



Spokane Plan Commission Agenda

Wednesday, February 09, 2022

2:00 PM

Virtual Teleconference

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting - See Below For Information

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	1. Approve 1/26/2022 meeting minutes	All
	2. City Council Report	CM Lori Kinnear
	3. Community Assembly Liaison Report	Mary Winkes
	4. President Report	Todd Beyreuther
	5. Transportation Sub-Committee Report	Clifford Winger
	6. Secretary Report	Tirrell Black
	- PCTS Rules of Procedure Update	

Workshops:

2:30 – 2:35	1. 2021 Plan Commission Year in Review	Jackie Churchill
2:35 – 3:05	2. 2023-2028 Six-year Comprehensive Street Program	Kevin Picanco
3:05 – 3:50	3. City Line Transit-Oriented Development Policy Recommendations	Colin Quinn-Hurst
3:50 – 4:05	4. Residential Development Code Changes – Status Update	Nate Gwinn / Amanda Beck

Adjournment: The next PC meeting will be held on Wednesday, February 23, 2022

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 Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission Meeting Information

Wednesday, February 09, 2022

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.

Members of the general public are encouraged to join the on-line meeting using the following information:

Meeting Password:

PlanCommission

Meeting Number
(access code):

146 205 9622

Join Webex Meeting Online: [JOIN MEETING](#)

Tap to join from a mobile device (attendees only):

+1-408-418-9388,,1462059622##

+tel:%2B1-408-418-9388,,*01*1462059622%23%23*01* United States Toll

Join by phone: +1-408-418-9388 United States Toll

Global call-in numbers:

https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af78645594_43420dee7b

Join from a video system or application: Dial [sip:1462059622@spokanecity.webex.com](tel:sip:1462059622@spokanecity.webex.com)

You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business Dial:

[sip:1462059622.spokanecity@lync.webex.com](tel:sip:1462059622.spokanecity@lync.webex.com)

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: plancommission@spokanecity.org

The audio proceedings of the Plan Commission meetings will be recorded, with digital copies made available upon request.

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Spokane Plan Commission - Draft Minutes

January 26, 2022

Webex Teleconference

Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

Attendance:

- Board Members Present: Todd Beyreuther (President), Greg Francis (Vice President), Michael Baker, Carole Shook, Tim Williams
- Board Members Not Present: Clifford Winger, Jesse Bank,
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Council Member Lori Kinnear
- *Quorum Present: yes*
- Staff Members Present: Louis Meuler, Jackie Churchill, Tirrell Black, Nate Gwinn, Amanda Beck, Giacobbe Byrd, Scotty Nicol, Kirstin Davis, KayCee Downey, Giacobbe Byrd, James Richman, Tami Palmquist

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

Paul Kropp thanked Louis for his service working at the City of Spokane.

Minutes: Minutes from Plan Commission meeting from January 12, 2022 approved unanimously.

Briefing Session:

1. City Council Liaison Report - Lori Kinnear

- Council Member Kinnear reported that she and Mary Winkes testified before the Legislature about a bill for the House Transportation Committee about the need for speed and traffic cameras around parks and hospitals. If the bill were to pass, it would increase security around parks and hospitals.
- City Council approved using 1.45 million dollars of the American Rescue Plan Act (ARPA) funds for the Don Kardong bridge replacement.
- CM Kinnear also reported that the Council approved the Mayor's appointments for a new HR Director and Planning Director.
- CM Kinnear thanked Louis Meuler for his work and years of service for the City of Spokane.

2. Community Assembly Liaison Report - Mary Winkes

- Ms. Winkes thanked Louis Meuler for his help and service.
- Ms. Winkes also stated that she enjoyed testifying before the House committee about the speeding problem around parks and hospitals.

3. Commission President Report - Todd Beyreuther

- President Beyreuther thanked Louis Meuler for his work and then Greg Francis read a proclamation of thanks to Louis Meuler upon his retirement from working at the City.
- President Beyreuther reported that he and Council President Beggs attended a stakeholder meeting about Growth Management Act bills.

4. Transportation Subcommittee Report - Mary Winkes, Vice Chair of PCTS reported for Clifford Winger

- Mary Winkes reported that the PCTS will meet in February. She also reported that she wrote a draft of the Rule 2.1.e that eliminates language stating that the Council Member Liaison to the Plan Commission must also serve on the Plan Commission Transportation Subcommittee.

5. Secretary Report - Tirrell Black reported for Louis Meuler

- Tirrell Black reported that Spencer Gardner is starting as Planning Director and that Louis Meuler's last day is February 4. Tirrell thanked Louis for being a great coworker and mentor over the years.
- Tirrell Black also introduced new Planner, KayCee Downey. KayCee Downey was an Associate Planner in Boise, ID and has experience in urban design, historic preservation, and current planning. After moving to Spokane, she worked as a project manager for Single Family Residential developments. She is looking forward to working in Spokane and thanked everyone for the warm welcome she has received.
- Tirrell Black reported that the next Plan Commission meeting agenda will include the 2021 Plan Commission Year in Review, 2023-28 Six-Year Comprehensive Street Program workshop, City Line Transit-Oriented Development Policy Recommendations, and an update to the Residential Development Code changes.

Workshop(s):

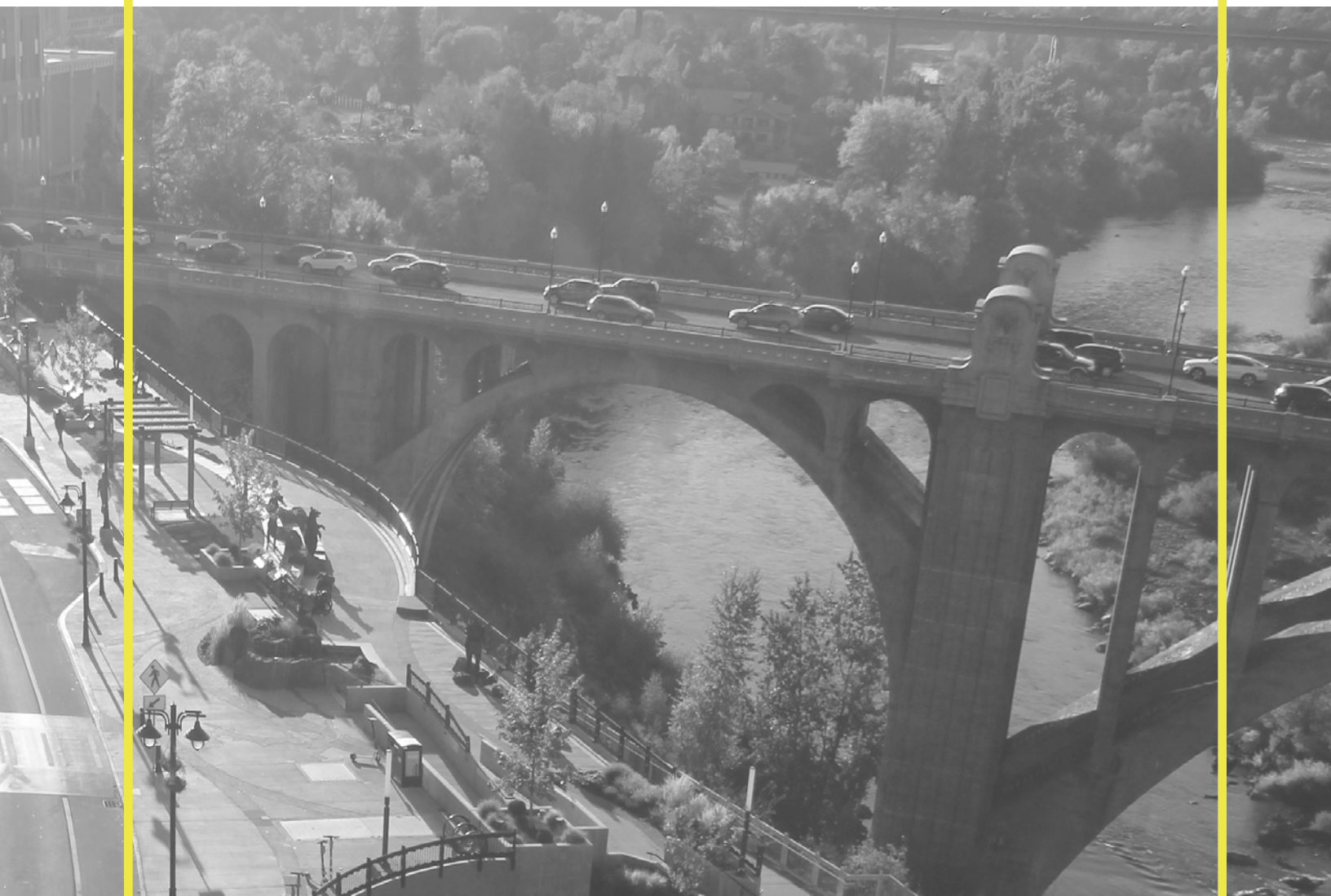
1. Phase 1 - Residential Development Code Changes

- Presentation provided by Nate Gwinn, Amanda Beck, and Ben Bengford and Ian Cozier from MAKERS
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 4:11 PM

Next Plan Commission Meeting scheduled for Wednesday, February 9, 2022

Plan CITY OF SPOKANE Commission



2021 A YEAR IN REVIEW



Purpose of the Plan Commission

The Plan Commission provides advice and makes recommendations on broad planning goals, policies, and other matters as requested by the City Council.

The Plan Commission provides opportunities for public participation in City planning by providing, through its own membership, an informed opinion to complement the work of the City's elected officials and administrative departments. They also solicit public comment on planning issues of City-wide importance or of a substantial community concern, evaluating those comments received. Assistance of experts and others with knowledge or ideas to contribute to City planning are secured as well.

In addition to and in specification of the general charge in Charter Section 128, the commission has authority over and responsibility for the following functions:

Comprehensive Planning:

To propose the adoption, coordination, amendment and implementation, from time to time, of the elements of the Comprehensive Plan.

Zoning:

To interpret and recommend amendments to the Spokane Municipal Code to determine specified zoning issues not entrusted to the Hearing Examiner, such as area-wide re-zones.

Annexation:

To make recommendations to City Council on petitions for annexation of land to the City.

Meeting date, time and location: The Plan Commission meets the 2nd and 4th Wednesday of each month at 2 p.m.

**Authorized through Charter
Section 128 in 1910, and
SMC 04.12**

Commission Members

**TODD
BEYREUTHER**

President
01/01/19 - 12/31/22

**GREG
FRANCIS**

Vice President
01/01/18 - 12/31/21

**MICHAEL
BAKER**

Commissioner
01/01/14 - 12/31/20

**CAROLE
SHOOK**

Commissioner
01/01/14 - 12/31/20

**CLIFFORD
WINGER**

Commissioner
06/08/20 - 12/31/23

**JO ANNE
WRIGHT**

Commissioner
06/08/20 - 1/10/22

**JESSE
BANK**

Commissioner
05/12/21 - 12/31/24

**TIM
WILLIAMS**

Commissioner
05/12/21 - 12/31/24

LIAISON MEMBERS

**LORI
KINNEAR**

**City Council
Liaison**

**MARY
WINKES**

**Community Assembly
Liaison**

Workshops & Hearings

Workshops are working sessions of the Plan Commission held to discuss items in preparation for public hearings. City staff facilitates the dialogue, provides information, composes working drafts and answers questions. No public testimony is taken during workshops, however persons may be invited to speak by the President when appropriate, as long as all known parties have been notified and included.

Plan Commission holds public hearings and makes recommendations to the City Council regarding the following matters:

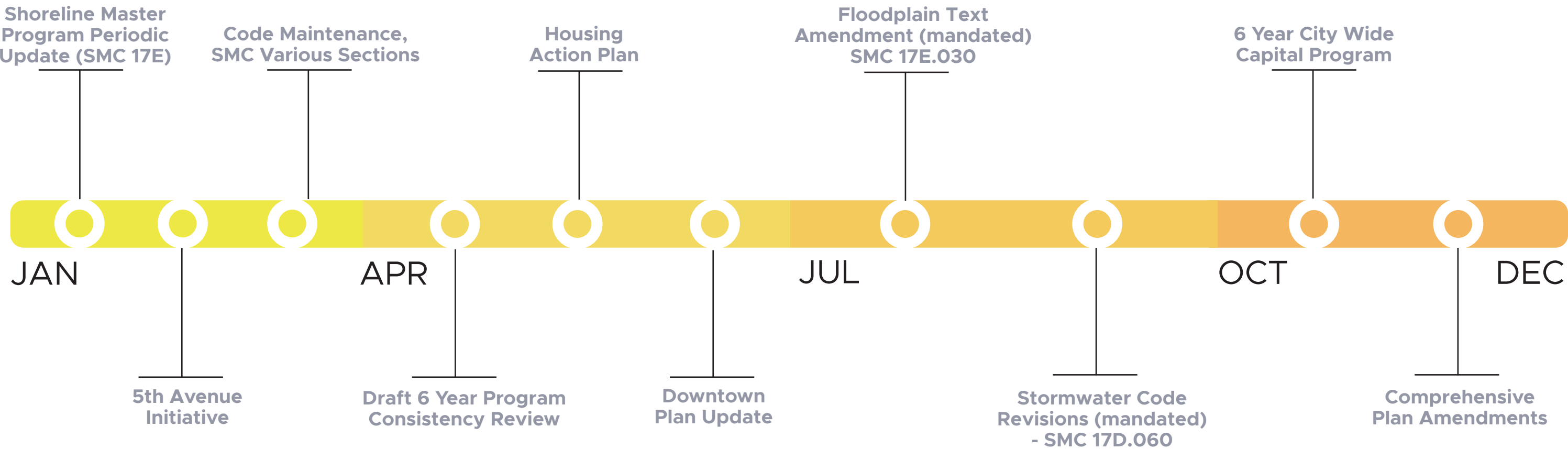
Amendments to the City's Comprehensive Plan and the development regulations implementing the Comprehensive Plan.

Changes in the corporate limits of the City, including the land use designations and zoning to become effective upon the annexation of any area proposed for annexation or which might reasonably be expected to be annexed by the City at any future time.

Read the full Plan Commission Findings and Recommendations [HERE](https://my.spokanecity.org/bcc/commissions/plan-commission/) on the City of Spokane Plan Commission webpage¹.

¹ <https://my.spokanecity.org/bcc/commissions/plan-commission/>

2021 Plan Commission Hearings Overview



Workshops

Quarter 1 January-March

13
JAN

Shoreline Master Program Periodic Update (SMC 17E)

A preview of the proposed changes to the Shoreline Master Program.

Downtown Plan Update

A presentation of the updated Downtown Plan was discussed during the Plan Commission workshop. The Downtown Plan is expected to result in a series of recommended actions and guide new improvements for the next ten years.

Housing Action Plan Update

The City of Spokane created the Housing Action Plan to develop policy to help increase housing options that are affordable and accessible for people and families of all incomes. The HAP provides guidance for City staff, elected officials, and decision-makers to encourage the construction of additional affordable and market-rate housing that meets Spokane's current and future housing needs.

27
JAN

5th Ave. Initiative Community Strategy

The 5th Avenue Initiative Community Strategy is the culmination of a multi-year process of community engagement and work by the residents, businesses, and community leaders in collaboration with the City and agency partners. This strategy presents an inclusive vision with recommended actions for improvements, programming, and community building along East 5th Avenue.

10
FEB

6 Year Street Program Update Review Workshop

The Six Year Comprehensive Street Program communicates capital street projects planned over the upcoming six years. It is developed to be in alignment with the transportation goals and policies of the City's Comprehensive Plan. The City of Spokane prepares and publishes an annual update to this program as required by state law, in accordance with the Growth Management Act.

24
FEB

Division Connects - Transit Corridor Development Study - SRTC

DivisionConnects is a collaborative 2-year transportation and land use study led by Spokane Regional Transportation Council (SRTC) and Spokane Transit Authority (STA) in partnership with the City of Spokane, Spokane County, and WSDOT. The study is focused on opportunities and challenges that come with the planned completion of the North Spokane Corridor (NSC), which will offer a more desirable highway route for through-traffic that uses Division Street today, and implementation of bus rapid transit (BRT) along Division by STA. The first phase of the study focused on evaluation of BRT and other corridor transportation elements whereas Phase 2 will provide greater focus on land use, concluding in early 2022. Reference: (srtc.org/wp-content/uploads/2021/07/Corridor-Development-Plan_06102021.pdf)

24
MAR

Downtown Plan Update continued

The Spokane Downtown Plan is an update of the existing plan, Fast Forward Spokane Downtown Plan Update (2008). The plan update is co-sponsored by the City of Spokane and Downtown Spokane Partnership. The Plan Commission workshop on March 24 included updates from the March 16 virtual open house, an overview of the proposed draft, and a discussion about proposed accessory parking restrictions and changes to development regulations to assist redevelopment of surface parking lots along Spokane Falls Blvd.

Hearings

Quarter 1 January-March

The Shoreline Master Program Periodic Review

The Shoreline Master Program (SMP) Periodic Review (PR) is state mandated and led by the City of Spokane in close collaboration with Department of Ecology. This project is narrowly focused to achieve City SMP compliance with changes to state legislation concerning Shorelines.

RECOMMENDATIONS:

By unanimous vote, the Plan Commission recommended to the City Council the approval of the proposed amendments to the Spokane Municipal Code, as mandated by the State of Washington Shoreline Management Act RCW 90.85 eight year cycle of review.

5th Avenue Initiative Community Strategy

The 5th Avenue Initiative is a neighborhood-driven effort in partnership with the City of Spokane that builds on previous community discussions and efforts to revitalize the East 5th Avenue area from 2016 and 2017. The City helped re-engage a stakeholder group of residents, businesses, property owners, community organizations, and agency partners in 2019. The 5th Avenue Draft Community Strategy was prepared and shared with stakeholders in February 2020, to reflect the diverse community in the 5th Avenue area, present a community vision that is inclusive and unified, and provide strategic actions for improvements, programming, and community building along 5th Avenue, prior to the project being paused due to the COVID-19 pandemic.

RECOMMENDATIONS:

In the matter of the 5th Avenue Draft Community Strategy, the Plan Commission recommends by a vote of 6 to 0 the Spokane City Council approve the Resolution recognizing the 5th Avenue Community Strategy as a record of 5th Avenue Initiative stakeholders' and community's ongoing desire and effort to revitalize 5th Avenue, encourage equitable development, and create a vibrant, healthy, active, safe, and connected community for all neighbors, businesses, and community organizations.

Unified Development Code Maintenance Project - Phase 1 (Code Maintenance, SMC Various Sections)

The maintenance of the Unified Development Code (UDC) and in general the Spokane Municipal Code (SMC) has been a periodic, recurring project of Planning Services as well as other City departments over the course of the last two decades to maintain consistency and clarity as local policy documents needs or local, State and Federal regulations change.

RECOMMENDATIONS:

By unanimous vote, the Plan Commission recommends to the City Council the approval of the proposed amendment to the Spokane Municipal Code, as part of periodic maintenance of the Unified



Workshops

Quarter 2 April-June

14
APR

Draft 6 Year Program, Priority Matrix and Consistency Review

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. Each new project to the 6-Year Program is assessed for compliance with the Comprehensive Plan by verifying fulfillment of the Transportation goals and policies.

STA / Division Connects Locally Preferred Alternative Review

Spokane Transit Authority presented their long term vision and policy framework for the Division Street Corridor. STA outlined principles and strategies that local agencies could employ to create the High Performance Transit Network.

Plan Commission – Missing Middle Housing Implementation Discussion

The Plan Commission began an on-going discussion how the City of Spokane might revise its Comprehensive Plan in order to accommodate and encourage the development of 'Missing Middle Housing' or housing that is affordable and typically smaller and more densely developed.

Comprehensive Plan Amendments-Docket Introduction

The 2022 proposed Comprehensive Plan Amendments were introduced to the Plan Commission.

History of the City Plan Commission 1918 to 1945

Planner Chris Green gave presentation about the origins of the City of Spokane Plan Commission starting in 1918 and its history until 1945.

12
MAY

Joint City Council / Plan Commission workshop on Work Program

City Council members joined the Plan Commission to discuss the proposed 2021 Work Plan for the Planning Department. The Plan Commission in conjunction with the Planning Director and City Council develop an annual schedule which will assign certain policy and planning issues for commission consideration.

23
JUN

2022-2027 City Wide Six Year Capital Improvement Program

The Six Year Comprehensive Programs are annually updated and presented to the City Plan Commission for recommendation and to the City Council for adoption. Staff works directly with the departments within Public Works and Utilities to identify and coordinate capital projects and to scope projects. The Capital Programs Section performs strategic infrastructure planning, conducts special studies and provides general planning functions to support the Public Works and Utilities Departments. Staff seeks, develops and administers grants, loans and other revenue sources for the City's capital projects.

Comprehensive Plan Amendment Workshop

Proposed amendments Z20-194COMP (120 N Magnolia St) & Z20-207COMP (1015 W Montgomery) were introduced to the Plan Commission.

Transit-Oriented Development – Center Line Update

Spokane Transit in conjunction with the City of Spokane gave an update to the development of the High Performance Transit City Bus line and the development of Transit Oriented Development along bus stops.

28
APR

Hearings

Quarter 2 April-June

Draft 6 Year Program Consistency Review

The City of Spokane prepares and publishes a Six-Year Capital Improvement Program (CIPs) annually for all of its capital investments, including sections for street, water and sewer projects as part of its annual budget process. The City adopts its 6-year Street Program separately in July of each year to meet state deadlines. These capital plans provide a blueprint for improving the City’s sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner.

Spokane Downtown Plan

Downtown is the city and region’s center, home to the largest employment area and assets such as Riverfront Park, the financial district, major retail, historic urban core, and portions of the growing university and medical districts. Building on the work and projects identified in previous Downtown plans adopted in 1999 and 2008, the new Downtown Plan combines the community’s vision to guide development, design, and regulatory recommendations for the future with major new efforts like the Central City Line.

RECOMMENDATIONS:

- A. The Spokane City Plan Commission agrees that the 2022-2027 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010 and recommends adoption by the Spokane City Council.
- B. By a vote of 7 to 0, the Plan Commission recommends the approval of these amended documents by the City Council.

RECOMMENDATIONS:

- By a vote of 6 to 0, with one abstention, the Plan Commission takes the following actions:
- (1) Recommends to City Council the APPROVAL WITH MODIFICATION to the proposal of the requested amendment to the City’s Comprehensive Plan, as amended during deliberations to include the additions of PS1.3 Action and WO1.5 Action as presented by the Downtown Spokane Partnership; and
 - (2) Authorizes the President to prepare and sign on the Commission’s behalf a written decision setting forth the Commission’s findings, conclusions, and recommendation on the proposal.

Housing Action Plan

The City of Spokane created the Housing Action Plan (HAP) to help increase housing options that are affordable and accessible for people and families of all incomes. As Spokane grows, we are facing a gap in housing supply and this plan will provide a strategic approach to address current and future housing needs of the Spokane community. This process builds upon previous community discussions and initiatives around infill development, housing quality, and affordable housing funding.

RECOMMENDATION:

- By a vote of 9 to 0 (with one member abstaining), the Plan Commission takes the following actions:
- (1) Recommends to City Council the APPROVAL WITH MODIFICATION a resolution accepting the Housing Action Plan as a guide for future policy development and potential regulatory and programmatic implementation measures, as amended during deliberations to include the following: Amend strategy A 1 in Table 1 to include an additional first step that states, “Form a joint Plan Commission/City Council led task force to conduct a review of all residential-focused zones to develop a set of specific actions that could include both Comprehensive Plan revisions and development code changes.”
 - (2) Authorizes the President to prepare and sign on the Commission’s behalf a written decision setting forth the Commission’s findings, conclusions, and recommendation on the resolution.



Workshops

Quarter 3 July - September

14
JUL

Wildland Urban Interface Code Changes

The International Wildland-Urban Interface Code (IWUIC) establishes minimum requirements for land use and the built environment in designated wildland-urban interface areas using prescriptive and performance-based provisions. Washington State has adopted the IWUIC but not in its entirety. Washington State made provisions for municipalities to adopt the Fire Access, Water Supply, and Appendices of the IWUIC into their local municipal code.

Overall Review of proposed Comprehensive Plan Amendments

The City of Spokane accepts applications to amend the text or maps in the Comp. Plan between 9- 1 and 10- 31 of each year. Those applications placed on the Annual Comprehensive Plan Amendment Work Program will begin full review early in the year. Anyone may make a proposal to amend the City's Comprehensive Plan.

28
JUL

Floodplain Development Code amendments – SMC 17E.030

A workshop to explain the proposed amendments to the Floodplain development code as mandated by the State of Washington.

Spokane Regional Transportation Council (SRTC) Metropolitan Transportation Plan Update

Horizon 2045 is the region's long-range transportation plan, also known as a Metropolitan Transportation Plan (MTP). SRTC develops this plan as a multi-modal "blueprint" aimed at meeting the transportation needs of the Spokane region through the year 2045. It is based on projections for growth in population, housing and jobs and considers all modes of transportation, including private vehicles, public transit, bicycling, walking, freight movement, rail and air travel. (Source: Spokane Regional Transportation Council, <https://www.srtc.org/horizon-2045/>)

11
AUG

08
SEPT

WSDOT - West Plains Subarea Transportation Management Plan, Phase 1, US 2 Vicinity Study

WSDOT's study focused on land use and multimodal transportation in and around the US 2 corridor. Studies have identified congestion and safety concerns around US 2, and a need for additional parallel transportation options for all users.

Stormwater code revisions (mandated) – SMC 17D.060

A workshop to explain the proposed code revisions to the Stormwater code as mandated by the State of Washington.

Sustainability Action Plan

The 2021 Sustainability Action Plan (SAP) is an update to the City's 2009 SAP. The Sustainability Action Subcommittee developed this update over 2 1/2 years, and received hundreds of recommended revisions from the public. This final version of the SAP was adopted by City Council on October 25th, 2021.

22
SEPT

2022-2027 6-Year City Wide Capital Program – Consistency Review Workshops

Capital Programs facilitates the development and implementation of sewer, water and street infrastructure projects and programs in support of the City's comprehensive plan, and to promote the attainment of enterprise-wide efficiencies by applying proven and emerging geographic information system technologies.

Design Guidelines Update

This workshop explained the new proposed design guidelines for Public Projects and Structures, Skywalks over Public Rights-of-Way, and City-Wide (or Base) Guidelines.

Ray-Freya Alternatives Analysis

This transportation study looks at alternatives to the Ray-Freya Crossover project. City staff is looking at other transportation improvements that could streamline traffic flow in the area.

Hearings

Quarter 3 July - September

Floodplain Text Amendment (mandated) SMC 17E.030

Local governments are responsible for managing development in floodplains under the National Flood Insurance Program (NFIP), which is overseen by the Federal Emergency Management Agency (FEMA). As a condition of participation in the NFIP, communities are required to adopt and enforce a flood hazard reduction ordinance that meets the minimum requirements of the NFIP, and there are additional requirements identified by state law that are more restrictive. FEMA requires that communities meet those state standards as well. The goal of floodplain management regulations is to reduce life and property losses due to flooding events, and to protect the environmental functions that floodplains offer. Spokane's proposed amendments to its Floodplain Management ordinance will:

Comply with the appropriate Code of Federal Regulations (CFR), Revised Code of Washington (RCW), and Washington Administrative Code (WAC) requirements; Be consistent with the Comprehensive Plan and City development regulations; respond to changed circumstances, new information, or improved data; and allow appropriate use and enjoyment of land within the floodplain while protecting life and property.

RECOMMENDATION:

In the matter of the amendment to the Unified Development Code proposed by the 2021 Floodplain Management Text Amendment, by unanimous vote, the Plan Commission recommends to the Spokane City Council the approval of the proposed amendment to Chapter 17A.020 SMC and Chapter 17E.030 SMC.

Stormwater Code Revisions (mandated) - SMC 17D.060

Stormwater treatment facilities around the City collect and treat stormwater runoff by temporarily storing the runoff, capturing the pollutants, and slowly infiltrating the stormwater into the ground. The vegetation, soil, and soil microbes present by design in stormwater facilities do the work of removing pollutants from the runoff. Stormwater facilities come in many shapes and sizes and vary from simple roadside swales to constructed wetlands. The City maintains the large majority of stormwater facilities in the public right of ways, but does not generally maintain stormwater facilities on private properties.

The stormwater permit establishes standards and requirements for the regulation of municipal stormwater, which include the adoption of ordinances specific to the responsibilities for the management of stormwater, among others. In order to maintain compliance with the stormwater permit, the City of Spokane revised some of the municipal code specific to stormwater, in large to provide clarity on specific topics, but also to include a requirement for stormwater facilities on private properties to be certified annually by a qualified 3rd party to ensure proper function and water quality protection.

RECOMMENDATION:

In the matter of the amendment to the Unified Development Code proposed by the 2021 Stormwater Ordinance update, by unanimous vote, the Plan Commission recommends to the Spokane City Council the approval of the proposed amendment to Chapter 17D.060, SMC and Chapter 17D.090, SMC.



Workshops

Quarter 4 October - December

13
OCT

Center Line Transit-Oriented Development Framework Study

This workshop explained the goal of this study which demonstrates how Transit Oriented Development encourages pedestrian activity and neighborhood connectivity around a network of multimodal streets within 1/2 miles of high performance transit lines.

Comprehensive Plan Amendment Ideas

A workshop to discuss a proposal by the Plan Commission to amend the Comprehensive Plan Land Use 1.3 and 1.4 to increase housing options and to implement policies to undo historical discriminatory zoning policies.

27
OCT

Full Draft Design Guidelines for City Wide, Skywalks, Public Projects

A thorough review workshop of the new proposed design guidelines for Public Projects and Structures, Skywalks over Public Rights-of-Way, and City-Wide (or Base) Guidelines.

10
NOV

Summary of 1st Round of Residential Development Code Changes

This workshop explained the proposed changes to the City of Spokane Residential Development code.

2022 Plan Commission Work Program

A continuing discussion about the priorities and projects to be places on the 2022 Plan Commission work program.

08
DEC

Proposed Comprehensive Plan Amendment Recommendation on LU 1.3 and LU 1.4 – Increasing Housing Options

The Plan Commission investigated the process for proposing a Comprehensive Plan Amendment to the City of Spokane Comprehensive Plan Land Use sections 1.3 and 1.4 in order to explore policies that would increase housing options.

Phase 1 – Residential Development Code Changes

An overview of the City of Spokane proposed changes to the Residential Development Code. These changes reflect the policies laid out in the Housing Action Plan and focus on expanding housing options for all income levels.



Hearings

Quarter 4 October - December

Six Year City Wide Capital Program

Capital Programs facilitates the development and implementation of sewer, water and street infrastructure projects and programs in support of the City's comprehensive plan, and to promote the attainment of enterprise-wide efficiencies by applying proven and emerging geographic information system technologies. Capital Programs maintains the Six Year Capital Program Plans for: Streets Department, Water and Hydro Utility, Wastewater Utility, Stormwater Utility.

The Six Year Comprehensive Programs are annually updated and presented to the City Plan Commission for recommendation and to the City Council for adoption. Staff works directly with the departments within Public Works and Utilities to identify and coordinate capital projects and to scope projects. The Capital Programs Section performs strategic infrastructure planning, conducts special studies and provides general planning functions to support the Public Works and Utilities Departments. Staff seeks, develops and administers grants, loans and other revenue sources for the City's capital projects.

RECOMMENDATIONS:

- A. The Spokane City Plan Commission is certifying that the 2022-2027 Six Year Citywide CIP is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010 and is recommended for adoption by the Spokane City Council.
- B. By a vote of 8 to 0, the Plan Commission recommends the approval of these amended documents by the City Council.

Comprehensive Plan Amendments

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 will be reviewed by a city council subcommittee and 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.

Following review by City Council, who sets the Annual Comprehensive Plan Amendment Work Program, 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. Applicants will be afforded the opportunity to address the Plan Commission during the workshop regarding their

application. 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.

There were six proposed Comprehensive Plan Amendments in 2021:

File Z20-194COMP:

Recommendations: By a vote of 8 to 0 the Comprehensive Plan Amendment application seeking to amend the land use plan map designation from "Light Industrial" to "CC-Core" for a 2.5 acre area located at 120 N. Magnolia Street. The zoning designation requested is "Centers and Corridors Type 1, Employment Center (CC1-EC).

File Z20-206COMP:

Recommendation: A Recommendation of the Plan Commission to the City Council to APPROVE the Comprehensive Plan Amendment application seeking to amend the land use plan map designation from "Residential 4-10" to "Residential 15-30" for a 3.1 acre area located at 155, 173, 203, 203.5, 209, 215, 221, 227, 301, 305, 317, 327 and 403 E Cleveland Ave. The zoning designation recommended is "Residential Multifamily (RMF)".

File Z20-207COMP:

Recommendation: A Recommendation of the Plan Commission to the City Council to APPROVE the Comprehensive Plan Amendment application seeking to amend the land use plan map designation from the "Residential 4-10" to "General Commercial" for a 0.16 acre area located at 1015 W Montgomery. The implementing zoning designation recommended is "Centers and Corridors Type 2, District Center (CC2-DC)".

File Z20-208COMP:

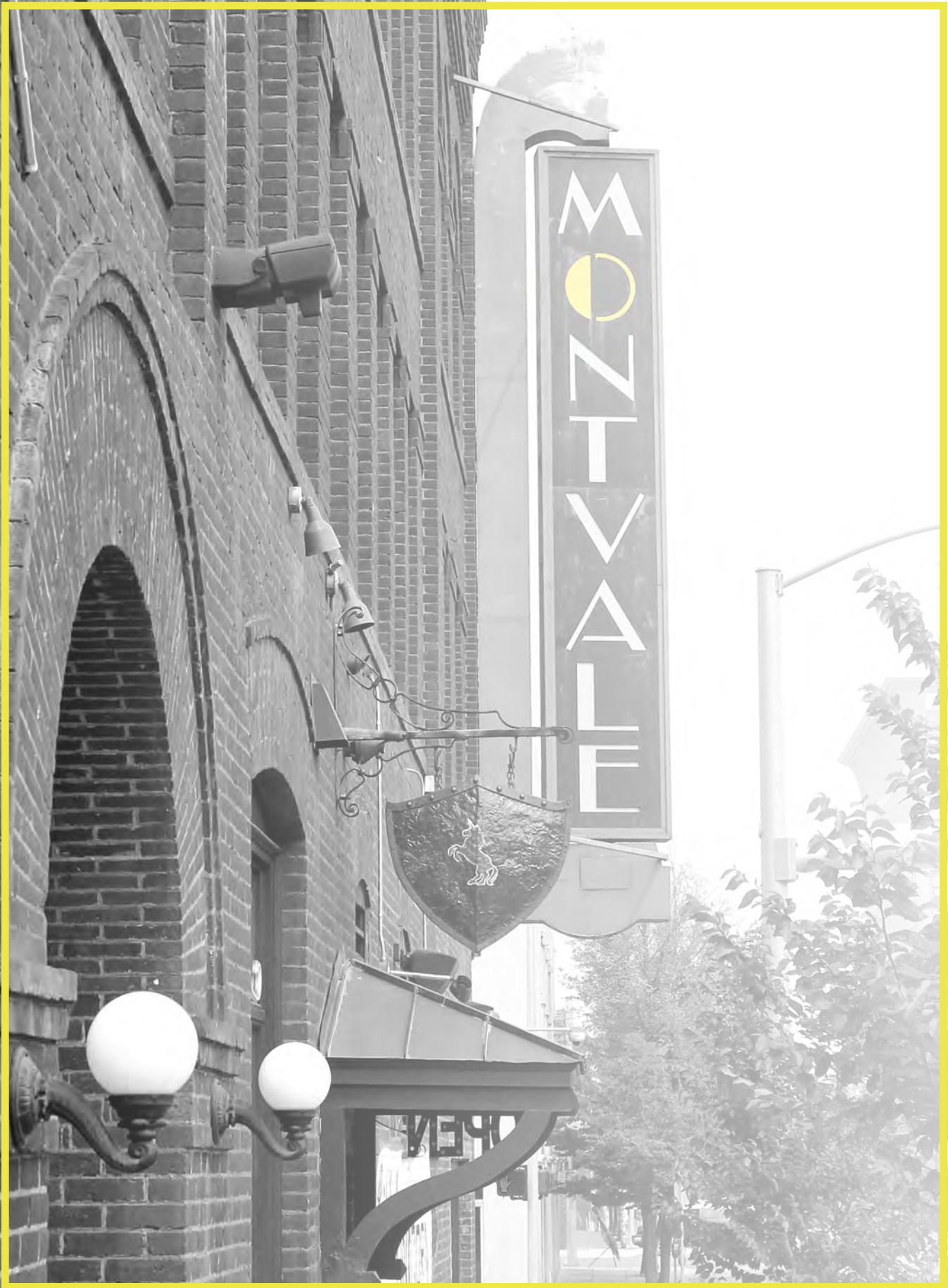
Recommendation: A Recommendation of the Plan Commission to the City Council to APPROVE the Comprehensive Plan Amendment application seeking to amend the land use plan map designation from the "Residential 10-20" to "Residential 15+" for a 1.31 acre area located at 1014, 1022, 1028 W Sinto Avenue, and 1011, 1017, 1023, 1027 W Maxwell Avenue. The implementing zoning designation recommended is "Residential High Density, 55-Foot Max Height (RHD-55)".

File Z20-209COMP:

Recommendation: A Recommendation of the Plan Commission to the City Council to APPROVE the Comprehensive Plan Amendment application seeking to amend the land use plan map designation from the "Residential 10-20" to "Centers and Corridors COre" for a 1.9 acre area located at 1025 W Spofford Avenue. The implementing zoning designation recommended is "Centers and Corridors Type 2, District Center (CC2-DC)".

File Z21-022COMP:

Recommendation: A Recommendation of the Plan Commission to the City Council to APPROVE the Comprehensive Plan Amendment application seeking to amend the Map TR5 in Chapter 4 of the Comprehensive Plan for bicycle facilities for various public rights-of-way citywide.



BRIEFING PAPER
Plan Commission
Integrated Capital Management
February 9, 2022

Subject

2023 - 2028 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is reviewed by the City Plan Commission. The Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

None, this is an information briefing only to advise the Plan Commission that the update to the 6-Year Capital Street Program is underway. A reconciliation sheet indicating preliminary 6-year Streets Program changes will be provided to the Plan Commission in advance of the planned consistency review workshop tentatively scheduled for April 13, 2022.

<u>STREET PROGRAM RECONCILIATION SHEET</u>				
(Comparing 2023-28 against 2022-27 6yr. Program)				
New Projects Added to Six-Year Program (2023-2028)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Bridge 2024</i>	Maple St. Bridge Deck Repair	Repair the bridge deck and joints on the Maple St. Bridge	Repair the bridge deck to extend the life of the bridge.	\$4.5M
<i>Bridge 2025</i>	Washington St., Stevens St. Bridges Deck Repair	Repair the bridge decks and bridge joints on the three Washington/Stevens bridges over the Spokane River.	Repair the bridge deck to extend the life of the bridge.	\$5.0M
<i>Pedestrian & Bikeways 2023</i>	Greene-Carlisle PHB & Sidewalk	Install a Pedestrian Hybrid Beacon at the Greene/Carlisle intersection. Install a shared use path along Carlisle from Greene to Ralph; install a sidewalk on both sides of Carlisle from Ralph to Freya.	Improve pedestrian and bike safety. Provide pedestrian facilities improving pedestrian mobility and access and connections to adjacent bike/ped facilities; improve transit	\$1.4M
<i>Pedestrian & Bikeways 2023</i>	Nevada-Joseph PHB	Install a Pedestrian Hybrid Beacon at the Nevada/Joseph intersection.	Improve safety for students and pedestrians crossings of Nevada St.	\$570k
<i>Pedestrian & Bikeways 2023</i>	Bemiss Elem Walk Route (Safe Routes to School)	Install sidewalk along Liberty Ave. for school walk routes for Bemiss Elementary. Install a Rectangular Rapid-Flashing Beacon (RRFB) at the Crestline/Courtland intersection.	Improve safety for student and pedestrian crossings of Crestline St. Provide sidewalks along school walk routes.	\$844k
<i>Pedestrian & Bikeways 2023</i>	Haven St. Sidewalk - Heroy to Rockwell	Install sidewalk along Haven St. from Heroy Ave. to Rockwell Ave.	Improve pedestrian facilities and access to transit.	\$300k
<i>Capital Improvements 2023</i>	Market / Monroe / 29th - Grind & Overlay	Pavement rehabilitation and preservation. Asphalt grind and overaly, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	\$4.6M
<i>Capital Improvements 2023</i>	29th / Washington / Monroe - Grind & Overlay	Pavement rehabilitation and preservation. Asphalt grind and overaly, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	\$6.2M
<i>Capital Improvements 2023</i>	Haven St. Grind & Overlay - Market to Market	Pavement rehabilitation and preservation. Asphalt grind and overaly, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	\$1.4M
<i>Capital Improvements 2023</i>	Maple / Ash Chip Seal - Northwest Blvd. to Rowan	Pavement preservation via chip seal coat.	Preserve and extned the life of the pavement surface.	\$1.0M
<i>Capital Improvements 2022/23</i>	Illinois Ave. Grind/Overlay & Shared Use Path - Perry St. to Market St.	Pavement rehabilitation and preservation. Asphalt grind and overaly, pavement repair and ADA ramps. Reconfigure the roadway and striping to construct a protected shared use pathway.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section. Improve bike/pedestrian infrastructure.	\$2.3M
Projects Completed or Removed from Six-Year Program				
Section	Project Name	Comment	Status	
<i>Pedestrian & Bikeways</i>	North River Dr. Sidewalk		Complete	
<i>Pedestrian & Bikeways</i>	Centennial Trail, Summit Gap		Complete	
<i>Capital Improvements</i>	Howard St., Sprague to Riverside	STA CCL Project	Remove	
<i>Capital Improvements</i>	Maple-Wellesley Intersection		Complete	
<i>Capital Improvements</i>	NSC - Ermina & Greene Signal Changes		Complete	
<i>Capital Improvements</i>	Sprague Ave. Investment Phase II - Browne to Scott		Complete	

BRIEFING PAPER
Plan Commission Workshop
Transit-Oriented Development Framework Study
February 2, 2022

Subject

Planning Services worked with consultant Center-Based Planning + Urban Design, city departments, partner agencies and public stakeholders to develop a Transit-Oriented Development Planning Framework. The Framework identifies strategies to foster transit-supportive development along the City Line, the Spokane Transit Authority's new Bus Rapid Transit route. Recommendations address infrastructure and accessibility improvements as well as land use policy and zoning changes, including a Transit Overlay Zone, focused on City Line transit station areas through the Gonzaga University campus and the Chief Garry Park Neighborhood.

Background

The impetus for this study is the City Line, the six-mile, corridor-based Bus Rapid Transit line running from Browne's Addition, through Downtown and the University District to the Logan and Chief Garry Neighborhoods. Scheduled to open for operation in 2023, the permanent station infrastructure of this investment supports a premium transit service that is estimated to host more than 1 million rides per year.

The potential to positively impact adjacent land use and redevelopment through Transit-Oriented Development, or TOD, played a central role in the City Line's development and advancement. This project builds on recommendations from past assessments such as the 2014 "Economic and Land Use Impacts of the Spokane Central City Line" report and the 2016 "City Line Strategic Overlay" study.

Following recommendations from those studies, this project undertook a context-sensitive and Spokane-specific process to assess existing conditions, identify infrastructure improvements, and propose land use policy changes around City Line transit station areas between Trent Avenue and Green Street.

Impact

This project recommends specific land use policy and zoning changes in the project area for future adoption, identifies recommended infrastructure investments and accessibility improvements, and specifies areas at the Athletic Center Station and Mission Avenue for future subarea planning efforts.

Find more information on the project webpage:

<https://my.spokanecity.org/projects/transit-oriented-development-study/>

CITY LINE CORRIDOR

Transit Oriented Development / Station Area Planning Framework and Development Standards Study



PHASE 3

**TOD FRAMEWORK and
REGULATORY APPROACH**

PLAN COMMISSION WORKSHOP - FEBRUARY 2022

TRANSIT ORIENTED DEVELOPMENT (TOD) STUDY

What is it?

In a TOD, land use and transportation are **integrated with a transit route at its core** where:

“A mix of housing, commercial businesses, jobs and services are concentrated along walkable and bikeable streets within ¼ mile of the transit route.”

TRANSIT ORIENTED DEVELOPMENT (TOD)

Study Purpose

Identify an **approach for transit supportive regulatory changes** and priority infrastructure investments that can be:

DIVISION LINE

CITY LINE

implements the City's Centers & Corridors **Growth Strategy**

applied along high-frequency transit corridors

MONROE-REGAL LINE

STATION AREA PLANNING



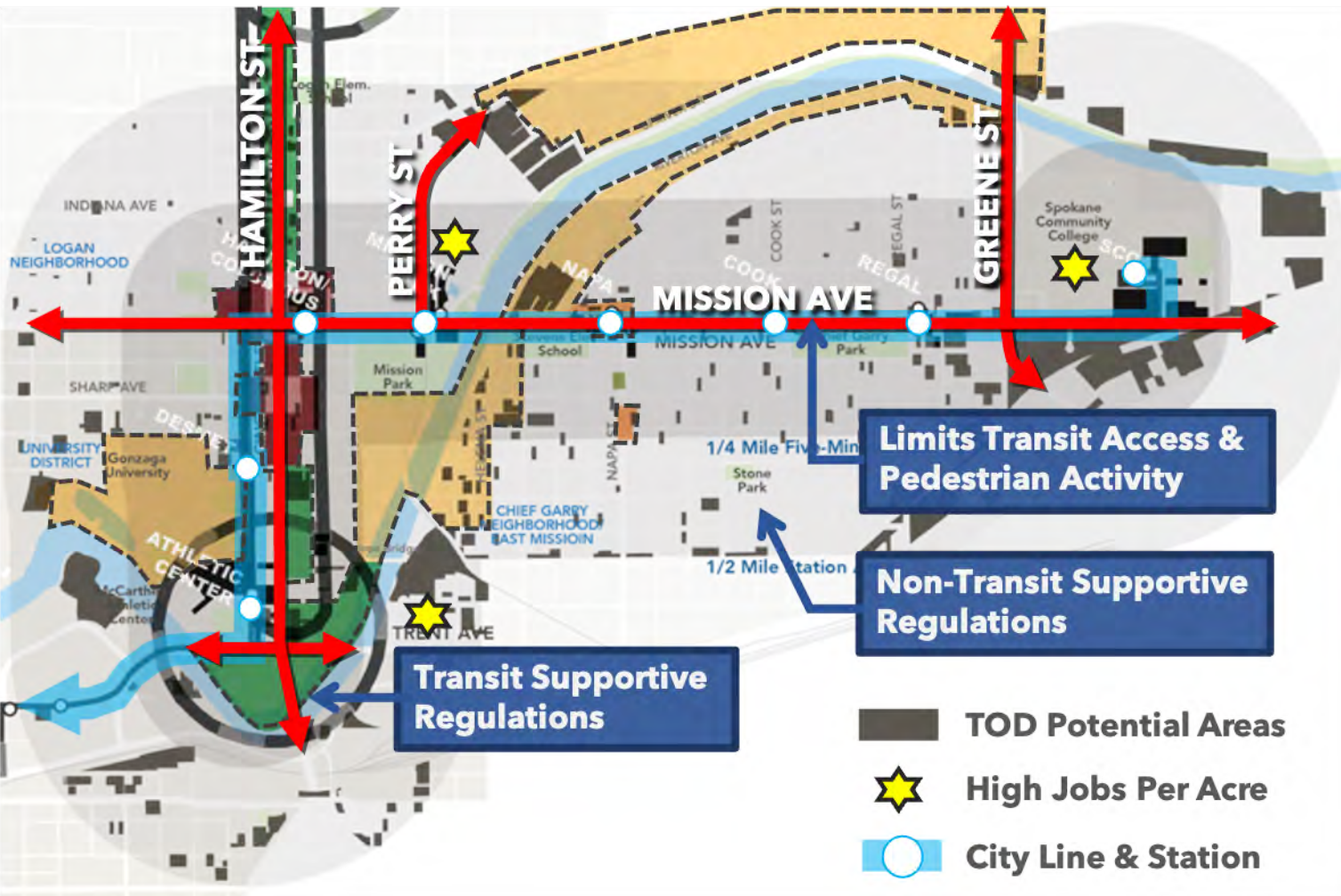
GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.
- Increase potential ridership with development supporting an active station environment and walking and biking improvements providing direct access between transit and destinations.
- Enable station areas to achieve their development potential by supporting transit-oriented infill or redevelopment opportunities for people to live and promote businesses near transit.

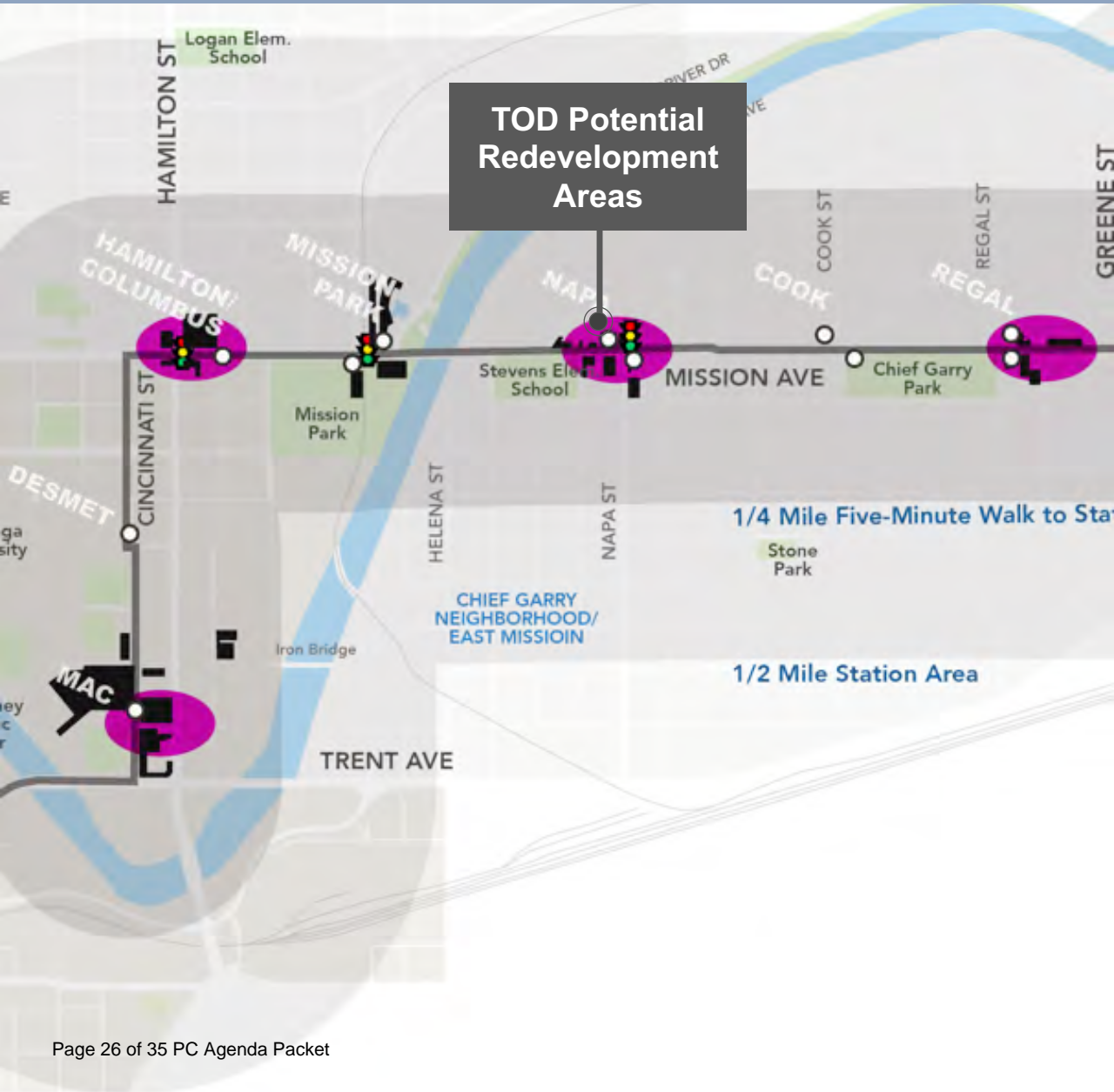
REGULATORY APPROACH

Issues To Address

1. Areas of **Non-Transit Supportive** Zoning
2. **Areas of Transit Supportive Zoning** with regulations potentially **limiting TOD**
3. Public infrastructure that **is a barrier to transit access** and **pedestrian activity** necessary to promote TOD



TOD POTENTIAL



Promoting TOD and increased ridership

- Focus on **regulatory changes and investment in walk and bike infrastructure** within TOD Opportunity Areas
- **Address parking as the driver of development cost** and limitation to vertical mixed-use development
- **Allow increased height, FAR, and incentives** to promote vertical mixed use and street level pedestrian amenities

BASE ZONE MODIFICATIONS

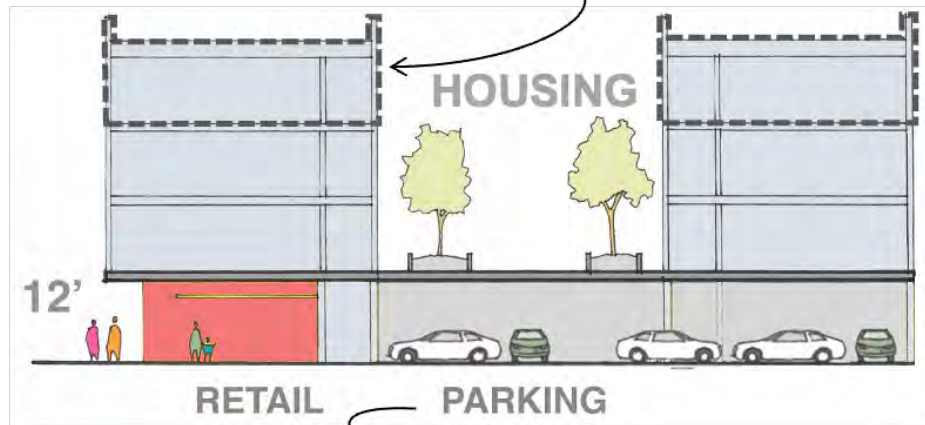
STANDARDS	ZONE	ISSUE	RECOMMENDATION
VEHICLE PARKING	FBC-CA-1	Current parking requirements may increase development costs; and development may result in barriers to pedestrian circulation and walkability	Reduce required parking spaces to a minimum of one space per 1,000 square feet of floor area for nonresidential uses and one space per dwelling unit for residential uses Offer incentives such as FAR or minimum lot area bonuses for voluntary reduction in parking spaces
	FBC-CA-2		
	FBC-CA-3		
	FBC-CA-4	Same issue as above.	Offer incentives such as FAR or minimum lot area bonuses for voluntary reduction in parking spaces
	CC1	N/A	Offer incentives as above.
	CC2		
	CC4		
	GC	N/A	Consider offering incentives such as FAR or minimum lot area bonuses for voluntary reduction in parking spaces or reduce parking requirements within 500' of a transit station
	NR	N/A	Offer incentives or reductions as above
	NMU		
	RMF	Current parking requirements may increase development costs; and development may result in barriers to pedestrian circulation and walkability	Establish a maximum number of spaces Offer incentives as above
	RHD		

Promote Affordable Development

- **Reduce or eliminate** parking requirements (entire zone district or proximity to transit)
- **Consider no minimums**– only parking **maximums**
- **Offer incentives** for affordable housing provisions (increase FAR, building heights and reduced parking requirements)
- **Allow “middle housing”** within single family residential zones

BASE ZONE MODIFICATIONS

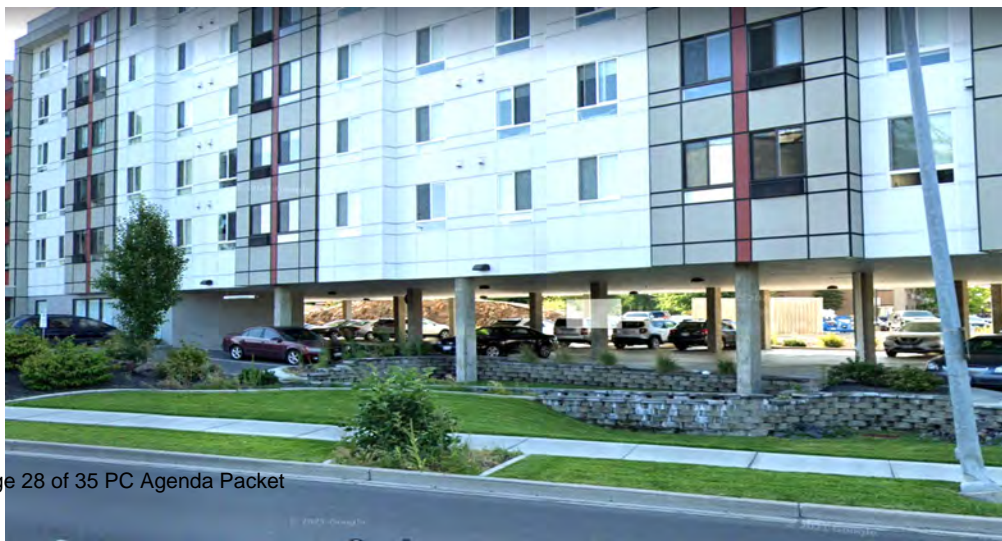
Increase height by one-floor



Reduced parking requirements lower building cost, may promote affordable housing and pedestrian-oriented commercial use

Promote Transit Oriented Development

- **Reduce parking requirements** to allow area for increased housing density and commercial uses
- **Increase building height and FAR** to support street level commercial with housing



BASE ZONE MODIFICATIONS

STANDARDS	ZONE	ISSUE	RECOMMENDATION
STREETSCAPE AMENITIES	FBC-CA-1	N/A	Consider offering additional incentives (such as the existing FAR incentive) for developments in all center and corridor zones
	FBC-CA-2		
	FBC-CA-3		
	FBC-CA-4		
	CC1	Some of the existing standards for Streetscape Elements only apply to Pedestrian Streets and do not provide significant incentives for the provision of streetscape amenities	Consider streamlining code requirements for streetscape amenities/streetscape elements and offering additional incentives (such as the existing FAR incentive) for developments in all center and corridor zones
	CC2		
	CC4		
	GC	N/A	No changes recommended
	NR	N/A	No changes recommended
	NMU		
	RMF	N/A	No changes recommended
	RHD		

Maximize Incentives

- Increase building height and FAR, and reduce parking requirements **across base zones or within proximity of transit**
- **Expand incentives for the provisions of streetscape amenities**

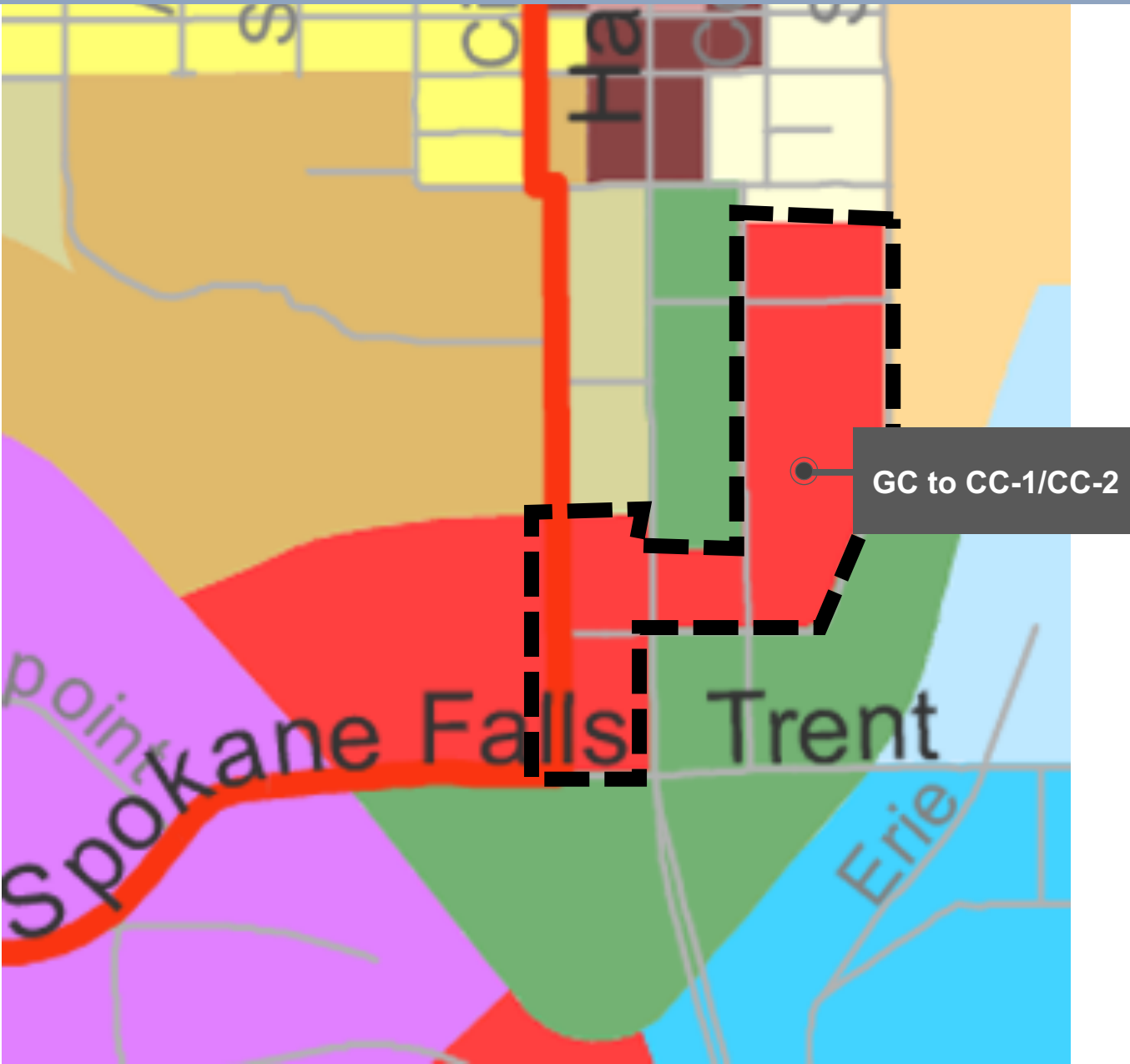
REZONE OPPORTUNITY AREAS



McCarthy Athletic Center, Napa and Regal Station Areas

- **Centers and Corridors** to greater promote TOD (McCarthy Athletic Center Station)
- **“Neighborhood Node”** areas with appropriate Neighborhood Center, Neighborhood Retail or Neighborhood Mixed Use designations (Napa and Regal Station Areas)

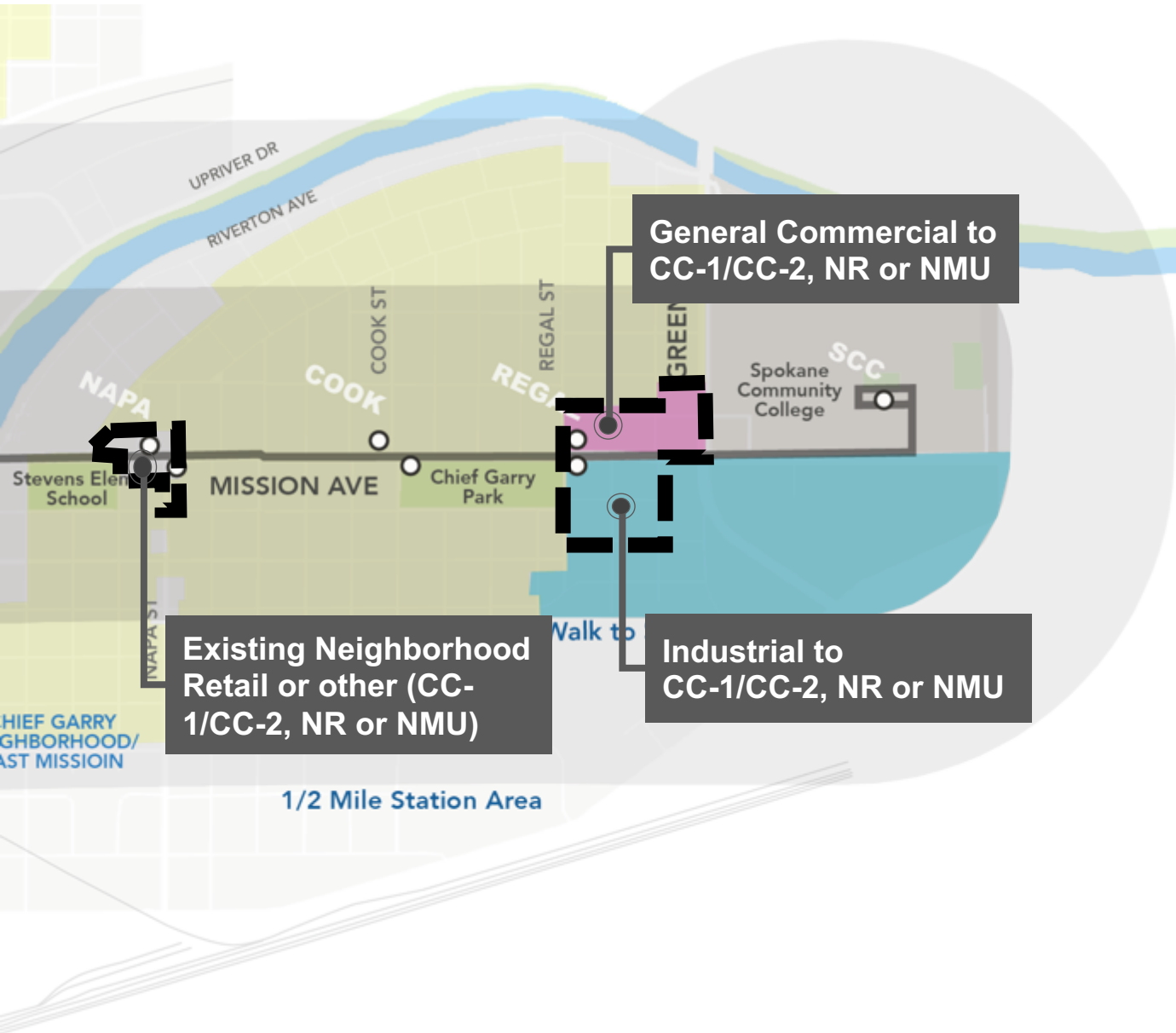
REZONE OPPORTUNITY AREAS



Rezone General Commercial to Centers Designation

- ◉ **Aligns entire area** with transit supportive zoning.
- ◉ **Allows for appropriate street standards and guidelines** to promote pedestrian activity such as 'The Hub' Street-oriented Destination (Springfield Avenue)

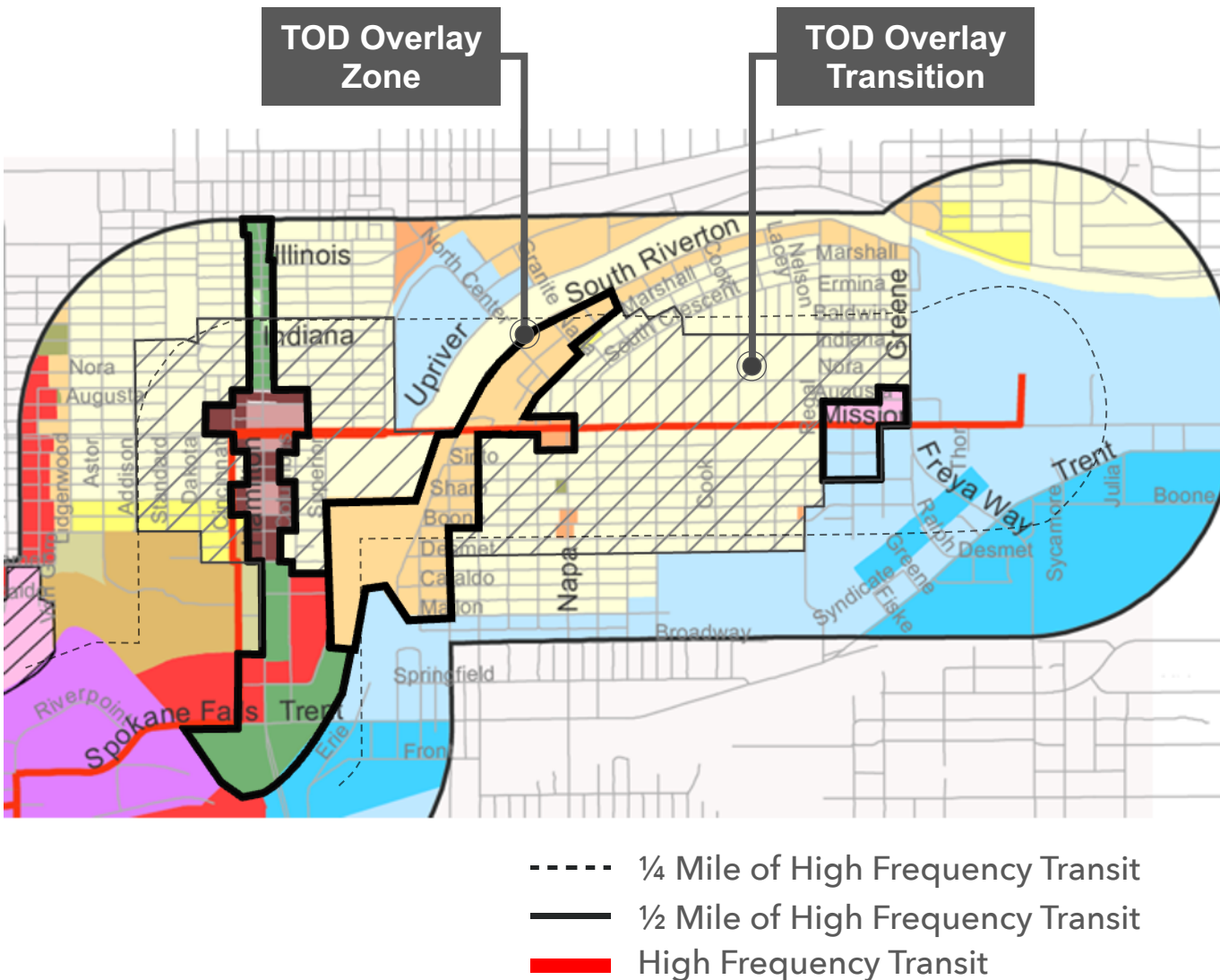
REZONE OPPORTUNITY AREAS



Rezone Neighborhood Node Areas

- Consider more appropriate zone for Napa Station--**Existing Neighborhood Retail or other designation** (CC1, or NMU)
- Consider rezone at Regal Station **to more appropriate zone designation** (CC1, NR or NMU)

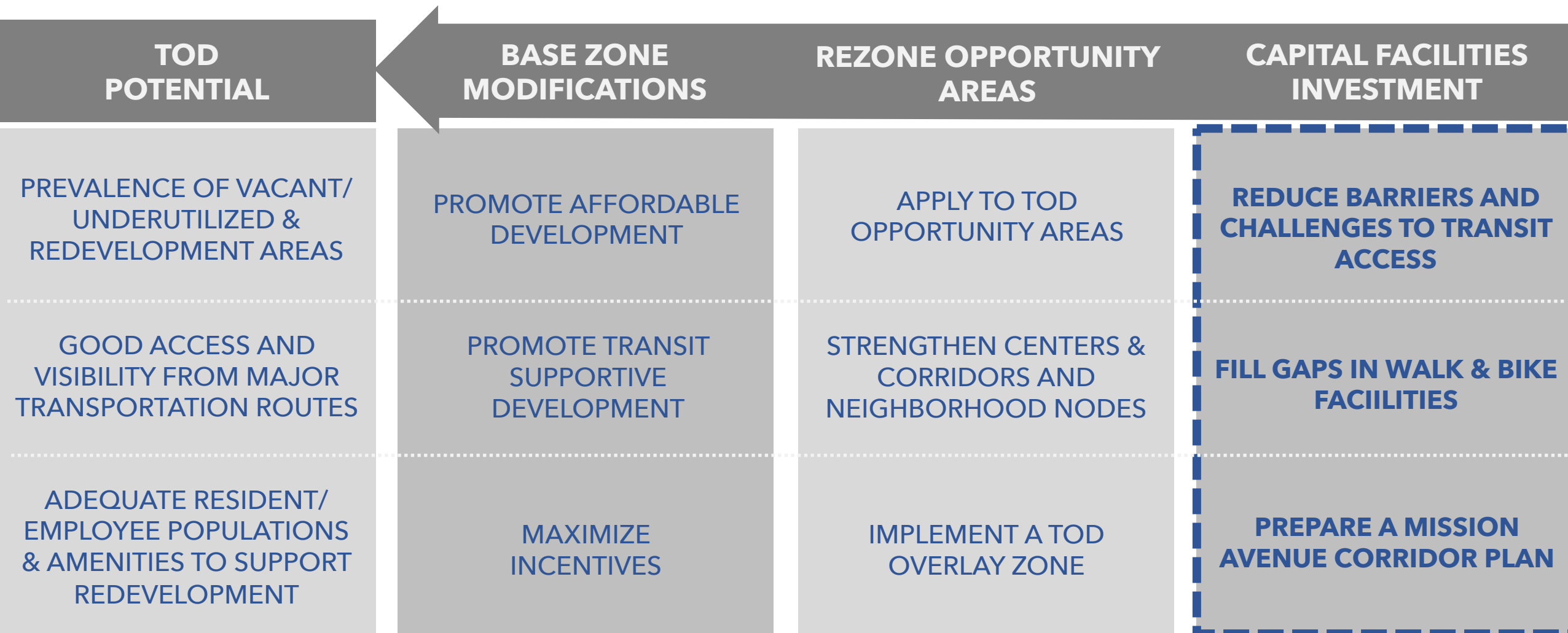
TOD OVERLAY ZONE



Consider TOD Overlay Zone

- Overlay **maintains base zone, but changes uses, standards and incentives** to promote TOD
- Apply Overlay Zone to **TOD Opportunity areas, Centers & Corridors, FBC, and RMF/RHD zones**
- Apply TOD Overlay Transition to **promote 'middle housing' within ¼ mile of the high frequency transit line**

REGULATORY APPROACH



BRIEFING PAPER
Plan Commission Workshop
Shaping Spokane Housing, Development Code Changes
February 9, 2022

Subject

The City is initiating a [series of code amendments](#) to the Unified Development Code (UDC) to encourage the development of more housing. This Plan Commission workshop includes a status update on the first phase of proposals related to new residential development:

- Accessory Dwelling Units
- Short Term Rentals
- Lot Size Transition Requirements
- Short Plats (9 lots or less)
- Environmental review thresholds under the State Environmental Policy Act (SEPA)
- Duplexes in Residential Single Family (RSF) Zone
- Attached Housing (Townhouses)

Information sheets on these subjects have been compiled and posted on the project webpage: ShapingSpokaneHousing.com

Background

The City's Comprehensive Plan provides a vision of affordable housing that is safe, clean, healthy, and attainable for all residents. Approved in July 2021, the City adopted its [Housing Action Plan](#) (HAP) to guide implementation of Comprehensive Plan policies by identifying strategies to achieve our community's housing needs and objectives. The HAP identifies actions that the city can enact to encourage more housing options that create more homes for more people. To implement the work of the HAP, the city is pursuing several residential development code amendments. These proposed changes are also guided by Mayor Woodward's [July 26, 2021 Housing Emergency Proclamation](#) and the City Council's HAP [Implementation Plan](#).

Impact

Given the housing shortage locally, the proposed code amendments correspond with action items from the Housing Action Plan that are flagged for short- or mid-term timelines and focus on increasing housing units and the diversity of housing types. These code amendments focus on the following HAP strategies:

- A1, "Explore and expand allowed housing types to encourage missing middle housing throughout Spokane's neighborhoods."
- A3, "Continue to streamline and simplify changes to the City's permit process, as necessary."
- A5, "Revise Accessory Dwelling Unit standards to allow for additional flexibility."

Phase 1 amendments will explore attached houses (townhouses), accessory dwellings, duplexes, and streamlining permit processes that could further encourage construction of housing. Future Phase 2 code amendments may require Comprehensive Plan changes, exploring opportunities for increasing the number of homes allowed per acre of land, and permitting for a wider variety of housing types generally.

Find more information on the project webpage: ShapingSpokaneHousing.com