

Spokane Plan Commission Agenda

June 26, 2019 2:00 PM to 5:00 PM City Council Chambers 808 W. Spokane Falls Blvd., Spokane WA 99201

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 – 2:30	 Approve June 12, 2019 meeting minutes City Council Report Community Assembly Liaison Report President Report Transportation Sub-Committee Report Secretary Report 	All Kate Burke Patricia Hansen Todd Beyreuther John Dietzman Heather Trautman						
	Workshops:							
2:30 – 3:15	1) <u>Update to the Arterial Street Map in SMC 12.080.40</u>	Inga Note						
3:15 – 3:30	2) <u>Comprehensive Plan Amendment (Transit Supported</u> <u>Development, Z18-958COMP)</u>	Kevin Freibott						
3:30 – 3:45	3) Comprehensive Plan Amendment (Princeton/Madison, Z18- 884COMP)	Nathan Gwinn						
3:45 – 4:15	4) Joint DRB/PC Subcommittee Recommendations	Dean Gunderson						
	Adjournment:							
	Next Plan Commission meeting will be on July 10, 2019 at 2:00 pm							

The password for City of Spokane Guest Wireless access has been changed: Username: COS Guest Password: x3x5gKSh

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Spokane Plan Commission - Draft Minutes

June 12, 2019

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

Attendance:

- Board Members Present: John Dietzman, Diana Painter, Michael Baker, Carole Shook, Sylvia St. Clair, Greg Francis, Todd Beyreuther, Christopher Batten
- Board Members Not Present: Kate Burke (City Council Liaison), Patricia Hansen (Community Assembly Liaison)
- Staff Members Present: Amanda Winchell, Heather Trautman, Megan Duvall, Tirrell Black, Logan Camporeale, Teri Stripes, Nathan Gwinn, Dustin West, Mike Piccolo, Alicia Strieby, Louis Meuler, Kevin Freibott, Chris Green, James Richman,

Public Comment:

None

Briefing Session:

Minutes from the May 22, 2019 approved unanimously.

1. City Council Liaison- Kate Burke

• None

2. Community Assembly Liaison Report - Patricia Hansen

- 26 neighborhood councils out of 29 are participating in the Community Assembly.
- Community Assembly has established a way to identify which CA members will be sent to the NUSA (Neighborhoods USA) Conference.
- Neighborhood Community and Planning Collaboration funding is being dispersed by Council Districts. Districts 1 and 3 have worked hard to get their funding allocated to a collective project. District 2 is still working on coordinating their efforts to secure NCPC Funding.
- Working to fill the Community Assembly liaison positions and subcommittee members that have been vacant.

3. Commission President Report - Todd Beyreuther

- As previously discussed, Todd is proposing starting an Ad-Hoc committee to look at exclusionary zoning and the history of it. There are three University professors who are willing to work with the Plan Commission on this topic.
- Heather Trautman will be providing an update on the Plan Commission vacancies.

4. Transportation Subcommittee Report - John Dietzman

• Next Plan Commission Transportation Subcommittee meeting is July 9th.

5. Secretary Report- Heather Trautman

- Summer break is currently scheduled for August 28th.
- Annual retreat date needs to be scheduled. Currently the options are in September or October. Amanda will send out a doodle poll to retrieve the feedback from Commissioners.
- The work program will be brought forward to Commissioners in September.
- Legislation updates will be coming forward to Plan Commission in the next few Plan Commission meetings.
- The joint Plan Commission and City Council Study Session is tomorrow on June 13th at 3:00 pm.
- Asher Ernst and Darrin Watkins were referred to City Council. The appointments were deferred by City Council till the next Council meeting.

Workshops:

1. Update to the Arterial Street Map in SMC 12.080.40

- Presentation and overview provided by Inga Note
- Questions asked and answered
- Discussion ensued

2. Renaming East Central Community Center

- Presentation provided by Dustin West
- Questions asked and answered
- Discussion ensued

3. Annual Comprehensive Plan Amendment Work Program

- Presentation and overview provided by Nathan Gwinn
- Ouestions asked and answered
- Discussion ensued
- Applicant, Dwight Hume presented to the Commission

Hearing:

1. Browne's Addition Historic District Overlay Zone

- Presentation provided Megan Duvall
- Questions asked and answered
- Discussion ensued

Public Comment:

Paul Mann, Historic Preservation Board member and community developer, spoke in support of the Browne's Addition historic overlay zone.

Karen Steele, retired journalist and advocate for the Historic Preservation Organization, spoke in support of the Browne's Addition historic overlay zone.

Rick Biggerstaff, neighborhood council chair and resident of Browne's Addition, spoke in support of the Browne's Addition historic overlay zone.

Peter Cooper, Browne's Addition resident and owner of a local construction company, spoke in opposition of the Browne's Addition historic overlay zone.

Mary Lou Sproul, resident of Browne's Addition and Browne's Addition historic tour guide, spoke in support of the Browne's Addition historic overlay zone.

Christer Mats Loftenius, Browne's Addition resident and hydro geologists, spoke in support of the Browne's Addition Historic District Overlay Zone.

. Would like to see additional ... around the

Louie Flores III, Browne's Addition resident, spoken in support of the Browne's Addition Historic District Overlay Zone.

Mary Cultham, Browne's Addition resident, spoke in support of the Browne's Addition Historic District Overlay Zone.

Steven Jones, Browne's Addition resident, spoke in support of the Browne's Addition Historic District Overlay Zone.

Ellen Macaron, Browne's Addition resident, spoke in support of the Browne's Addition Historic District Overlay Zone.

Katherine Fritchie, Browne's Addition property owner, spoke in support of the Browne's Addition Historic District Overlay Zone.

Public testimony closed at 5:18 pm

Motion:

Greg Francis makes a motion to recommend to City Council the approval of the revisions to SMC 17G 060.070, which are the application requirements to include the provision that a "certificate of appropriateness is required". Motion seconded by John Dietzman. Motion passes unanimously (8/0)

Greg Francis makes a motion to recommend to City Council the approval of the revisions to SMC 17D.100 the motion seconded by Michael Baker.

Greg Francis makes a motion to amend the original motion to include that SMC 17G.060.070 and the changes to SMC 17D.100 move forward with the exception of SMC 17D.100.280 which is recommended to the City Council for approval after the property owners vote passes at 50% +1.

Greg Francis withdraws his motion. Withdrawal seconded by John Dietzman. Motion to withdraw passes unanimously (8/0)

Greg Francis makes a motion to recommend to City Council the approval of the revisions to SMC 17D.100.280 to include the Browne's Addition Historic District Overlay Zone with the assumption that the property owners vote passes with a 50% +1. Motion seconded by Michael Baker. Motion passes (7/1)

Greg Francis makes a motion to recommend to City Council the approval of the revisions to SMC 17D.100. Motion seconded by Sylvia St. Clair. Motion passes unanimously (8/0)

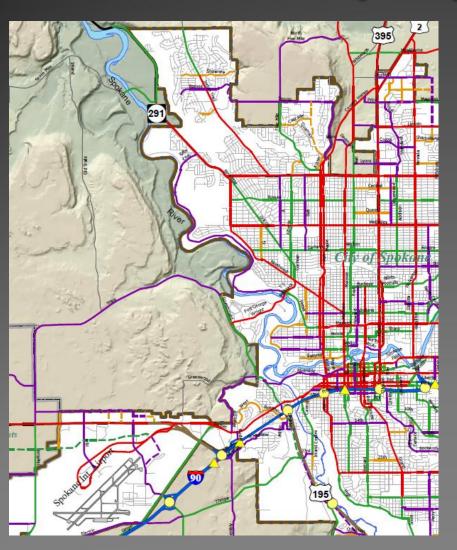
Meeting Adjourned at 6:20 PM

Next Plan Commission Meeting is scheduled for June 26, 2019

Update to 12.08.040 Arterial Street Map

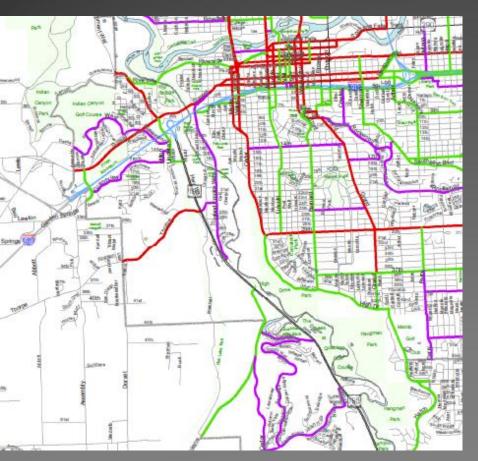
Plan Commission June 24, 2019

TR 12 Map Update in 2017



- 20+ Year Horizon
- Anticipated longterm function
- Preserve ROW for future arterials

Problems with Existing SMC Map



- Unchanged since 2008
- Missing West Plains
- Inconsistent with Comprehensive Plan Map TR 12

Uses of SMC 12.08.040 Map

- Current operations
- Traffic control decisions
- Plowing and sweeping priorities
- Manage access
- Design standards
- Eligible for TBD and Arterial Street Funds

Schedule

- PCTS Meeting 7/9/19
- Community Assembly 7/11/19
- PIES or Urban Development July
- Neighborhood Council notification/ Nextdoor – July and August
- Plan Commission Hearing 10/23/19
- City Council Fall 2019
- TR 12 Cleanup Fall 2019 through 2020

Webpage Outreach

- Plan Commission packets
- Existing and Proposed maps
- Explanation of map uses
- Staff contact information
- Schedule of public comment opportunities

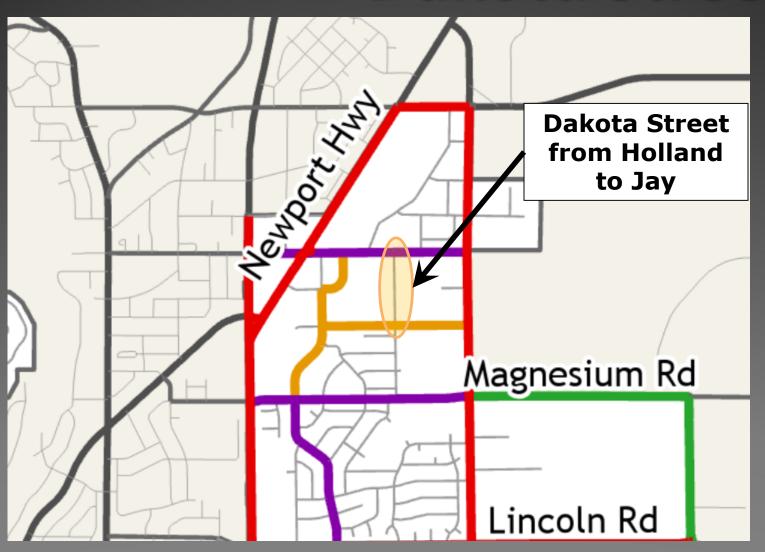
Proposed Changes

- Mostly matches with TR 12
- We will discuss the following:
 - Streets <u>not</u> matching TR 12
 - Classifications that would result in an immediate traffic control change

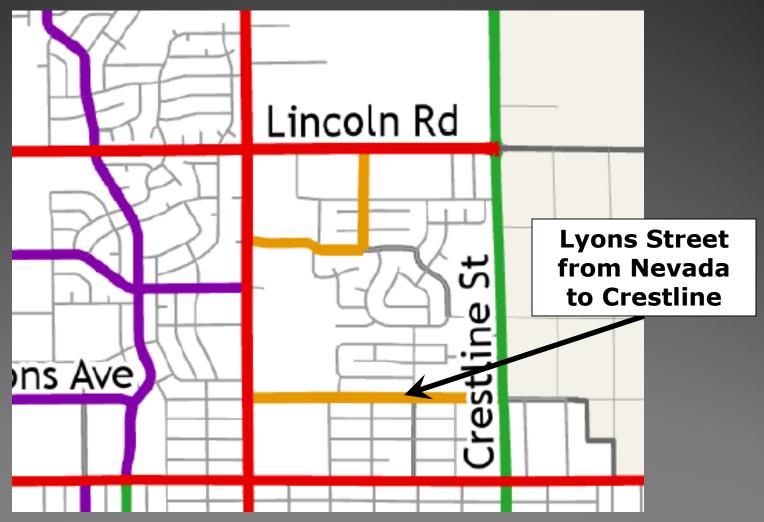


District 1

Dakota Street

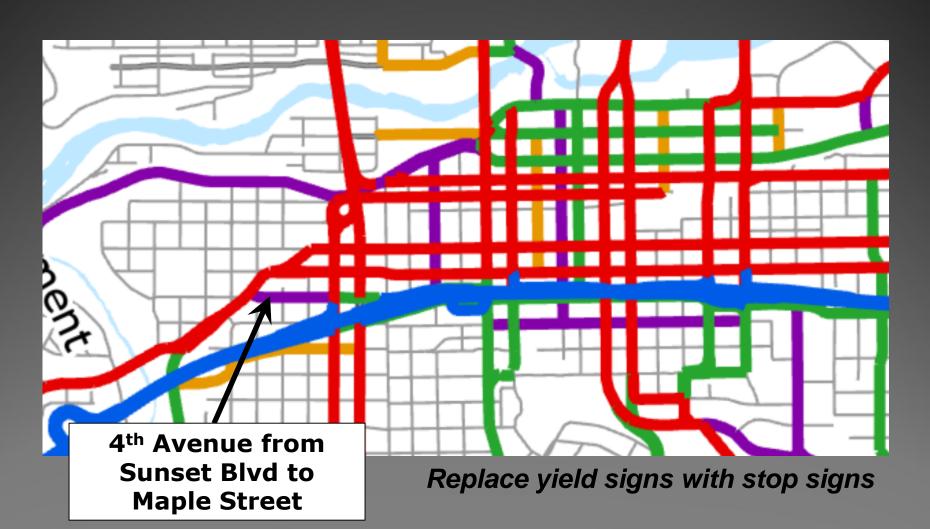


Lyons Street

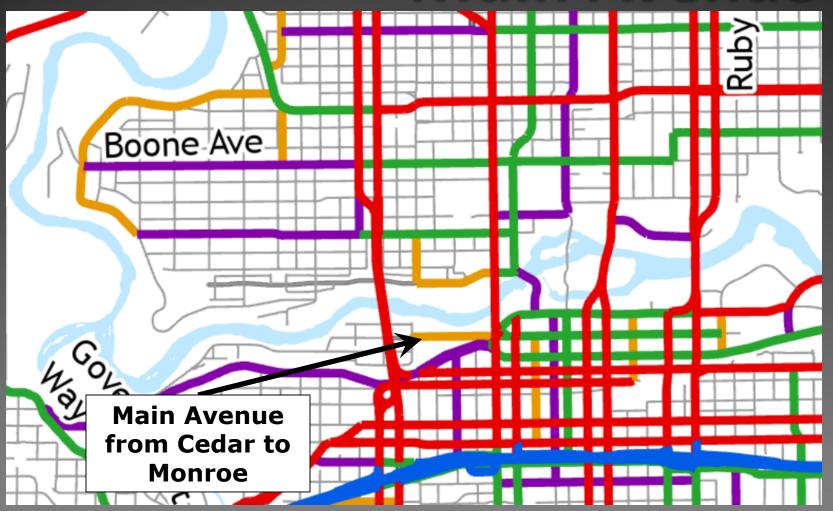


Add stop signs at side-streets, remove 4-way stop at Pittsburg

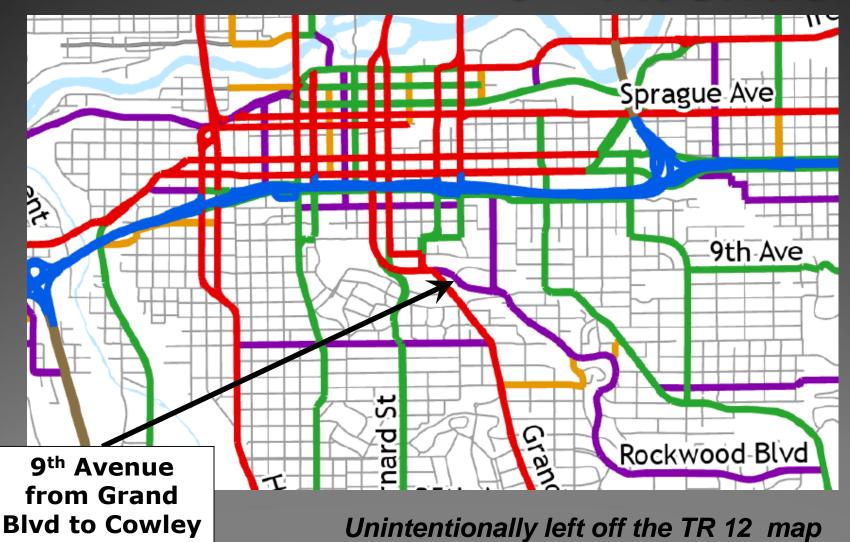
District 2

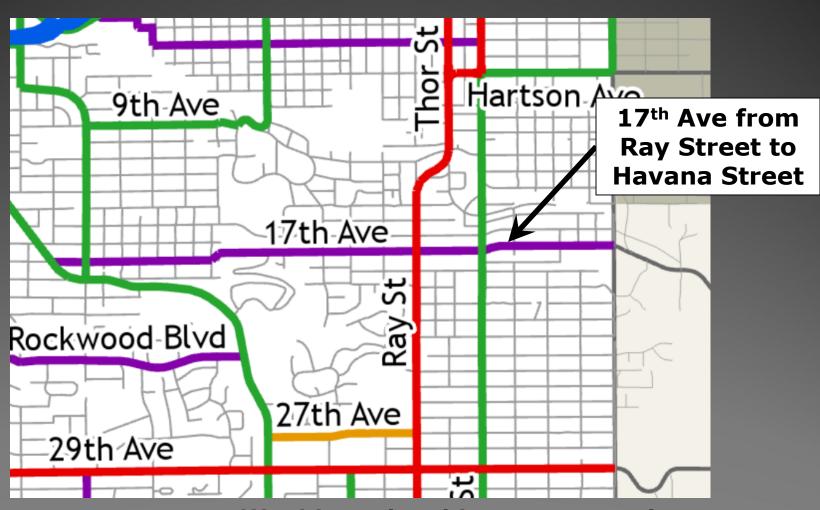


Main Avenue



Could change from yield to stop at Main/Cedar



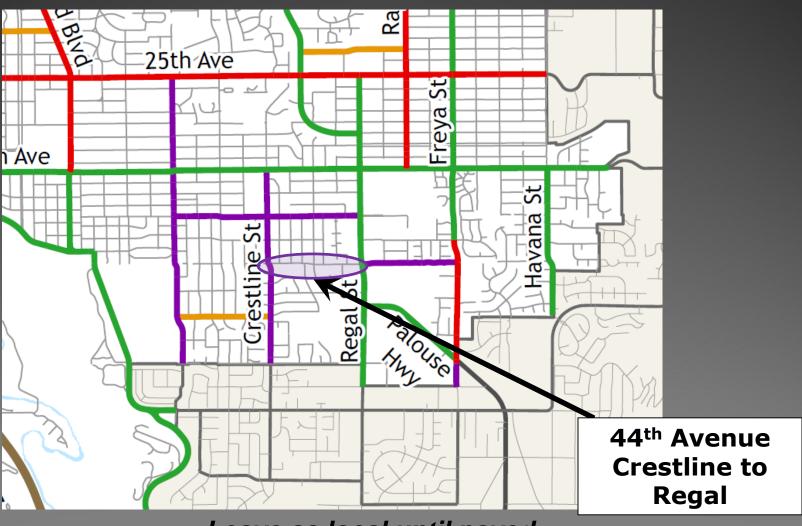


Would require side-street stop signs



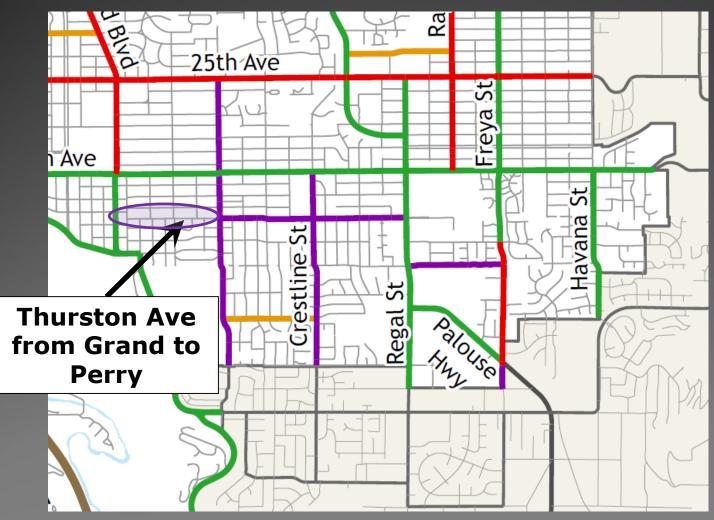
Would require side-street stop signs

44th Avenue



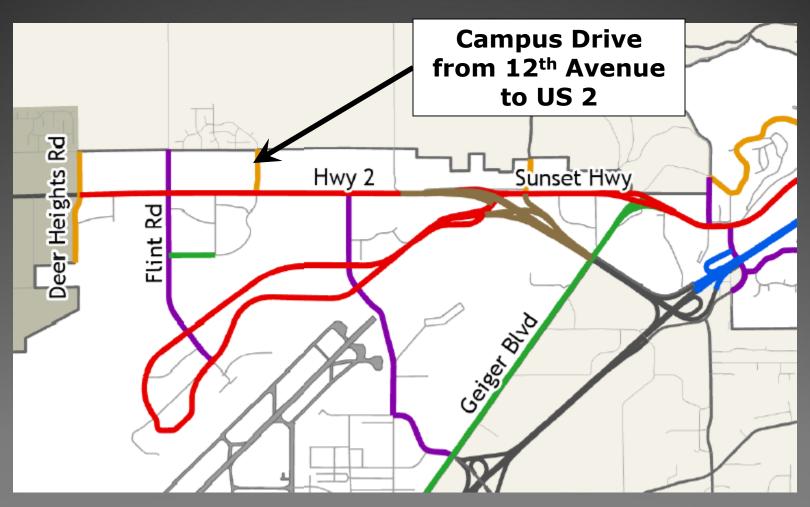
Leave as local until paved

Thurston Avenue

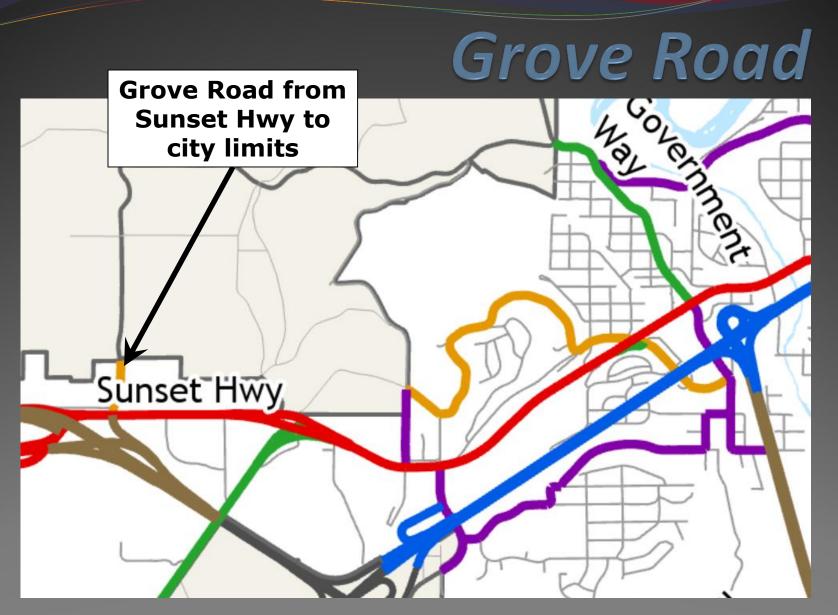


Leave as local – remove from TR 12 next year

Campus Drive

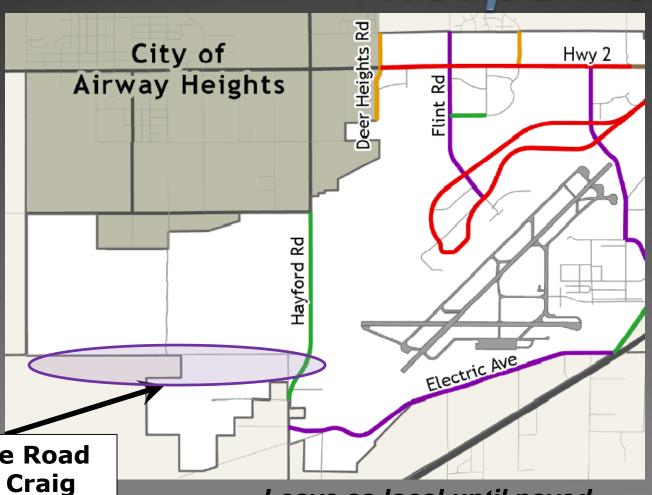


Part of 2011 annexation - Proposed on TR 12, now built



Unintentionally left off the TR 12 map

Thorpe Road

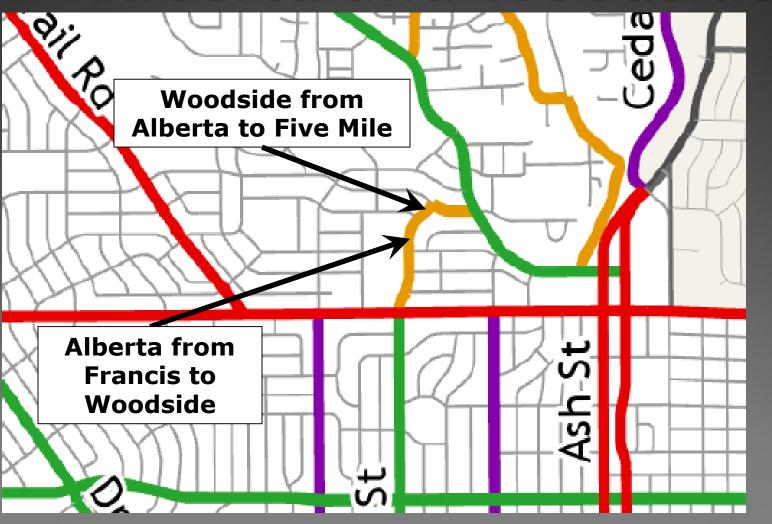


Thorpe Road from Craig Road to Hayford

Leave as local until paved
Unintentionally left off TR 12 map

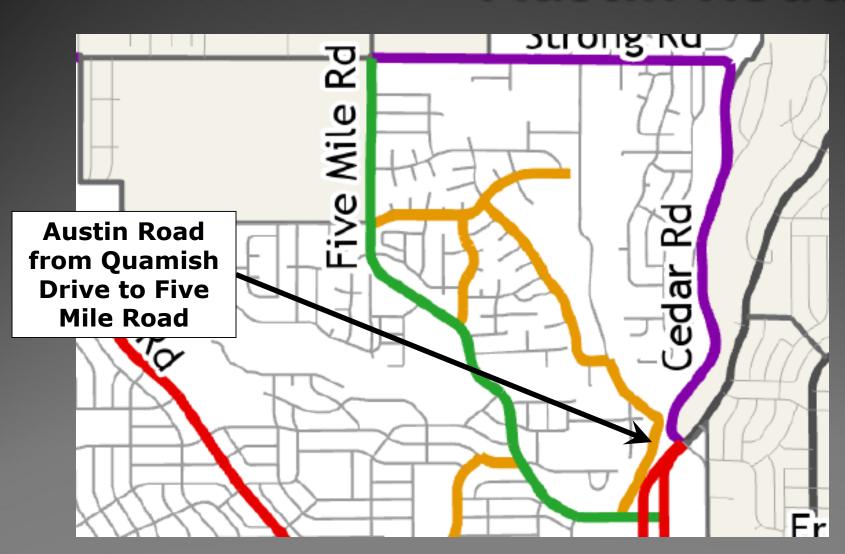
District 3

Alberta and Woodside

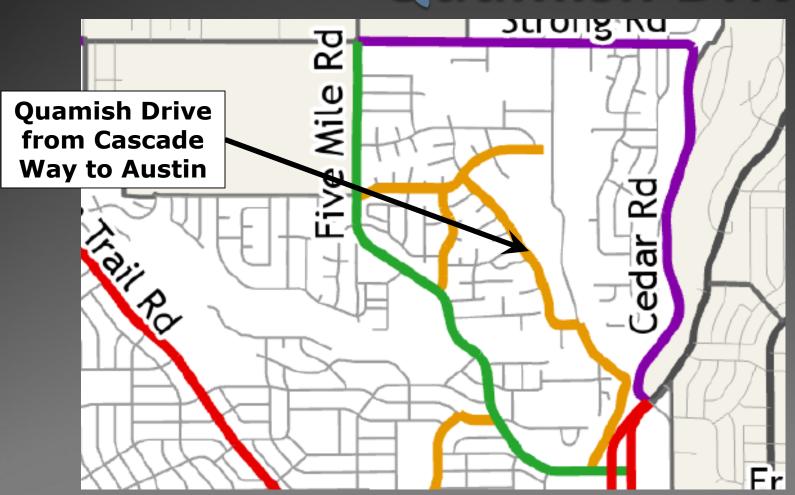


Would require stop signs on side-streets

Austin Road

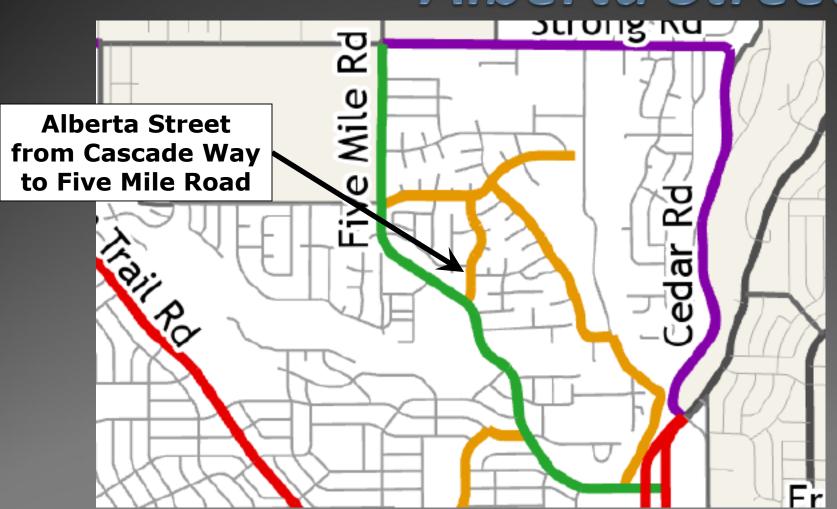


Quamish Drive



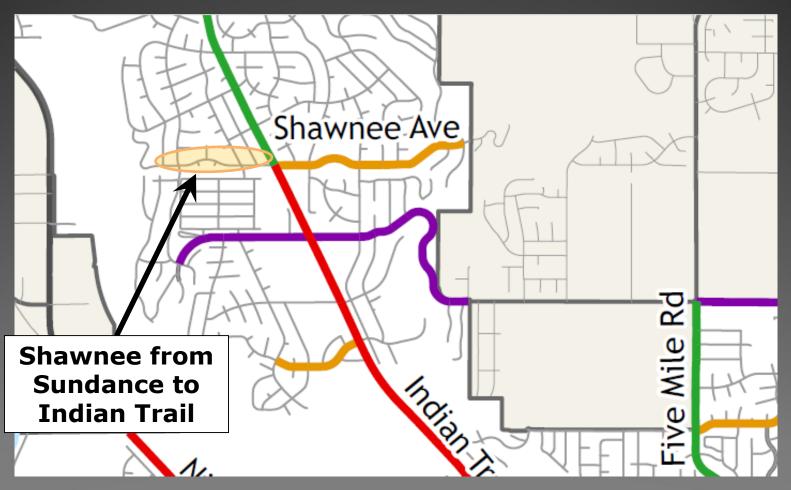
Not on TR 12 map could be a local once Austin Road is improved.

Alberta Street



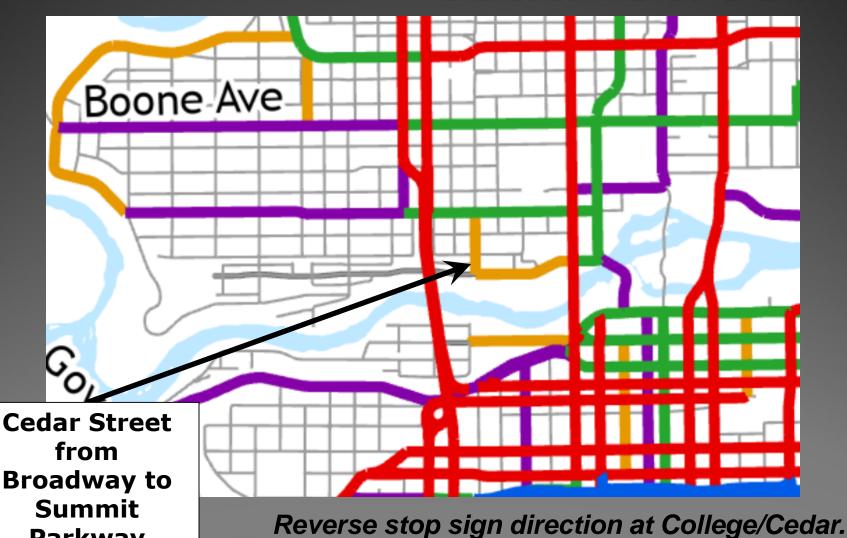
Unintentionally left off the TR 12 Map

Shawnee



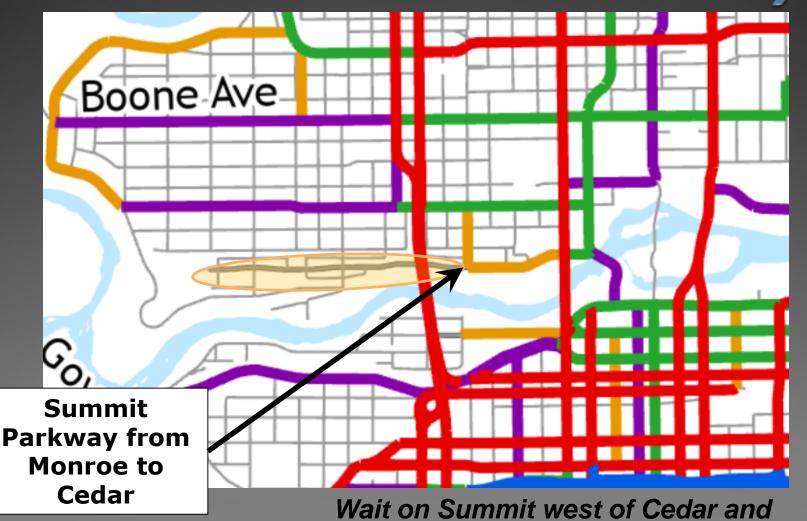
Remains on TR 12 map and may be upgraded with development.

Cedar Street



Parkway

Summit Parkway



re-evaluate once Kendall Yards is built out

Recommended cha	anges to SMC 12.08.040	Arterial Operat	ions Map					T
Roadway	Sagment	Current SMC 12.08.040	Comprehensive Plan (2017) after 2019 amendment	Proposed SMC	ide Street ntersection	ontrol	Immediate Traffic Control Changes Needed?	Notes
Roadway 4th Avenue	Sunset Blvd to Maple	12.08.040	Urban Major Collector	Operational Map Urban Major Collector	\ <u>iS</u>		Replace yield signs with stop signs at	Discussed in meeting on 4/25/19 and 5/30/19. Streets could add striping the whole length if
5th Avenue	Monroe to Division	local	Urban Major Collector	Urban Major Collector	, ,		4th/Ash.	desired. High volume, bus route, stop and signal controlled, keep 4-way stops for now, future
7th Ave - Cannon - 6th	Inland Empire Way to Walnut	Urban Minor	Urban Minor Collector	Urban Minor Collector	Y		none	street department study.
Ave 9th - Rockwood	Street Grand Blvd to Cowley	Arterial Urban Collector	local *	Urban Major Collector	, Y		none	Missed this one with the Comprehensive Plan
12th Avenue	Deer Heights to Flint Road	n/a	(P) Urban Major Collector	n/a	n/a		n/a	update, need to include in next round Annexation, follow West Plains transportation
	_	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y			plan
14th-Conklin 17th Avenue	Rockwood to Southeast Grand to Upper Terrace	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y		none	Short distance, low volume Short distance, low volume
17th Avenue	SE Blvd to Ray	Urban Minor	Urban Major Collector	Urban Major Collector	Y		none	Short distance, low volume
17th Avenue	Ray to Freya	Arterial local	Urban Major Collector	Urban Major Collector	N		Discuss with Plan Commission. Would require adding stop signs. Per meeting on	Connects to county, could make sense for upgrade now.
17th Avenue	Freya to Glenrose/Havana- Yale	local	Urban Major Collector	Urban Major Collector	N		5/30/19 Discuss with Plan Commission. Would require adding stop signs. Per meeting on	Connects to county, could make sense for upgrade now.
18th-21st Avenue	Hazelwood to Flint Road	n/a	(P) Urban Minor Arterial	n/a	n/a		5/30/20 n/a	Annexation
18th (Granite) Avenue	Flint Road to Technology Blvd	n/a	Urban Minor Arterial	Urban Minor Arterial	Υ		none	Annexation, striped
Totil (Graffite) Aveilde	Technology Blvd to Spotted	liya		Orban Willor Arterial	H.		none	Amexadon, surped
18th Avenue 25th Avenue	Road Bernard to Grand	n/a Urban Collector	(P) Urban Minor Arterial Urban Minor Collector	n/a Urban Minor Collector	n/a Y		n/a none	Annexation Short distance, low volume
27th Avenue	Southeast Blvd to Ray	local	Urban Minor Collector	Urban Minor Collector	N		Add stop signs at side streets per meeting	4000 ADT - near threshold for centerline
44th Avenue	Crestline to Altamont	local	(P) Urban Major Collector	local	N		on 4/25/19. none	striping Add stop signs after the last two blocks are paved
44th Avenue	Altamont to Regal	local	Urban Major Collector	local	N		none	Wait until blocks to the west are paved before upgrading to collector status.
44th Avenue	Regal to Freya	local	Urban Major Collector	Urban Major Collector	Υ		none	
49th Avenue	Perry to Crestline	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ		none	
195 frontage	Lindeke to Thorpe	n/a	(P) Urban Minor Arterial	n/a	n/a		none	
Alberta	Five Mile to Cascade Way	Urban Collector	local *	Urban Minor Collector	Y		none	Set up as a neighborhood collector street when the subdivision was platted. Missed during Comprehensive Plan update. Has stop signs.
Alberta	Francis to Woodside	local	Urban Minor Collector	Urban Minor Collector	N		Discuss with Plan Commission. Would require adding stop signs. Per meeting on 5/30/20.	Connects to signal, no stop signs, higher volumes,
Altamont Blvd	9th Avenue to Mount Vernon	local	local	local	N		none	No stop signs, low vol, downgrade
Assembly Aubrey L White Pkwy - Downriver Drive	Sunset Hwy to city limits Rifle Club Road to TJ Meenach	local	Urban Major Collector Urban Major Collector	Urban Major Collector Urban Major Collector	Y		none	Has stop signs and striping
Austin Road	Five Mile Road to Quamish	local	Urban Minor Collector	Urban Minor Collector	Υ		none	Has stop signs and striping
Austin Road	Quamish to Strong Road	local	(P) Urban Minor Collector	local	N		none	Wait until paved for classification upgrade
Barnes Road	Indian Trail to Strong Road	Urban Collector	Urban Major Collector	Urban Major Collector	Υ		none	
Barnes Road	Indian Trail to Sundance	Urban Collector /	Urban Major Collector	Urban Major Collector	Υ		none	Striped, stop signs
Barnes Road	Sundance to SR 291	Urban Collector /	local	local	N		none	Stop sign at the end of cul-de-sac is for private road
Belt Street	Francis to 5-Mile	local	local	local	N		none	incline, sight distance, no signal, has grade issues near 5-mile road
Bernard St	SFB to 1st	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ		none	
Campus Drive	12th to US 2	n/a	(P) Urban Minor Collector	Urban Minor Collector	Υ		none	low volume, short segment, will connect two arterials, under construction now
Cascade Way	Five Mile to Austin	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ		none	Has stop signs
Cascade Way	city limits to Division	local	Urban Major Collector	Urban Major Collector	Y	_	none	
Cedar Street	Broadway to Summit Pky	local	Urban Minor Collector	Urban Minor Collector	N		Switch stop signs at College Ave/Cedar Street per meeting on 4/25/19.	Gateway to Kendall Yards
N Cedar Road	Strong to Country Homes	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Υ		none	
S Cedar Road	Spokane-Cheney to CL	Urban Collector	Urban Major Collector	Urban Major Collector	Υ		none	Volume
N Crescent-Center (Indiana)	Perry to Upriver	local	Urban Major Collector	Urban Major Collector	Υ		none	Crosses railroad tracks and makes a connection between two arterials
Central Avenue	Wall to Addison	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ		none	Low volume, short arterial
Colton St	Hoerner to Magnesium	local	Urban Minor Collector	Urban Minor Collector	Υ		none	Volumes, signal at end
Comanche Drive	Sundance to Indian Trail	local	local	local	N		none	
Crestline Street	34th to 37th	local	local	local	N		none	Council removed from Arterial Street Plan in May 2019
Crestline Street	34th to 31st	local	local	local	N		none	Council removed from Arterial Street Plan in May 2019
Dakota St	Holland to Jay	local	Urban Minor Collector	local	Y		none	Has stop signs, intersection striping, apartments, back of grocery store, wait for now on upgrade.
Dakota St	Jay to Magnesium	local	(P) Urban Minor Collector	local	N		none	Partially dirt and blocked with guardrail
Deer Heights Road	12th Avenue to 18th-21st	n/a	Urban Minor Collector	Urban Minor Collector	Υ		none	,
Deska - West - Rosamund - 13th	Assembly to Lindeke	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y		none	
	Cedar to Meadowlane	Urban Collector	Urban Major Collector	Urban Major Collector	Y		none	Volume
Eagle Ridge Blvd	i	1			_			
Erie Street	Sprague Way to MLK	local	Urban Major Collector	Urban Major Collector	Υ		none	Will carry heavier traffic with development
	Sprague Way to MLK Hayford to Geiger	local n/a	Urban Major Collector Urban Major Collector	Urban Major Collector Urban Major Collector	Y		none	Will carry heavier traffic with development Annexation
Erie Street			*	,				

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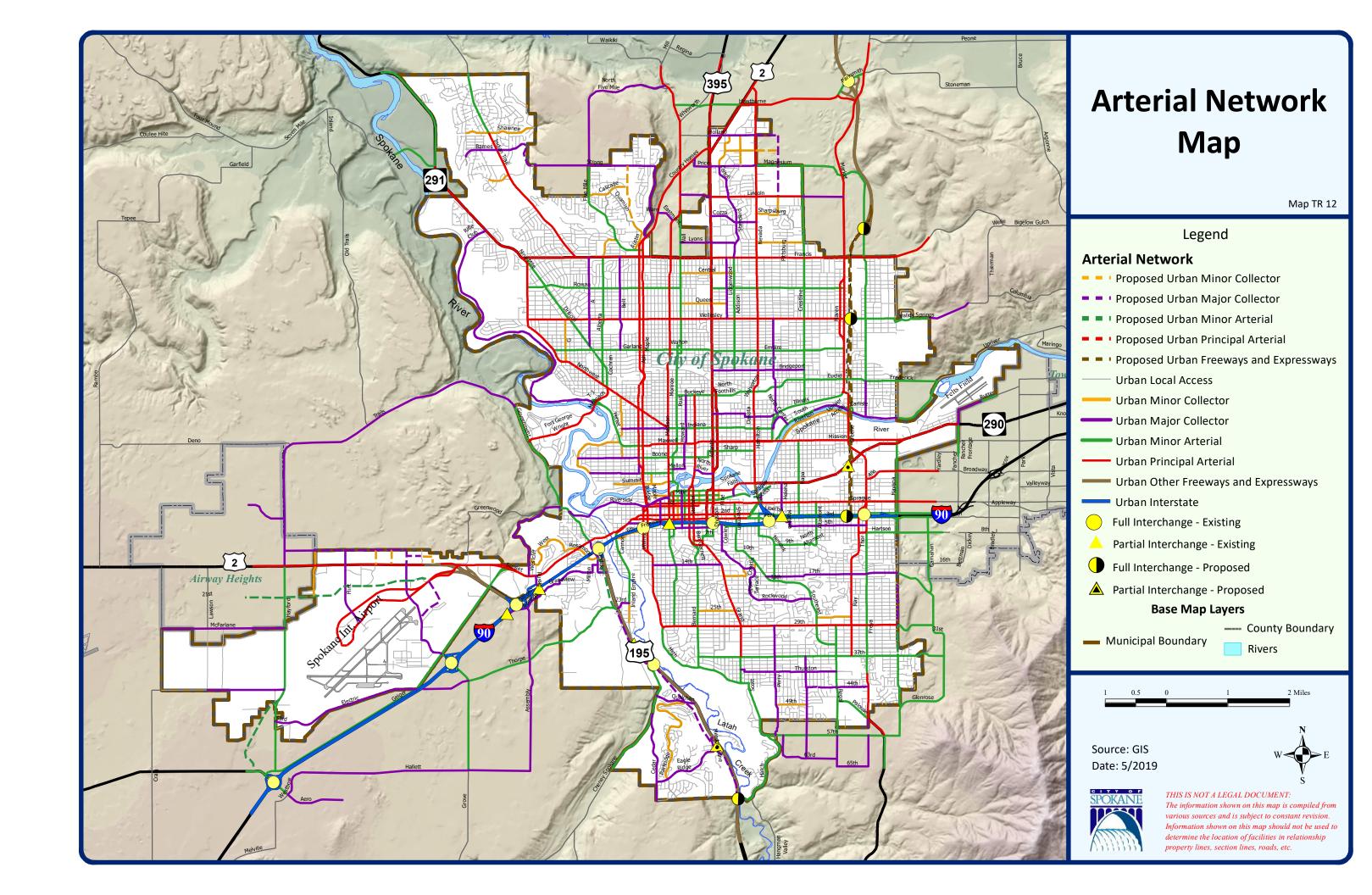
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		Current SMC	Comprehensive Plan (2017)	Proposed SMC	Side Street Intersection Control	Immediate Traffic Control Changes	
Roadway	Segment	12.08.040	after 2019 amendment	Operational Map	Side Stre Intersec Control	Needed?	Notes
Flint Road	12th to US 2	n/a	Urban Major Collector	Urban Major Collector	Y	none	Annexation
Flint Road	US 2 to Airport Drive (some private)	n/a	Urban Major Collector	Urban Major Collector	Y	none	Annexation
Freya Street	37th to Hartson	Urban Collector	Urban Minor Arterial	Urban Minor Arterial	Υ	none	
Freya Street	Palouse Hwy to 55th	n/a	Urban Major Collector	Urban Major Collector	Υ	none	Annexation
Geiger Blvd	Electric Ave to Sunset Hwy	n/a	Urban Minor Arterial	Urban Minor Arterial	Y	none	Annexation
Government Way	Sunset to Greenwood	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Y	none	
Grove Road	Sunset to city limits	n/a	local *	Urban Minor Collector	Y	none	Annexation. Missed this one with the Comprehensive Plan update.
Havana Street	29th to Congress (or Dearborn)	local	(P) Urban Major Collector	local	N	none	Plan for future development in the area
Havana Street	37th to 29th	local	(P) Urban Minor Arterial	local	N	none	Plan for future development in the area
Hawthorne Road	US 2 to Nevada	Urban Minor Arterial	Urban Principal Arterial	Urban Principal Arterial	Υ	none	
Hayford Road	49th To McFarlane	n/a		Urban Minor Arterial	Υ	none	Annexation - one segment in city limits
Helena Street	Magnesium to Lincoln	n/a	(P) Urban Major Collector	n/a	n/a	none	Future grid system
Helena Street	Lincoln Rd to Sharpsburg	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	Has stop signs, natural connection into neighborhood, make a collector, but lower speed
Helena Street	Trent to Mission	local	local	local	N	none	Not used as a collector, intersection at Mission has bad sight distance and turn restrictions. Springfield has stops signs but not the side streets north of the tracks
Hoerner Dr	Colton to Holland	local	Urban Minor Collector	Urban Minor Collector	Υ	none	has stop signs, striping, signal
Howard Street	Mallon to Boone	Urban Collector	Urban Major Collector	Urban Major Collector	Y	none	connectivity, striped, has stop signs
Inland Empire Way	23rd to Oak	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	Makes a dead-end now, downgrade
Jay Street	Colton to Nevada	local	Urban Minor Collector	Urban Minor Collector	Υ	none	Striped
Jefferson Street	Riverside to Freeway Ave	local	Urban Major Collector	Urban Major Collector	Υ	none	Connects to I-90 and several arterials, controlled intersections
Lidgerwood Street	Lyons to Francis	Urban Collector	local	local	Υ	none	Turns have been restricted at Francis, lower volume
S Lincoln Blvd - Lincoln Way	Qualchan Drive to Parkridge	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	voidine
Lindeke-16th	Sunset Blvd to US 195	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Y	none	
Lyons	Division to Atlantic	local	Urban Major Collector	Urban Major Collector	Y	none	Striped, continues west into County as a collector
Lyons	Nevada to Crestline	local	Urban Minor Collector	Urban Minor Collector	N	Install stop signs on side streets, remove all way stop at Pittsburg - meeting 5/30/19.	
Main Avenue	Cedar to Monroe	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	The yield sign at Main/Cedar could be changed to a stop sign.	Striped
Main Avenue	Monroe to Pine	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Y	none	Downgrade due to Riverside extension and shifting of traffic
Mallon Ave	Monroe to Howard	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Υ	none	Connectivity
Meadowlane Rd.	195 to Eagle Ridge Blvd	Urban Collector	Urban Major Collector	Urban Major Collector	Υ	none	Volume
Mt. Vernon	S Altamont Blvd to 17th	local	local	local	N	none	Low volume, narrow street, no stops
MLK Boulevard North River Drive	Division to SR 290 Washington to Division	n/a Urban Minor	Urban Minor Arterial Urban Major Collector	Urban Minor Arterial Urban Major Collector	Y	none	New arterial connection
Pacific Park	Valerie to Indian Trail	Arterial local	Urban Minor Collector	Urban Minor Collector		Change yield sign at Pacific Park / Valerie to a stop sign per meeting on 4/25/19. Add	
		Urban Minor				End Arterial signs if desired.	
Palouse Highway	Regal to Freya	Arterial	Urban Minor Arterial	Urban Minor Arterial		none	
Pamela Street Parkridge Blvd	Barnes Road to Pacific Park S Lincoln Way to Eagle Ridge	local Urban Collector	local Urban Minor Collector	local Urban Minor Collector	N Y	none	No stop signs, suggest downgrade
Perry Street	29th to 37th	Urban Minor	Urban Major Collector	Urban Major Collector	Y	none	
Perry Street	Wellesley to Francis	Arterial local	local	local	N	none	No stop signs
Pine Street	Spokane Falls to MLK	Urban Principal	Urban Minor Collector	Urban Minor Collector	Y	none	
Pittsburg	Lyons to Francis	Arterial / local Urban Collector	local	local	Y	none	Keep as a local street. Streets to determine if any traffic control modifications are needed.
Pittsburg	Sharpsburg to Weile	Urban Collector	local	local	N	none	Residential street, has stops at entry to neighborhood but not at all streets
Post Street	3rd to Main	Urban Minor	Urban Minor Collector	Urban Minor Collector	Y	none	
Post Street	Spokane Falls to Summit	Arterial Urban Minor	Urban Minor Arterial	Urban Major Collector	Y	none	Need to change to Urban Major Collector in
Qualchan Drive	Parkway Cheney-Spokane to 195	Arterial Urban Collector	Urban Major Collector	Urban Major Collector		none	next Comp Plan update
Quamish Drive	Austin to Cascade Way	Urban Collector	local	Urban Major Collector	Y	none	Keep stop signs until Austin Road is paved, then consider removal and re-classification of
Queen	Wall to Lidgerwood	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	road. Low volume, short arterial
Riverside	Monroe to Government Way	Urban Minor	Urban Major Collector	Urban Major Collector	Y	none	,
Rowan Avenue	Assembly to Wall	Arterial Urban Minor	Urban Major Collector	Urban Major Collector	Υ	none	
Rustle Road - Garden	Sunset Blvd to Assembly	Arterial Urban Minor	Urban Major Collector	Urban Major Collector	Y	none	
Springs Rutter Avenue	Fancher Road to city limits	Arterial local	Urban Major Collector	Urban Major Collector	Y	none	
Sharpsburg Avenue	Nevada to Helena	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	has stop signs
Shawnee Avenue	Sundance to Indian Trail	local	Urban Minor Collector	local	N	none	Wait on this one until Douglass property to the south is developed. Monitor after development.
Shawnee Avenue	Indian Trail to Wieber	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	
Sherman Street	Spokane Falls to MLK	local	Urban Major Collector	Urban Major Collector	Υ	none	

2

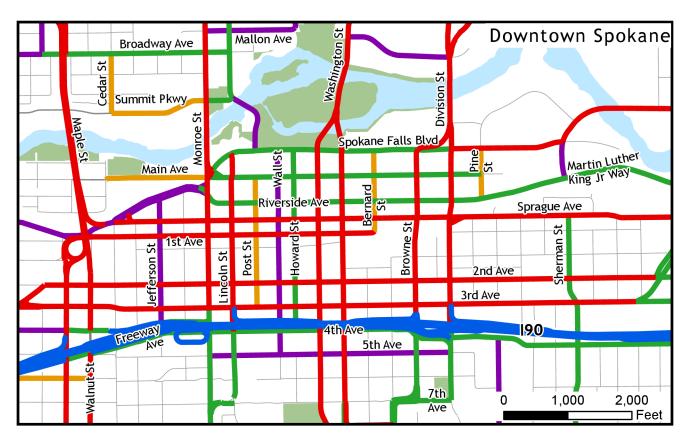
Roadway	Segment	Current SMC 12.08.040	Comprehensive Plan (2017) after 2019 amendment	Proposed SMC Operational Map	Side Street Intersection Control	Immediate Traffic Control Changes Needed?	Notes
South Riverton	Mission to Greene	Urban Collector	Urban Minor Collector	Urban Minor Collector	Y	none	
Spokane Falls Blvd	Monroe to Division	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Y	none	Traffic shift to Riverside, pairs with Main for couplet
Spotted Road	US 2 to Airport Dr	n/a	Urban Major Collector	Urban Major Collector	Υ	none	Annexation
Strong Road	5 Mile Road to Cedar Road	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Y	none	Collector designation matches Cedar and Strong in county
Strong Road	Indian Trail to water tower	local	local	local	N	none	
Summit Parkway	Cedar to Monroe	n/a	Urban Minor Collector	Urban Minor Collector	Y	none	Will not make a continuous connection to Summit Blvd
Sundance Drive	Shawnee to Iroquois Dr.	local	local	local	N	none	No stop signs or striping
Sunset Highway	US 2 to Assembly	n/a	Urban Principal Arterial	Urban Principal Arterial	Y	none	
Thorpe Road	City Limit to 195	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Y	none	
Thorpe Road	Craig Road to Lawson Road	n/a	local *	local	Y	none	Wait for development and paving to upgrade
Thorpe Road	Lawson Road to Hayford	n/a	Urban Major Collector	local	Y	none	Wait for development and paving to upgrade
Thurston Avenue	Grand to Perry	local	Urban Major Collector	local	N	none	Remove from Comprehensive plan with future update.
Upper Terrace	Rockwood to 17th	Urban Collector	Urban Minor Collector	Urban Minor Collector	Υ	none	
Wall Street	3rd to 5th	local	Urban Major Collector	Urban Major Collector	Υ	none	Extend Collector south to 5th, has intersection control
Wall Street	SFB to 3rd	Urban Minor Arterial	Urban Major Collector	Urban Major Collector	Y	none	
Woodridge Drive	Shawnee to Bedford	local	local	local	N	none	No stop signs, low vol, downgrade
Woodside Ave	Alberta to Five Mile	local	Urban Minor Collector	Urban Minor Collector	N	Discuss with Plan Commission. If upgraded could add arterial turn signs.	Well-used connection between Francis and Five Mile, school traffic has increased, Alberta/Woodside has a traffic circle now, Alberta and this part of Woodside should match.

^{*} A few streets were missed during the 2017 Comprehensive Plan update process. They are shown as locals but should be a higher classification. They will be addressed in the next update.

3



City of Spokane Official Arterial Street Map SMC 12.08.040



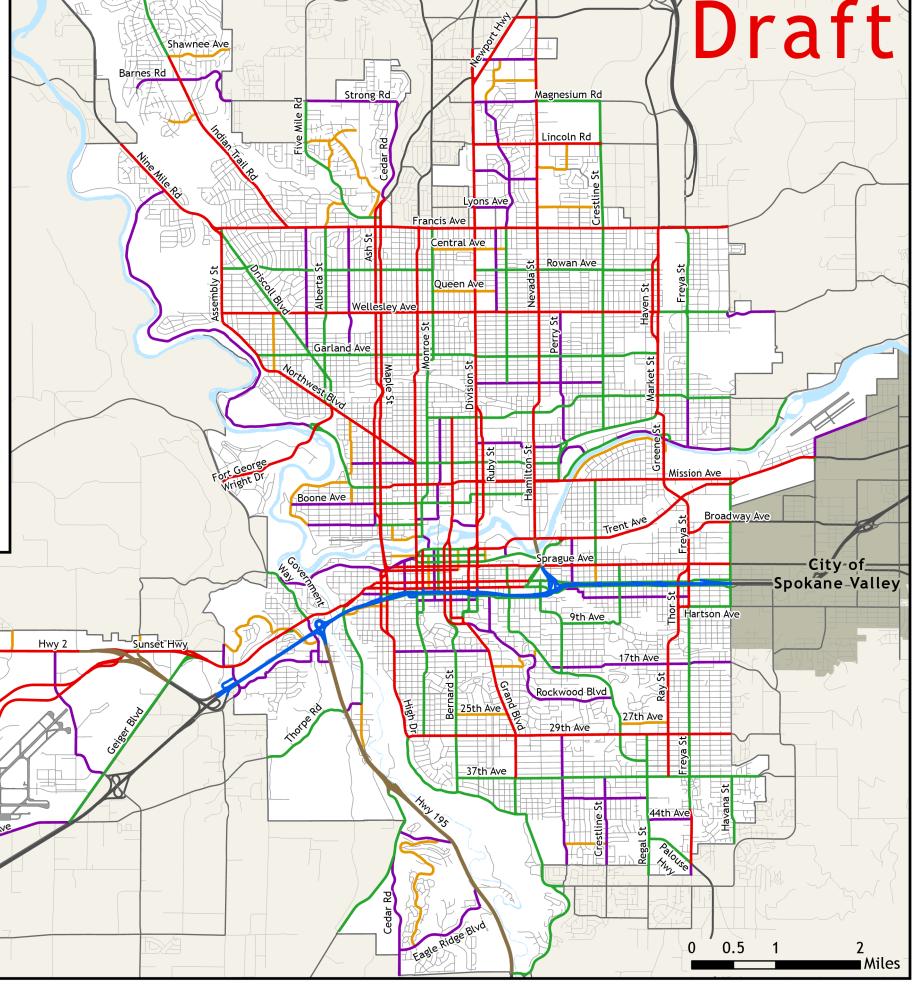
City of

Airway Heights

arious sources and is subject to constant revision. Information shown on this map should not be used to

etermine the location of facilities in relationship

property lines, section lines, streets, etc.

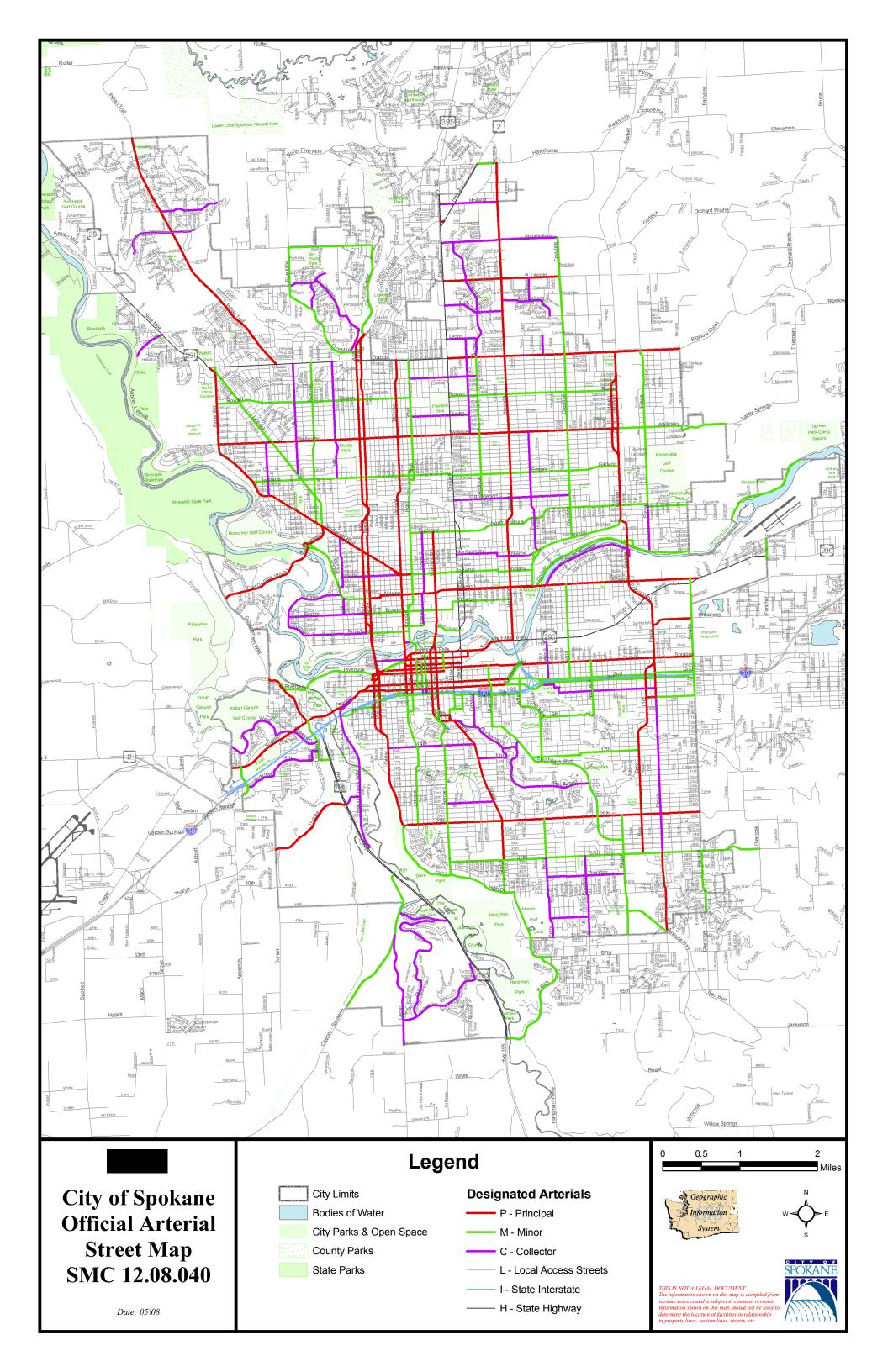


Legend

- Urban Other Freeways and Expressways
- ✓ Urban Principal Arterial

- Urban Local Access
- City of Spokane
- Stream or River

Date: June 2019



BRIEFING PAPER

City of Spokane

Plan Commission Workshop June 26, 2019

Subject

Proposed Comprehensive Plan Amendment, file number **Z18-958COMP**, comprising a new proposed policy for Chapter 3 Land Use, of Shaping Spokane, the City's Comprehensive Plan. This proposal is included in the 2019 Annual Comprehensive Plan Amendment Work Program by <u>Resolution 2018-0011</u>. The original proposed text of this new policy is attached to this Briefing Paper. Staff are proposing a minor amendment to the proposed text for clarity.

Background

The City of Spokane proposes to add a new policy to Chapter 3, Land Use, encouraging transit-supported development within the vicinity of high-performance transit (HPT) routes within the City of Spokane. HPT routes such as the Central City Line provide a unique opportunity for density and mixed-use development that serves and is served by the HPT amenities. High Performance Transit routes are described by the Comprehensive Plan in Chapter 4, Transportation.

The potential for increased development density and additional public amenities in the vicinity of the HPT stations in the City was studied in the "Central City Line Strategic Overlay Plan" prepared by the City of Spokane and the Spokane Transit Authority (STA) in 2016. The City recognized this plan by Resolution 2016-0076.

Upon the initiation of the public comment period on May 28, 2019 continuing through July 29, 2019, City Staff began presenting the proposed language and its potential ramifications at various public events, including the June meeting of the Neighborhood Community Assembly and the May meeting of the Community Assembly Land Use Subcommittee. At those meetings some attendees raised questions about the potential effect of the policy, specifically which transit lines qualify as HPT lines and which locations might see a land use change in the future as a result of this policy.

Upon consultation with both STA staff and the project applicant (Council President, Ben Stuckart), staff began to develop potential refinements to the policy language that would clarify and illuminate potential locations and impacts of the proposed policy language.

Impact

Following consideration of public comments and discussions with STA staff and the project applicant, Planning staff have identified three potential issues with the language that could be remedied. They are:

- 1. **Identified HPT Lines in Chapter 4.** The proposed promotion of transit-supported development along any line with 15-minute service is not sufficiently specific. There are many potential high-frequency lines that could be funded in the future in Spokane (see Map TR-6 in Chapter 4 of the Comprehensive Plan). STA has not yet identified funding for many of these lines and is not actively developing plans for those routes. Of those routes, only six are currently under development by STA, their funding approved as part of a voter-approved funding mechanism. These routes include the Central City Line, Monroe/Regal Line, Division Line, Cheney Line, I-90/Valley Line, and the Sprague Line. A map is attached showing these primary HPT routes. Staff recommends an amendment to the policy text to clarify this relationship.
- 2. **Focus on "stops" not lines.** The current limitation that transit-supported development is appropriate along lines should be refined to be only within the vicinity of stops. For instance, the Cheney line is one of the possible routes that could qualify for this policy. However, the Cheney line does not stop in the City of Spokane after the initial station downtown. By not specifying "stops" this policy could seem to call for additional density along portions of the City that aren't actively served by this line. A map is attached showing the portions of the City that would be within ½ mile of a stop for the six lines described in number 1 above.
- 3. Interaction with the focused-growth strategy of Centers & Corridors. A potential conflict exists wherein the proposed policy could be seen to call for a change of use that is inconsistent with the land use policies under Goal 3, Efficient Land Use. Staff recommends a sentence within the discussion of the proposed policy citing the need for any future land use changes as a result of this policy to conform to the requirements of Goal 3 and its policies.

Next Steps

Planning staff will present these potential issues and some recommended remedies at the June 26 Plan Commission Workshop for your consideration. Staff seeks an approved motion by the Plan Commission at that meeting to amend the proposed policy language. By proposing an amendment to the language this early in the public comment period, staff can inform the public of any changes and garner input on the updated version of the policy prior to the completion of the public comment period.

Attachments:

- Original proposed amendment with staff-suggested language modifications.
- Copy of Map TR6, High Performance Transit Network, from the Comprehensive Plan.
- Map of funded or partially-funded HPT routes with illustrated quarter-mile buffers around stations.
- Excerpt from Chapter 4, Transportation, of the Comprehensive Plan, showing discussion of high-performance transit.



Transit-Supported Development

Proposed Comprehensive Plan Text Amendment

PROPOSED AMENDMENT TEXT W/ STAFF RECOMMENDED CHANGES

The following text would be added, verbatim, to Chapter 3, Land Use, Shaping Spokane—the 2017 Comprehensive Plan Update. New text is shown <u>underlined</u>. The existing goal LU 4 is shown for reference.

LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

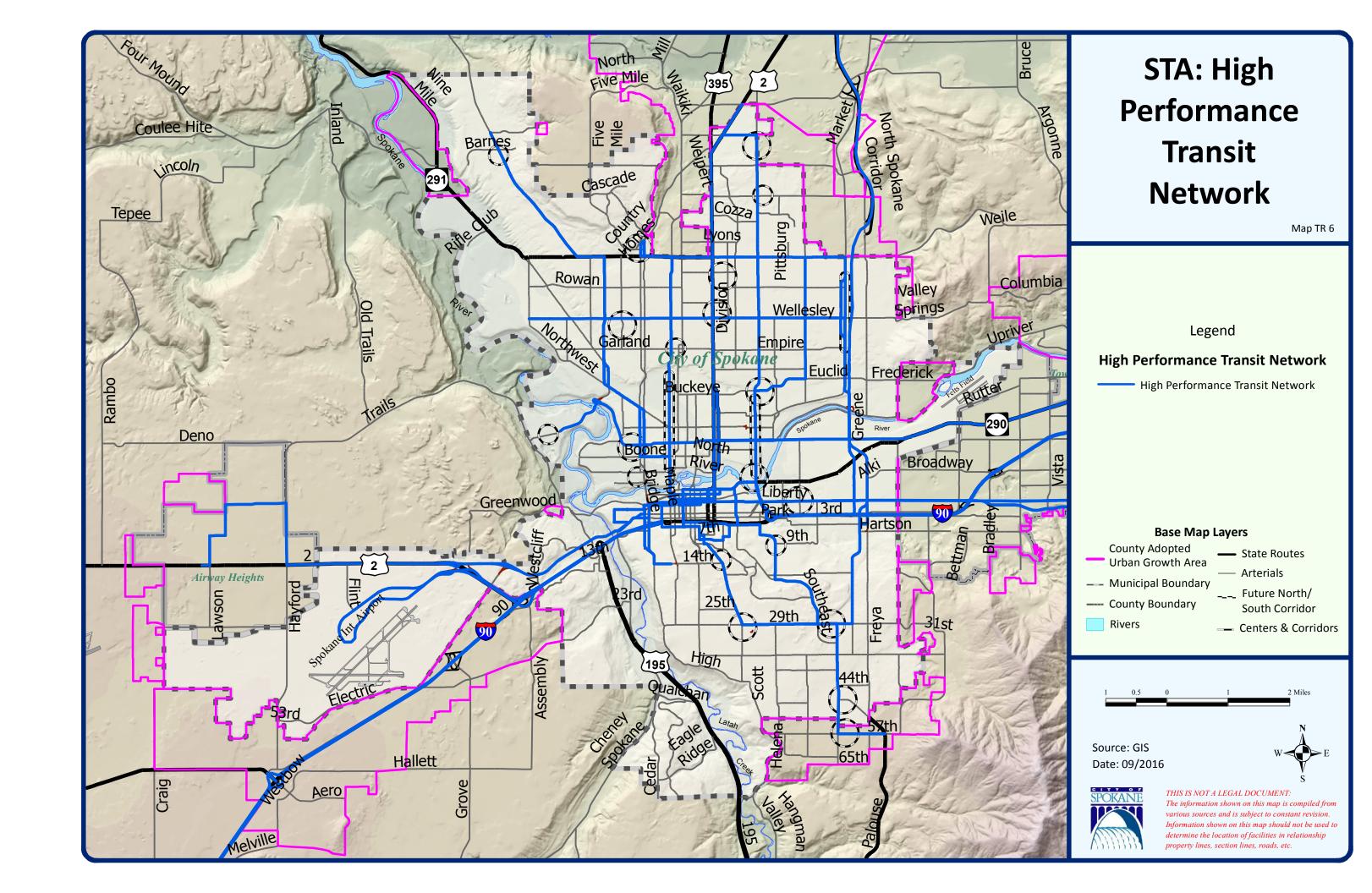
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LU 4.6 Transit-Supported Development

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops on lines described in Chapter 4. corridors and other transit corridors with service of at least every 15 minutes during weekdays.

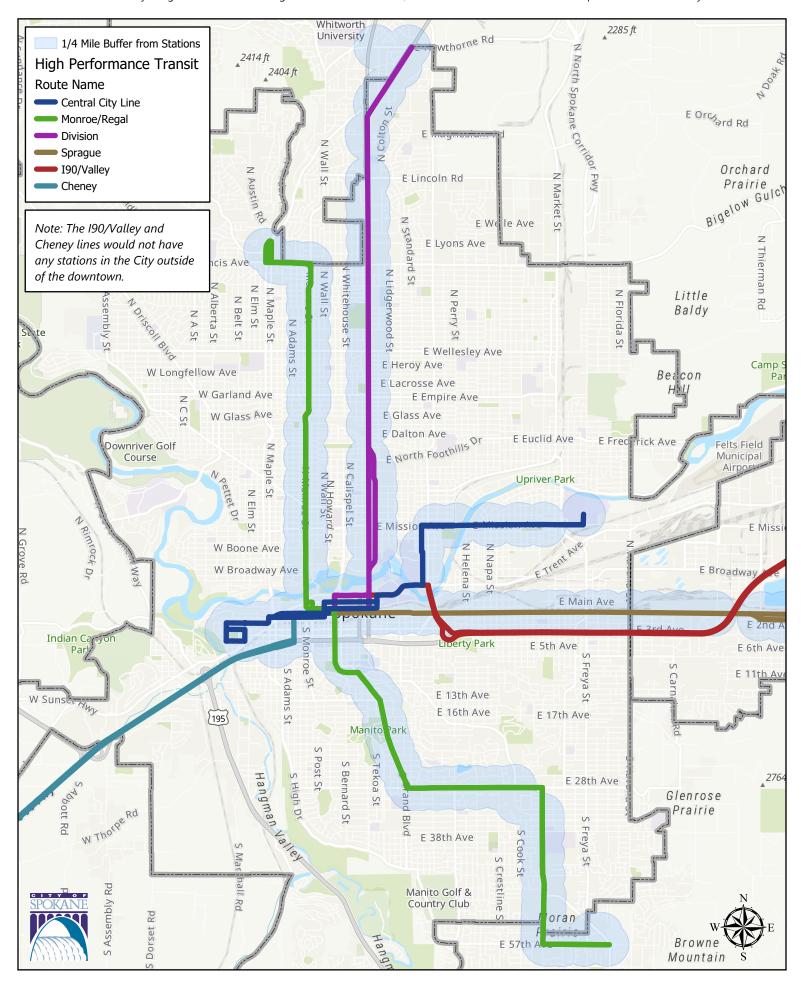
<u>Discussion</u>: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors. This policy is intended to support development along those lines described in Chapter 4 for which there exists a description of the route, generally those that have been funded or partially-funded by STA.

Any future land use changes as a result of this policy should conform to the requirements of Goal 3, Efficient Land Use, and the policies implementing it.



Funded or Partially-Funded HPT Routes in Spokane w/Buffer From Stations

Drawn by: Neighborhood and Planning Services Date: June 19, 2019 Source for Transit Locations: Spokane Transit Authority



City of Spokane Comprehensive Plan

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.



City of Spokane Comprehensive Plan

- 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.
- 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.
- 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.



City of Spokane Comprehensive Plan

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



BRIEFING PAPER

City of Spokane

Plan Commission Workshops

Annual Comprehensive Plan Amendment Work Program June 12, June 26, July 10, and July 24, 2019

<u>Subject</u>

The Plan Commission reviews the City of Spokane Annual Comprehensive Plan amendment work program items each year. A summary report outlining the 2019 proposed amendments is attached.

- The public comment period of 60 days is currently running from May 28 to July 29, 2019. Notification to properties within 400 feet and signs have been posted on the subject properties. Neighborhoods with land use plan map changes proposed have been notified several times. These are Nevada Heights, East Central, and North Hill.
- Plan Commission workshops occur during the public comment period.
 These are a chance for staff to introduce the proposals and Comprehensive Plan policy. The applicant may also speak to the Plan Commission. The following dates have been scheduled for workshops:
 - **June 12** 15 E Walton (Z18-882) and Princeton/Madison (Z18-884)
 - **June 26** Princeton/Madison (Z18-884, continued) and Text Amendment LU 4.6 Transit-Supported Development (Z18-958)
 - **July 10** 701 S Sherman (Z18-883) **(new date)** and Text Amendment LU 1.8 General Commercial Uses (Z19-002)
 - **July 24** Text Amendment LU 4.6 Transit-Supported Development (Z18-958)
- A Plan Commission public hearing is tentatively scheduled for September 11, 2019

Background

The City of Spokane accepts applications to amend the text or maps in the Comprehensive Plan between September 1 and October 31 of each year, per SMC 17G.020. All complete applications received are reviewed by a city council subcommittee and city council. Those placed on the Annual Comprehensive Plan Amendment Work Program for the City of Spokane will begin full review early in the calendar year. Anyone may make a proposal to amend the City's Comprehensive Plan.

The City of Spokane's Comprehensive Plan addresses many facets of city life, including land use, transportation, capital facilities, housing, economic development, natural environment and parks, neighborhoods, social health, urban design, historic preservation, and leadership. The City of Spokane is committed to

1

June 20, 2019

conducting an annual process to consider amendments to the comprehensive plan. The Growth Management Act (GMA) specifies that amendments to a comprehensive plan cannot be made more frequently than once per year. The purpose for this is two-fold: it gives the plan stability over time, avoiding spontaneous changes in response to development pressures, and it groups all proposed amendments in a common process for consideration, providing the opportunity to examine their collective effects on the plan.

Plan Commission consideration of each amendment proposal on the Work Program will be conducted at public workshops held during the public comment period, typically in the summer. Plan Commission will hold a public hearing and forward recommendations to the City Council. The City Council considers the amendment proposals, staff report, and Plan Commission's amendment recommendations within the context of its budget discussions, and acts on the amendment proposals prior to or at the same time as it adopts the City budget, usually late fall.

Plan Commission Consideration of the Proposed Amendments

- The decision criteria for each proposal will be reviewed in the written staff report before the Plan Commission Public Hearing. The staff report will be available to the applicant, the Plan Commission, and the public prior to the hearing. The decision criteria are outlined in the Spokane Municipal Code in section SMC 17G.020.030.
- Plan Commissioner review of policies adopted in <u>Chapter 3 Land Use</u> will be useful in discussion both at workshops and during hearing deliberations. Chapter 3 is attached in your packet. <u>The Comprehensive Plan is online</u>.
- Site visits prior to the workshops will assist the workshop and deliberations.
 The sites are described on the webpage. If additional location information is needed, please contact staff.

More Information

- 2018/2019 Proposed Comprehensive Plan Amendment Page: <u>my.spokanecity.org/projects/2018-2019-proposed-comprehensive-plan-amendments/</u>
- Spokane Municipal Code, Chapter 17G.020 Comprehensive Plan Amendment Procedure:

2

- my.spokanecity.org/smc/?Chapter=17G.020
- Shaping Spokane: Comprehensive Plan: <u>my.spokanecity.org/shapingspokane/comprehensive-plan/</u>

Contact Information:

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Nathan Gwinn, Assistant Planner 509-625-6893 ngwinn@spokanecity.org

Kevin Freibott, Assistant Planner 509-625-6184 kfreibott@spokanecity.org

June 20, 2019



Comprehensive Plan Amendments

Plan Commission Workshop

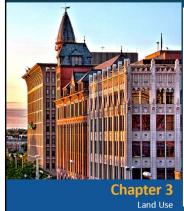
4502-4508 N. Madison St. & 4601 N. Monroe St.: Z18-884COMP

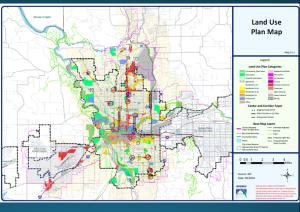
Fransit-Supported Development: Z18-958COMF

June 26, 2019

www.spokanecity.org/projects

Land Use Amendment Proposals





my.spokanecity.org/shapingspokane/comprehensive-plan/

2019 Comprehensive Plan Amendment Work Program

- Ad Hoc Committee Recommendation: Jan. 15, 2019
- Adopted by City Council Res. 2019-0011: Feb. 25, 2019

Land Use Plan Map Amendments – Private Applications		
• Z18-882	HA Tombari LLC	15 East Walton Avenue
• Z18-883	Acceleration Phys. Therapy	701 and 707 South Sherman Street
• Z18-884	Department of Ecology	near Wellesley & Monroe
• Z18-933	Ventura Land Holdings LLC (WITHDRAWN)	near Sunset & Government Way
Text Amendments Sponsored by City Council		
• Z18-958	LU 4.6 Transit-Supported Development	
• Z19-002	LU 1.8 General Commercial Uses	

Process Guidance

- Review and amendment procedures
 - Established under RCW 36.70A.130
 - SMC 17G.020, Comprehensive Plan Amendments
 - Allows once per year amendment process (except emergency or subarea plans)
- Cumulative impact of all proposed changes must be considered
- State Environmental Policy Act (SEPA) review must be completed



Procedural Steps after Annual Amendment Work Program Set

Agency & Departmental Review

Apr

April 5-30, 2019

Notice of Application & SEPA Review

May 28, 2019

Public Comment Period

May 28-July 29, 2019

• Plan Commission Substantive Workshops

June 12, June 26, July 10, and July 24, 2019

SEPA Determinations

August 2019 (est.)

 Notice of Plan Commission Hearing & SEPA Determinations

August 2019 (est.)

Plan Commission Hearing

September 2019 (est.)

City Council Action

Fall 2019

File Z₁8-88₄COMP

Princeton and Madison Department of Ecology

Z18-884COMP (Department of Ecology)

- <u>General Location:</u> 4502-4508 N Madison St, 4601 N Monroe St
- Current and Proposed Land Use:

Residential 4-10 to Office

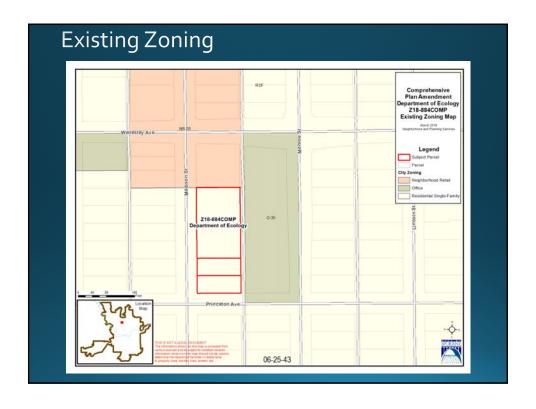
- Current and Proposed Zoning: RSF to O-35
- <u>Parcels:</u> 35062.3610, 35062.3609 (vacant); 35062.3619 (Parking Lot)
- Parcel size: 0.85 acre total
- Neighborhood Council: North Hill

Aerial

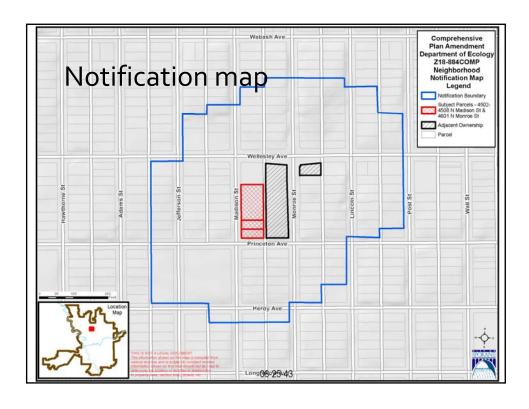


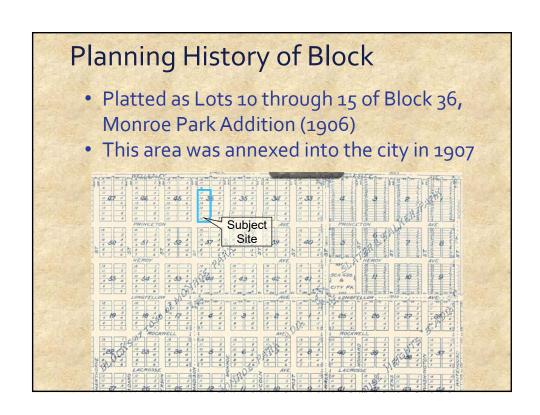


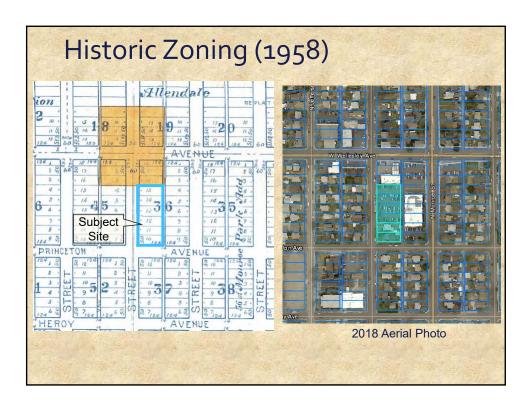


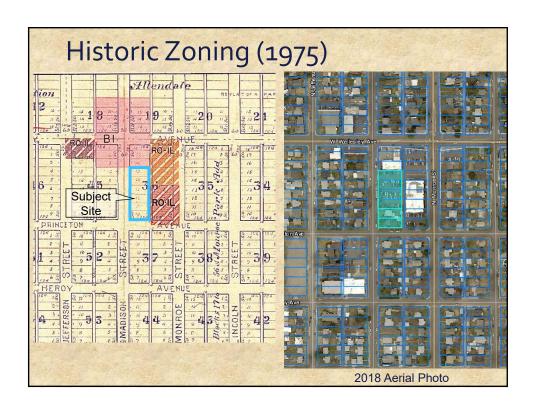


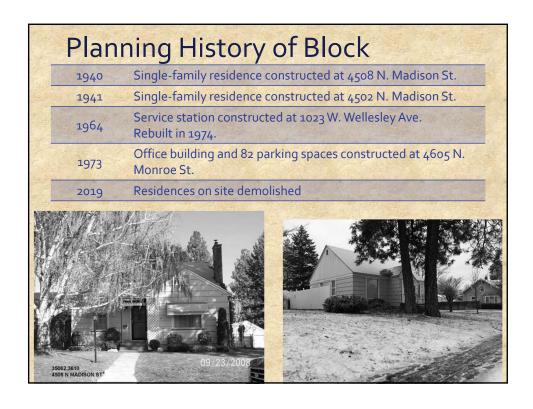


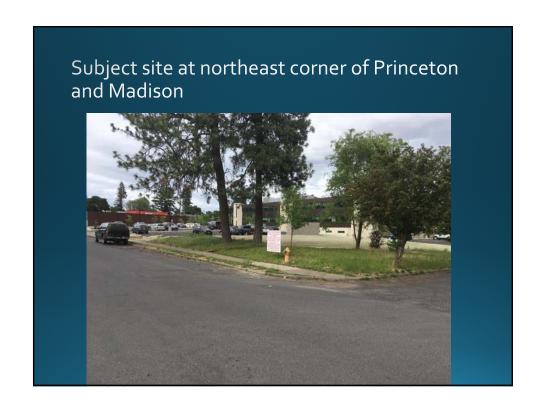


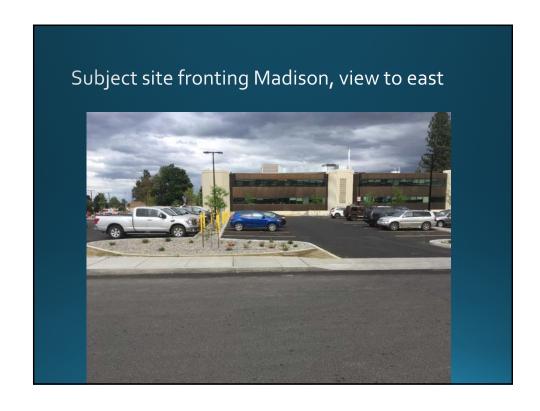




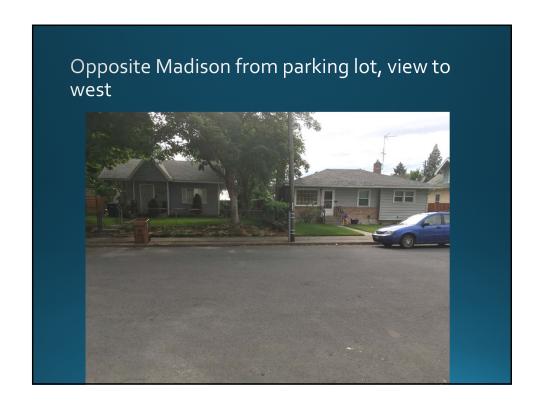


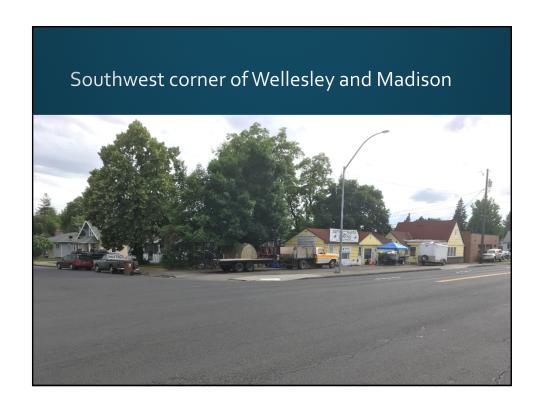


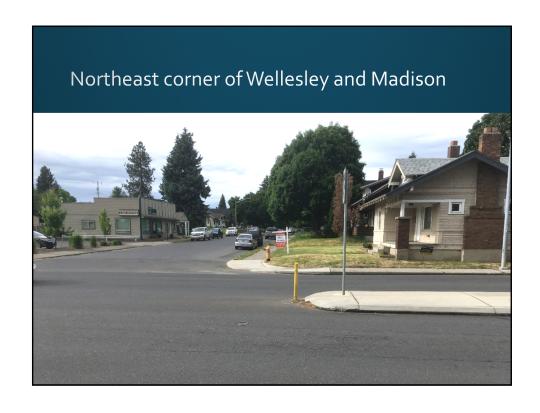










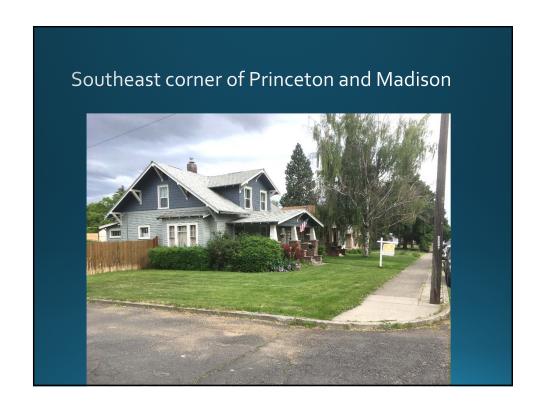




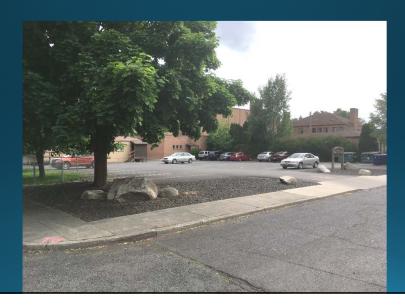








Southwest corner of Princeton and Madison



Existing Policy LU 1.3 Single-Family Residential Uses

"Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridor."

- "The city's residential neighborhoods are one of its most valuable assets. They are worthy of protection from the intrusion of incompatible land uses."
- "Centers and Corridors provide opportunities for complementary types of development and a greater diversity of residential densities."
- "Complementary types of development may include places for neighborhood residents to work, shop, eat, and recreate."

Current SMC <u>Section 17C.110.100</u> Residential Zone Primary Uses

Residential Single-Family (RSF) zone

- Permitted: Residential Housing, Parks and Open Areas
- Limited: Group Living (CU), Basic Utilities, Community Service(CU), Daycare, Religious Institutions(CU), Schools (CU)
- Conditional Use: Commercial Outdoor Recreation, Colleges, Medical Center, Essential Public Facilities, Rail lines and Utility Corridors

Proposed Policy LU 1.5 Office Uses

"Direct new office uses to Centers and Corridors designated on the Land Use Plan Map."

- "...designations located outside Centers are generally confined to the boundaries of existing Office designations."
- "The Office designation is also located where it continues an existing office development trend and serves as a transitional land use between higher intensity commercial uses on one side of a principal arterial street and a lower density residential area on the opposite side of the street."

Proposed Policy LU 1.5 Office Uses (continued)

"Direct new office uses to Centers and Corridors designated on the Land Use Plan Map."

- "Drive-through facilities associated with offices such as drive-through banks should be allowed only along a principal arterial street..."
- "Ingress and egress for office use should be from the arterial street."

Current SMC <u>Section 17C.120.100</u> Commercial Zone Primary Uses

Office (O-35) zone

- Permitted: Residential, Office, Basic Utilities, Colleges, Community Service, Daycare, Medical Centers, Parks and Open Areas, Religious Institutions, Schools
- Limited: Group Living (CU), Drive-through facility, Mobile Food Vending,
- Conditional Use: Commercial Parking, Aviation and Surface Passenger Terminals, Detention Facilities, Essential Public Facilities, Rail Lines and Utility Corridors

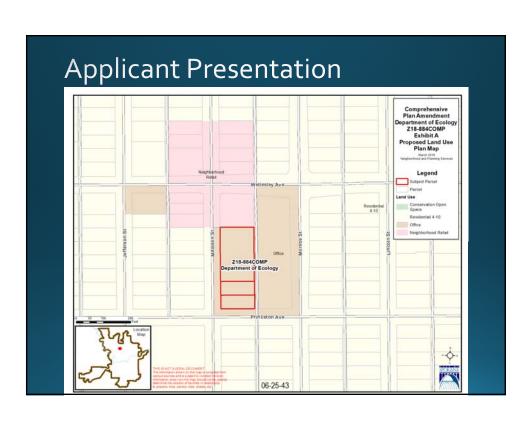
Technical Analyses

- City staff/commenters did not require any technical analyses.
- No evidence that such analyses are required/recommended.

SEPA Review

- Underway, during public comment period.
- Likely A SEPA DNS will be issued in August.

Public Comment



Plan Commission

- At hearing, will deliberate and make a recommendation to City Council.
- Spokane Municipal Code Chapter 17G.020 -Comprehensive Plan Amendment Procedure

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Section 17G.020.010 Comprehensive Plan Amendment Purpose

Guiding Principles of the annual process:

- 1. Keep the comprehensive plan alive and responsive to the community.
- 2. Provide for simultaneous review of proposals to allow for cumulative impact analysis of all applications on a City-wide basis and in conjunction with budget decisions.
- 3. Make map adjustments based on a foundation in policy language, consistently applying those concepts citywide.

Section 17G.020.010 Comprehensive Plan Amendment Purpose

Guiding Principles of the annual process:

- 4. Honor the community's long-term investment in the comprehensive plan, through public participation and neighborhood planning processes, by not making changes lightly.
- Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically and socially sustainable manner.
- 6. The proposed changes must result in a net benefit to the general public.

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Review Criteria outlined in SMC Section 17G.020.030

Criteria Include:

- Regulatory Changes, GMA,
- Financing, Funding Shortfall,
- Internal Consistency,
- Regional Consistency,
- Cumulative Effect, SEPA,
- Adequate Public Facilities, UGA

RCW 36.70A.070

Comprehensive plans—Mandatory elements.

The comprehensive plan of a county or city that is required or chooses to plan under RCW <u>36.70A.040</u> shall consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map. A comprehensive plan shall be adopted and amended with public participation as provided in RCW <u>36.70A.140</u>....

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Plan Commission Recommendation 17G.020.060 (B)(10)

- Plan Commission Recommendation is based on:
 - Review guidelines and decision criteria,
 - public input,
 - required studies,
 - staff report, and
 - SEPA determination.

Plan Commission Recommendation 17G.020.060 (B)(10)

The plan commission's recommendation may take the form of one of the following:

- Approval based on:
 - support for the proposal,
 - consistency with the comprehensive plan, and/or
 - adequate evidence to justify the need.
- Approval with conditions
 - Plan Commission may recommend conditions to the approval.

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Plan Commission Recommendation 17G.020.060 (B)(10)

- **Denial** for the following reason(s):
 - Does not comply with review guidelines or decision criteria.
 - Proposal would be more appropriately and effectively addressed through another aspect of the planning department's work program,
 - neighborhood planning, writing new regulations, etc.
 - Not enough information from the applicant to be able to reach a decision based on the merits of the proposal.

City Council Public Hearing

- Will be scheduled after Plan Commission.
- Notice will be provided via email and on the webpage.

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Information Resources

- 2018/2019 Comprehensive Plan Amendments my.spokanecity.org/projects/2018-2019-proposedcomprehensive-plan-amendments/
- Plan Commission
 my.spokanecity.org/bcc/commissions/plan-commission/
- City Council Agenda <u>my.spokanecity.org/citycouncil/</u>

Subcommittee Recommendations

Second Subcommittee Meeting

June 19, 2019



Joint Subcommittee of the Plan Commission and the Design Review Board

c/o Dean Gunderson, Sr. Urban Designer Office of Neighborhood and Planning Services 808 W. Spokane Falls Blvd. Spokane, WA 99201 To: City of Spokane

Plan Commission, and Design Review Board CC:

Heather Trautman, Planning Director Louis Mueller, Principal Planner Alex Mann, Urban Designer Kevin Freibott, Assistant Planner Melissa Wittstruck, Assistant Planner

The Joint Subcommittee of the Plan Commission and the Design Review Board (the Subcommittee), was created by the respective bodies in order to make recommendations back to the Plan Commission and the Design Review Board for procedural and process improvements related to regulations governing the built environment. It is understood that the Subcommittee's work is limited to the identification of priorities, as the work required to implement the priorities may involve a much more rigorous planning process that will likely require a broad public engagement effort, the identification and commitment of additional resources, and the involvement of a wide range of technical staff.

Based on the review of the pertinent materials and subsequent discussions by the Subcommittee (in meetings held on December 19, 2018 and January 30, 2019), the subcommittee makes the following recommendations to the full Plan Commission and the full Design Review Board:

A Shared Definition of Design

Statement of the Subcommittee:

The Subcommittee recommends to the Plan Commission and the Design Review Board that "design" is a subject broader than what is currently contemplated under code. Further, the Subcommittee recommends that there be congruency in how both the Plan Commission and Design Review Board understand the term.

Currently, the term "design elements" as mentioned in code, is not explicitly
defined and the Subcommittee recommends that it should include the structures,
environment, and full urban context.

Staff Response:

- Regarding <u>SMC 17A.020.040</u>, "D" Definitions, the term "Design Elements" should be added and defined.
- Regarding <u>SMC 04.13.015</u>, Item E, change all instances of the word "development" to "design".

- Regarding <u>SMC 17G.040.020</u>, Item G, the reference to design elements should be understood within the jurisdictional constraints of the bodies referenced (the Plan Commission, Hearing Examiner, and Planning Director).
 - Design proposals generally refers to "development projects", which fall under the authority of the Hearing Examiner and Planning Director, whereas planning studies are generally the responsibility of the Plan Commission.
 - Thus, this portion of code should be understood not as a mechanism by which the Plan Commission may review development projects (i.e., design proposals) but rather as a means by which the Plan Commission can request the Design Review Board's comment(s) on the design elements of planning studies.

Neighborhood Involvement

Statement of the Subcommittee:

- The Subcommittee recommends that, presently, the current level of neighborhood involvement is adequately addressed for the Design Review Board.
 - There should be an effort to identify opportunities to map out the types of development the Plan Commission and Design Review Board sees, the ways in which neighborhoods can become involved, and at what points in the processes this involvement may take place.

Staff Response:

 Staff concurs with the subcommittee recommendation and will work to ensure adequate engagement opportunities for all entities involved.

"Full circle" Accountability and Enforcement of Design Review Board Recommendations

Statement of the Subcommittee:

- The Subcommittee recommends that the Action Approving Authorities provide a greater level of feedback to the respective recommending entities when a departure from a recommendation is made.
 - The Subcommittee recognizes that there are opportunities to improve the adoptability of recommendations by writing actionable recommendations.

Staff Response:

- In situations where project designs are modified after the Design Review process, there should be a way for the Board to receive feedback regarding the revisions to the project's design.
- If a project comes before the Design Review Board at its recommendation meeting prior to the finalization of the project's budget and scope, it should be the responsibility of the applicant to identify those projects elements which are additive, alternate, or contingent. This should help the Board to generate recommendations based upon solid information.

Commented [GD1]: Remove reference to "full design review process" to refer to a simple comment opportunit

Commented [GD2]: Condense this to more directly respond to this concern - "feedback".

Ensure that when a change occurs on a project post-design review, there should be a feedback mechanism to inform th DRB about why the change occurred.

Improving Communication and Resolution of Issues between the Plan Commission and Design Review Board

Statement of the Subcommittee:

• The Subcommittee recommends that the Plan Commission and Design Review Board explore mutual liaisons/representatives.

Staff Response:

- We have explored the notion of mutual liaisons, and have determined that the
 necessary changes to City Charter, Spokane Municipal Code, and administrative
 procedures doesn't appear to warrant the best method of facilitating this type of
 coordination. Staff recommends that the Secretary of the Design Review Board
 (i.e., the Senior Urban Designer) reports to the Plan Commission on a regular
 basis or as requested.
- Modifications to Development Standards, Design Standards, and/or Design Guidelines

Statement of the Subcommittee:

• The Subcommittee recommends that the Plan Commission and Design Review Board address these modifications through the present Downtown Plan updates and other Sub-Area planning efforts.

Staff Response:

- Staff's recommendation: Long-range planning and the urban design group are currently pursuing the Downtown Plan Update (which will result in updates to Downtown design criteria; development standards, design standards, and design guidelines).
- Additionally, long-range planning and the urban design group are pursuing efforts to clarify design criteria outside of the Downtown area, for projects subject to design review and which do not currently have design guidelines.

Modifications to Design Review Board Triggers and Thresholds

Statement of the Subcommittee:

 The Subcommittee recommends that the respective bodies identify a set of thresholds, and a process, for projects of significance which may initiate a joint workshop held between the Plan Commission and Design Review Board.

Staff Response:

 At present, thresholds and triggers are conceptualized as separate and distinct terms which identify when a development and/or project permit application is subject to Design Review. <u>SMC 17G.040.020</u> regulates and defines the specific thresholds and triggers utilized by Spokane's Design Review process. The thresholds and triggers will be addressed in the above-mentioned recommendation for "Modifications to Development Standards, Design Standards, and/or Design Guidelines." Commented [GD3]: Reduce and clarify - add the current process regarding the temporary cessation effort pending the crafting of updated design guidelines (outside the sub-area planning efforts).

Commented [GD4]: Normally this step is taken every decade, now is the time for the regular review/update

Note: Supplementary information, audio recordings and meeting summaries are on file with the City of Spokane Office of Neighborhood and Planning Services.