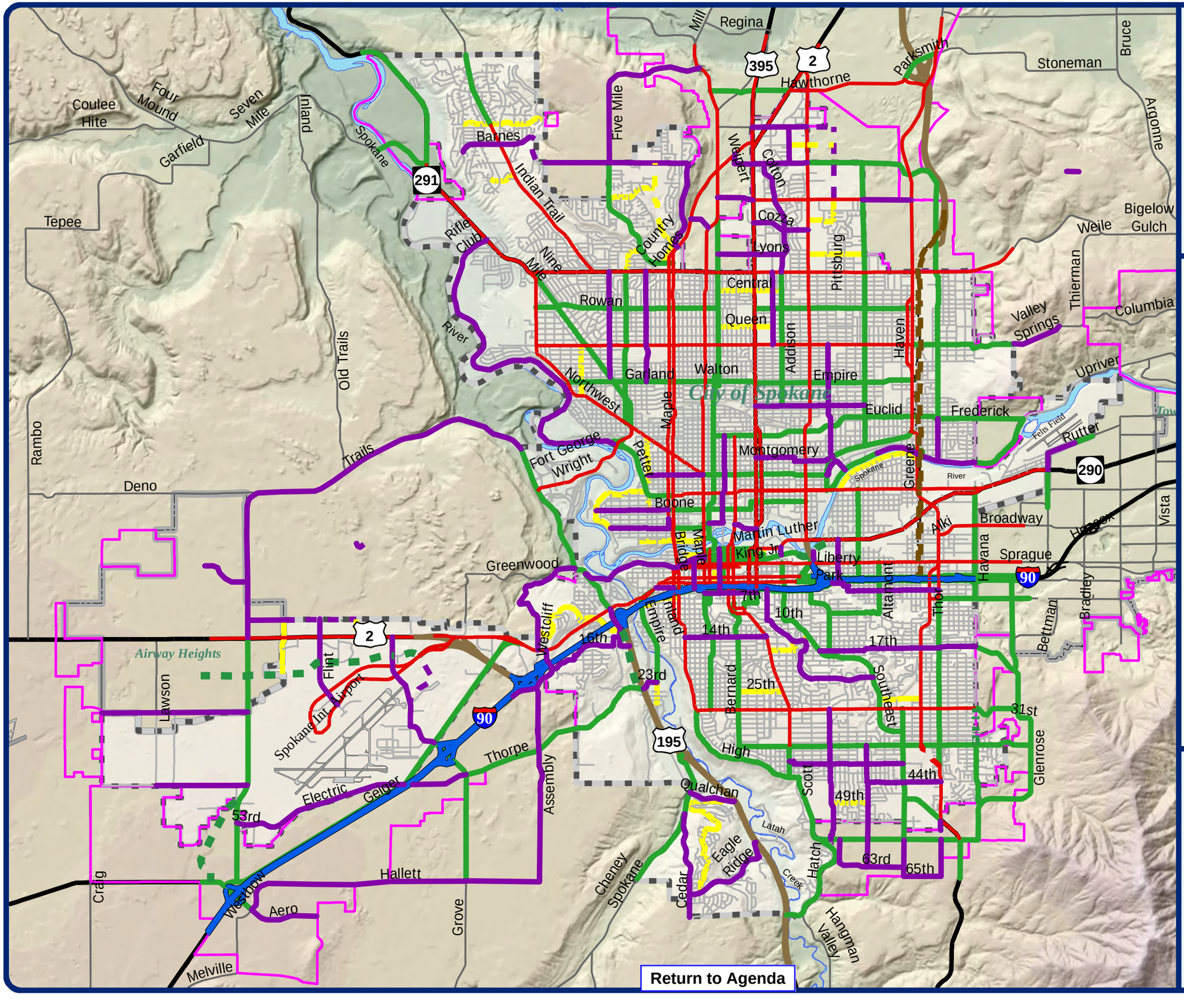
Proposed Arterial Network Map

Map TR 12



Return to Agenda

Legend

Arterial Network

- Proposed Urban Minor Collector
- Proposed Urban Major Collector
- Proposed Urban Minor Arterial
- Proposed Urban Principal Arterial
- Proposed Urban Freeways and Expressways
- Urban Local Access
- Urban Minor Collector
- Urban Major Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Urban Other Freeways and Expressways
- Urban Interstate

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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BRIEFING PAPER
Plan Commission
Neighborhood & Business Services
January 11, 2017

Subject
The Mayor's Housing Quality Task Force was established to address housing quality and affordability in Spokane through six key areas of housing. The Task Force's objective was to align City investments, resources and policies to support safe, quality and affordable housing. The result of this effort has concluded by identifying a list of priority recommendations.

Background
Housing is a necessity to creating diverse, equitable neighborhoods and is a major contributor of a well-functioning city. The City of Spokane recognizes that in order to drive economic and social benefits for the city and its residents, quality and affordable housing is essential.

For this reason Mayor David Condon initiated a group of stakeholders to address housing quality and affordability in Spokane through a process called the Mayor's Housing Quality Task Force (HQT). The Task Force examined the two principal categories through a scope of six key areas of housing, which included;

- Abandoned Homes
- Homes in Foreclosure
- Chronic Nuisance Properties
- Substandard Properties
- Vacant Residential Lots
- Housing Affordability

The outcome of this process is a list of priority recommendations that address housing quality and affordability in Spokane while increasing the mix of housing option and incomes in neighborhoods. Attached you will find the list of priority recommendations.

The Task Force met for nine months, from May through September. There were 39 Task Force members. The members included City Councilwoman Waldref, City Councilwoman Stratton, City staff and various local agencies such as; the Washington Tenants Union, Landlord Association of the Inland Northwest, Umpqua Bank, Spokane Community Land Trust, Spokane Mortgage Lenders Association, Spokane Housing Ventures, Spokane Regional Health District, SNAP, and Spokane Low Income Housing Consortium to name a few. The full list Task Force members are located on the Mayor's Housing Quality Task Force project page. (https://my.spokanecity.org/projects/mayors-housing-quality-task-force/)

The Task Force meetings were held from May through September 2016. Initial meetings in May and June included background information provided by City of Spokane staff on various programs, policies and cost associated with addressing each of the six key areas of housing.

Three roundtable focus group meetings were held in June and July where local bankers/financial institutions and developers/real estate agencies were invited to participate in the HQT process by providing their industry specific knowledge in addressing housing. The two focus groups also meet with the Task Force members to provide feedback and input on the recommendations before they were finalized.

The process included a community forum with approximately 60 participants followed up with online surveys. At the community forum background information pertaining to the six key areas of housing was shared and community input/feedback was gathered. The community forum was followed up with two community survey's that were published on the cities website. All information from the three roundtable meetings, the community forum and the surveys is included in the final report, as well as, all recommendations that came forward during this process.

Next steps include establishing a steering committee(s) of approximately 7-9 people that would work on further developing policies and/or programs from the recommendations. The committee would be made up of city staff and local agencies. They would work to further define the program/policy, identify cost for implementation and partnerships from local agencies.

An all convene meeting with the entire Task Force group will occur between March and May in 2017. The purpose of the all convene meeting is to update the Task Force on the progress made on the development and/or implementation of recommendations and provide an update on the steering committees work.

Action

A City Council resolution is proposed to accept the Mayor's Housing Quality Task Force's Final Report and Recommendations. The item would be placed on the advance agenda and briefed on January 30, 2017 with first reading and public comment taken as part of the legislative meeting on February 6, 2017.

Work Group	Recommendation	Recommendation Elements & Notes	Estimated Timeframe	Addressed Housing Area
Steering Committee	**Minimum Housing Quality Standard & Definition:** City should define and establish a minimum housing quality standard.	**Recommendation Elements** - Standard should apply to owner and renter occupied housing. - Include baseline, goals and benchmarks. - Include enforcement and incentives.	0-1 Years	Substandard Housing Abandoned Homes Homes in Foreclosure Chronic Nuisance Properties
Steering Committee **Related to educating landlords and tenants on rights**	**Incentivize Landlords to meet housing quality standard:** Identify incentives for landlords to bring housing up to a standard of housing quality. Address the barriers to enforcement of existing laws.	**Recommendation Elements** - Need a housing quality definition to base this upon. - City would need to dedicate funding to attorney fees/relocation fees. - Make the program voluntary for landlords and once achieved the landlord would be certified as achieving the housing standard. - There should be more research done on rental programs i.e rental inspection and/or rental business licensing programs that would best fit the Spokane community. - Identify ways to make it affordable for landlords to bring their rentals up to a housing quality standard.	1-2 Years	Substandard Housing Abandoned Homes Homes in Foreclosure Chronic Nuisance Properties Affordable housing
Steering Committee	**Identify Grant Funding to Revitalize Neighborhoods:** City to work with non-profits to apply for appropriate programs/grants that would apply to neighborhood revitalization to assist with home ownership or rentals. Funding would include	**Recommendation Elements** - N/A **Notes:** NeighborWorks received $122.5 million as a result of the Dept. of Justice settlement with Bank of America. NeighborWorks will be implementing Project Reinvest to provide housing counseling, neighborhood stabilization, & foreclosure prevention. Funding for these activities will be made available through an open and competitive	1-2 Years	Substandard Housing Abandoned Homes Homes in Foreclosure Chronic Nuisance Properties Vacant Residential Lots Affordable housing

Mayor's Housing Quality Task Force
Alicia Ayars, Aayars@spokanecity.org

	revitalization/rehabilitation of foreclosed and substandard properties (i.e. NeighborWorks or NeighborhoodLift)	process to nonprofits and qualified organizations, with intent to maximize benefit for communities and individuals impacted by the foreclosure crisis.		
Steering Committee, Code/ONS, City Council, Mayor	**Legislative Action – Expedite Foreclosure Process:** City pursues legislative action to identify and develop tools to expedite and complete the foreclosure process.	**Recommendation Elements** - Tools should be expanded.	1-2 Years	Homes in Foreclosure
Steering Committee, Infill – Planning	**Community Land Bank (Land Aggregation Entity):** Create a community land bank with the power to acquire, hold, and dispose of property including vacant and distressed properties, and dispose of the property for community benefit. (Power to acquire foreclosures, chronic nuisance properties, substandard properties, demolish properties, accumulate properties to create bigger lots…etc)	**Recommendation Elements** - Needs initial funding to get off the ground and running. Funding is the biggest barrier. - Notes: Reduce blight. Create a better process for addressing foreclosures. Can acquire properties quickly when they are available. Allow timely action when demolition is called for. Make properties available for commercial and residential re-development	0-1 Develop 1-2 Implement	Homes in Foreclosure Substandard Housing Abandoned Homes Chronic Nuisance properties Vacant Residential Lots Affordable Housing

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Infill – Planning	**Multi-Family Tax Exemption:** The City should re-evaluate the Multi-Family Tax Exemption (MFTE) Incentive for all aspects of the incentive.	**Recommendation Elements** - Revisit how the MFTE works and see if it works in today's market. Through this process identify what needs to be removed from the incentive, what needs to be added, identify barriers as to why developers are not using this incentive and identify challenges to achieving the incentive. - Make the MFTE less restrictive. - Reevaluate the renewal process. **Notes** Encourages multifamily development and redevelopment in compact mixed-use areas where housing and affordable housing options are deficient. Through the MFTE a jurisdiction can incentivize dense and diverse housing options in urban areas lacking in housing choices or affordable units. MFTE can apply to rehabilitating the existing properties and redeveloping vacant or underused properties. Cities planning under the Growth Management Act (RCW 36.70a) that have designated urban centers with a deficiency of housing opportunities are eligible to implement this tool. Cities must designate eligible areas that contain urban centers. Urban Centers – in the context of MFTE enabling legislation – have a particular meaning. Based on state law, designated districts are commercial or business districts with some mix of uses.	0-1 Years	Abandoned Homes, Chronic Nuisance Properties, Substandard Properties & Affordable Housing
Infill – Planning	**Permit Fee/Impact Fee Waiver Program:** Identify funding for the Incentives 2.0 Permit Fee/Impact Fee Waiver Program, this should include	**Recommendation Elements** - Incentives 2.0 program provides reimbursement of permit/impact fees after development. - Create a category that supports and has a focus on affordable housing development. - Provide incentives to the developer for the	1-2 Years	Affordable Housing

	and identify all/any additional fee waivers that may be included.	development of affordable housing.		
Infill – Planning	**Subarea Planning, Zoning Modifications and Incentives:** A. Create an aggressive program from subarea planning in and around centers and corridors to identify properties suitable for commercial/mixed use development that include mixed income and family housing, and identify transition zoning needs to ensure neighborhood compatibility in neighborhoods throughout the City of Spokane. B. Implement zoning modification and incentives as appropriate for successful development. Mixed use includes family housing.	**Recommendation Elements** **A.** N/A **B.** - Provides access to jobs, services, amenities to provide quality housing within neighborhoods. - Neighborhoods need to be engaged about what they would like to see in developments. - Neighborhoods and citizens should be involved throughout the process. - Mixed use includes family housing.	0-1 Years Develop 1-2 Years Implement	Substandard Housing Abandoned Homes Homes in Foreclosure Chronic Nuisance Properties Vacant Residential Lots Affordable housing
Infill – Planning	**Inventory of Lands For Infill:** City to create an inventory or registry of available lands for infill with incentives in place for development.	**Recommendation Elements** - Incentives would include developing affordable housing/unit.	0-1 Develop 1-2 Implement	Vacant Residential Lots

CHHS, Code/ONS, Infill – Planning	**Home Rehab through Partnerships:** Develop and define public/private partnerships to target areas for home rehab, infill…etc. Address neighborhoods in distress by providing incentive for focused private investment. Incentivize private companies, agencies and nonprofits to invest in the targeted areas.	**Recommendation Elements** - Use the city's economic development model. - Implement Target Investment Pilot (TIP) strategy in the housing arena. Identify the target areas where financial partners are already focusing (find areas where there is overlap between city and private financial partners) - Focus on hardest hit areas that may be overlooked - Provide incentives to the developer for the development of affordable housing. **Notes:** Find areas of focus that would demolish or rehabilitate homes within several blocks. The program could focus in neighborhoods with high abandonment, foreclosures, chronic nuisance, and substandard homes. By focusing on 3-7 homes in one area would; 1. Incentivize local developers to partner with the city. 2. Help in creating a "tipping point" neighborhood where other property owners in the area would also improve their properties. 3. Look into possibility of including vacant residential lots in the area for building new homes. Could place other parameters on new home owners, i.e. must qualify for Section 8 Housing Vouchers, income level specific. Identify potential of utilizing CDBG dollars.	0-2 Years Develop 2+ Implement	Substandard Housing Abandoned Homes Homes in Foreclosure Chronic Nuisance Properties Vacant Residential Lots

CHHS	**Partner with Real Estate Agencies to Identify Property:** Partner with local real estate organizations to identify vacant, abandoned, and substandard homes.	**Recommendation Elements** - N/A	0-1 Years	Abandoned Homes, Substandard homes & Homes in Foreclosure
CHHS	**Acquisition Rehab Program:** Acquisition rehab program for bank-owned REO properties with the city as the facilitator and to include an educational program.	**Recommendation Items:** - City acquires Real Estate Owned properties from lenders at low price and sells to buyers using a 203k loan to rehabilitate property. City could remove liens. - Include an education component for potential homeowners and developers **Notes:** Rehab dollars would be used to show obvious visible changes in targeted areas. This is the only way to stimulate further investment. It is well known that when owner two houses on a block are improved, other improvements follow. Investment begets further investment. This reality should inform how we spend home rehab dollars.		Homes in Foreclosure Substandard Housing Abandoned Homes Chronic Nuisance properties
City Council, Asset Management, Infill – Planning	**Liquidate Underused City Property:** City to identify city owned property that is not in use or is underused to be liquidated. The property could be	**Recommendation Elements** - Inventory the current amenities on the property and include information such as location that would factor into whether it makes it more affordable. Require an affordable housing component to developing the property.	0-1 Years	Affordable housing, Vacant Residential Lots

	transferred with condition to develop affordable housing.	- The city would market the property for sale; provide incentives to the developer for the development of affordable housing. - The City could investigate options to providing a program where the property could be transferred to new ownership rather than selling the property, this would still include development of affordable housing.		
City Council	**Discrimination Ordinance:** Re-evaluate/amend the existing Discrimination Ordinance.	**Recommendation Elements** - Re-evaluate what exists currently. - Re-evaluate how to enforce o Rental assistance o Nondiscrimination against tenants with criminal history. o Identify funding to have a proactive enforcement program o Review/audit group homes ordinance in the city. - Identify funding to have a proactive enforcement program. o HUD provides funding for enforcement of this program and it should be investigated. - Add nondiscrimination against Section 8 Voucher holders and/or other subsidized ways to pay for relocation and nondiscrimination against tenants with a criminal history.	0-1 Years	Affordable Housing
City Council	**Relocation Assistance:** Create a plan that provides relocation assistance for displaced or involuntary termination of resident(s).	**Recommendation Elements** - Tenants being displaced will have some financial assistance to relocate and will be less likely to become homeless. The City and social services agencies won't have to bear the costs.	1-2 Years	Affordable Housing
City Council	**Just Cause Eviction**	**Recommendation Elements**	0-1 Develop	Affordable Housing

	Ordinance: Explore and report the effectiveness of establishing a Just Cause Eviction Ordinance in Spokane and in partnership with landlords and tenants.	- Create metrics. - Eliminate 20 day no cause terminations; landlords can still evict for enumerated causes. Ordinance creates stability for renters and reduces barriers to housing.	1-2 Implement	
Partners; SNAP, THEZone Project	**Education for Homeowners/buyers:** Partner with organizations to provide an annual program to educate homeowners and potential homebuyers on purchasing, maintenance, rehabilitation programs available.	**Recommendation Elements** - Better coordination between agencies is needed for implementation.	0-1 Years	Substandard Housing Abandoned Homes Homes in Foreclosure Chronic Nuisance Properties Affordable housing
	Affordable Housing Registry: Create a registry of affordable housing/units available in Spokane.	**Recommendation Elements** - Add an expiration date to when the home is listed for affordable home listings. - City establishes a city wide rental registry program/rental inspection program. o Rental inspection program that would enforce and incentivize minimum housing quality standard(s). - If you are utilizing incentives for development of affordable units/housing then you should be required to list your property on a centralized webpage that the city could maintain and/or listing on the HousingSearchNW.org which is an affordable rental housing search website. - Creating an application and/or a location on the cities website that identifies where affordable housing units are located. i.e. Zillow. Would	1-2 Years	Affordable Housing Rental Registry aspect addresses Housing Quality for Substandard Housing, Chronic Nuisance, Abandoned Homes and in some cases Homes in Foreclosure

		include identifying units that accept housing vouchers, are below market value for affordability…etc. - Educating the public on how to find and use the website. - City investigates a program to incentivize improvements to housing quality. - Rental inspection program that would enforce and incentivize minimum housing quality standard.		
	Housing Trust Fund: The City should establish a Housing Trust Fund; identify regional partners and a funding source.	**Recommendation Elements** - Collaborate with regional partners to establish a Housing Trust Fund for affordable housing development.	1-2 Years	Affordable Housing

CITY OF SPOKANE PLAN COMMISSION
FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS
REGARDING THE MAYOR'S HOUSING QUALITY TASK FORCE

A recommendation of the City of Spokane Plan Commission to the City Council accepting the final report and recommendations of the Mayor's Housing Quality Task Force as a guide for future programmatic and regulatory implementation measures.

FINDINGS OF FACT:

A. Mayor David Condon initiated a Task Force called, Mayor's Housing Quality Task Force and convened meetings from May 2, 2016 through September 21, 2016, requesting that the task force address housing quality and affordability in Spokane with specific focus on six key housing areas which include substandard properties, abandoned homes, vacant residential lots, chronic nuisance properties, homes in foreclosure and housing affordability.

B. Task Force members represented a wide variety of stakeholders in the Spokane community from local housing agencies and service providers, Spokane City Council, City staff, realtors, lending institutions, landlord and tenant groups, and citizen representation.

C. Roundtable meetings were held which invited representatives from the developer/real estate agencies and financial institutions to solicit input and feedback.

D. Additional input was gathered through a community forum held on June 14, 2016, through two an online survey's, and, through individual presentations upon request to two working groups of the Downtown Spokane Partnership.

E. A final list of priority recommendations was finalized and presented to Mayor David Condon on September 21, 2016.

F. The final report and recommendations were prepared by the project staff, based on the review of housing quality and affordability in Spokane currently, review of related policies and programs, and input from stakeholders and the public.

G. The recommendations are consistent with the following provisions of the City of Spokane's Comprehensive Plan:

- <u>H 3.1 Housing Rehabilitation: Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.</u>
  Discussion: Codes and standards that allow for "as safe as" or "equal to" conditions when affordable housing development or rehabilitation is involved improves the level of safety while keeping the structure redevelopment cost down.

- <u>H 3.2 Property Responsibility and Maintenance: Provide assistance for housing rehabilitation beyond housing maintenance code.</u>

Discussion: Recognition of "good" property owners can help set the standard for others to follow. The City should lead by example and maintain its property at least at the community standard.

Additionally, the city should continue to support and fund the repair and rehabilitation of single-family and multifamily housing using federal, state, and local funding sources. Emergency code compliance loans are another method of maintaining standards.

When other methods of maintaining minimum community standards fail, a strong code enforcement program is needed to protect surrounding property owners. Enforcement of city codes should not depend solely on complaints filed by neighbors but should be driven by the city's awareness of a violation.

- H 1.10 Low-Income Housing Funding Source: Support the development of low-income housing development funding sources.
  Discussion: Low-income housing development funding sources may include but are not limited to a community land trust, trust fund, mortgage revenue bonds, levies, or low-income tax credits.

H. The final report contains the background information pertaining to the six key housing areas and a list of priority recommendations that the City of Spokane and others may pursue to further the objectives of the Task Force and improve the quality and affordability of housing in Spokane.

CONCLUSION AND RECOMMENDATION:

In the matter of the final report and recommendations of the Mayor's Housing Quality Task Force the Plan Commission recommends by a vote of _____ to _____ the Spokane City Council _____ the Resolution recognizing the plan as a record of the Mayor's Housing Quality Task Force's final report and recommendations.

_____
Dennis Dellow, President
Spokane Plan Commission

RESOLUTION NO. _____

A Resolution recognizing the Mayor's Housing Quality Task Force Final Report and Recommendations as a guide for future policy development and potential regulatory implementation measures.

WHEREAS, Mayor David Condon initiated a Task Force called, Mayor's Housing Quality Task Force and convened meetings from May 2, 2016 through September 21, 2016, requesting that the task force address housing quality and affordability in Spokane with specific focus on six key housing areas which include substandard properties, abandoned homes, vacant residential lots, chronic nuisance properties, homes in foreclosure and housing affordability; and,

WHEREAS, Task Force members represented a wide variety of stakeholders in the Spokane community from local housing agencies and service providers, Spokane City Council, City staff, realtors, lending institutions, landlord and tenant groups, and citizen representation; and,

WHEREAS, Roundtable meetings were held which invited representatives from the developer/real estate agencies and financial institutions to solicit input and feedback; and,

WHEREAS, additional input was gathered through a community forum held on June 14, 2016, through two an online survey's, and, through individual presentations upon request to two working groups of the Downtown Spokane Partnership; and,

WHEREAS, A final list of priority recommendations was finalized and presented to Mayor David Condon on September 21, 2016; and,

WHEREAS, The final report and recommendations were prepared by the project staff, based on the review of housing quality and affordability in Spokane currently, review of related policies and programs, and input from stakeholders and the public; and,

WHEREAS, the final report contains the background information pertaining to the six key housing areas and a list of priority recommendations that the City of Spokane and others may pursue to further the objectives of the Task Force and improve the quality and affordability of housing in Spokane; and,

NOW THEREFORE, BE IT RESOLVED BY THE PLAN COMMISSION that the Mayor's Housing Quality Task Force final report and recommendations be recognized as a guide for future policy development and potential implementation measures that may be included in the implementation chapter of the City of Spokane 2017 Comprehensive Plan Update

BE IT ALSO RESOLVED, that each recommendation is advanced for further consideration, while further internal and interdepartmental review will be required for identifying the scope, budget, and probable timeframes for each; and,

ADOPTED by the Plan Commission this_____ day of _____, 2017.

Approved as to form:

_____

Assistant City Attorney

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BRIEFING PAPER
City of Spokane
Planning & Development Services
PC Hearing, January 11, 2016

Subject

Plan Commission was last briefed on December 14, 2016. The final draft Lincoln Heights District Center Master Plan was completed in July 2016 and presented to stakeholders and community members at a Final Open House on August 23, 2016. The Lincoln Heights Neighborhood Council considered the LHDC Master Plan at their regularly scheduled meeting on September 20, 2016 and continued consideration to their November 15, 2016 meeting. The Neighborhood Council's motion on November 15, 2016 states: "We support moving forward with the Lincoln Heights District Center Master Plan, as submitted by Studio Cascade, in order to start the studies that will develop the specifics of the Plan."

The Master Plan and project information is online. The Plan Commission will recognize the plan at a public hearing scheduled for January 11, 2017. City Council will then recognize the plan by resolution; this date is not yet set.

Background

Lincoln Heights District Center is identified as a "District Center" on the Land Use Plan Map. The master plan describes priority actions that will help position the district to take advantage of existing resources, encourage reinvestment, and create a more vital district center. These actions will require collaborative action by the Lincoln Heights Neighborhood Council, the City of Spokane, residents and property and business owners in the area. This plan does not change zoning or development regulations in the area. This plan built on an August 2015 report by the Urban Land Institute.

Impact

This plan identifies key strategies to improve the District Center. These are:

- Creation of a district advocacy group.
- Reclassification of 27th Avenue to "Collector Arterial" to open a pathway for funding opportunities to create a greenway;
- Perform a design study to identify improvements along 27th Avenue that activate Thornton Murphy Park (which is home to Southside Community Center)
- Recommends performing a 29th Avenue study to identify design enhancements to improve the public realm and accommodate STA's planned High Performance Transit Network Service;
- Recommends consideration of flashed beacon pedestrian crossings on 29th Avenue within the district.

Next Steps

There is no funding currently assigned to further work in the District Center. The Lincoln Heights Neighborhood Council and the Master Plan has identified creating an advocacy group as a priority.

Contact: Tirrell Black, Associate Planner, tblack@spokanecity.org January 4, 2017

CITY OF SPOKANE PLAN COMMISSION
FINDINGS OF FACT, CONCLUSIONS AND RECOMMENDATIONS
REGARDING THE LINCOLN HEIGHTS DISTRICT CENTER MASTER PLAN

A RECOMMENDATION OF THE City of Spokane Plan Commission to the City Council in the matter of a proposed district center plan, titled the Lincoln Heights District Center Master Plan which provides direction for district center-based improvement activities, as well as priorities involving future projects.

A. The City of Spokane Comprehensive Plan establishes the Lincoln Heights District Center as a "District Center", an area identified as an existing vibrant commercial area with a significant amount of existing multifamily housing with potential for future growth and reinvestment; and,
B. The Lincoln Heights District Center is located within the boundaries of the Lincoln Heights Neighborhood; and,
C. The Spokane City Council allocated $550,000 in neighborhood planning funds in 2007, which was divided among twenty-six neighborhoods that opted into the program; and,
D. The Lincoln Heights neighborhood utilized the above planning funding by contributing its funds to the South Hill Coalition Connectivity and Livability Strategic Plan that was completed in June 2014; and,
E. The South Hill Coalition Connectivity and Livability Strategic Plan recognized that the need for more specific planning in the Lincoln Heights District Center was essential for the South Hill in general; and,
F. The Planning Department, in response to the South Hill Coalition Connectivity and Livability Strategic Plan and in preparation for Lincoln Heights District Center Planning secured the aid of a Technical Advisory Panel of the Urban Land Institute to study the Lincoln Heights District Center in June 2015; and,
G. A Technical Advisory Panel of the Urban Land Institute visited the district in June 2015 and completed a report on the district in August 2015; and,
H. The City of Spokane secured the services of Studio Cascade of Spokane ("the consultant") for the purpose of further studying the area, and involving the property owners and public in creating the plan and preparing a master plan for the Lincoln Heights District Center; and,
I. City Planning, hosted by the Neighborhood Council, held a an open house on September 30, 2015, for the purposes of collecting information from stakeholders and the public and developing the features of the plan; and,
J. City Planning, hosted by the Neighborhood Council, held a studio workshop on November 4 and 5, 2015, for the purposes of collecting information from stakeholders and the public and developing the features of the plan; and

K. The City briefed the Lincoln Heights Neighborhood Council at meeting on January 26, 2016 and presented the final draft plan at their meeting September 20, 2016; and
L. The Lincoln Heights Neighborhood Council Chair briefed the City Council on the District Center planning at their Town Hall Meeting on March 21, 2016; and
M. the consultant presented a draft plan to the neighborhood and the public on August 23, 2016 at an Open House style meeting; and,
N. The plan documents the desires of the community for City decision-makers as they consider future funding and implementation measures for City plans and projects, in the vicinity of the Lincoln Heights District Center; and,
O. The Lincoln Heights Neighborhood Council met on November 15, 2016 and voted to support the plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL that the Lincoln Heights District Center Master Plan is recognized as a written record of the neighborhood's ongoing desire and effort to continue building a vibrant, healthy, active, safe, and connected Lincoln Heights District Center.

CONCLUSION AND RECOMMENDATION:

In the matter of the Lincoln Heights District Center Master Plan, the Plan Commission recommends by a vote of ___ to ___ the Spokane City Council NOT APPROVE / APPROVE the Resolution recognizing the plan as a record of the community's ongoing desire and effort to continue building a vibrant, healthy active, safe and connected district center for all residents.

_____

Dennis Dellwo, President
Spokane Plan Commission
January 11, 2017

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