



Spokane Plan Commission Agenda

Wednesday, February 08, 2023

2:00 PM

Hybrid - Council Briefing Center / Webex
808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - 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 [1/25/2023](#) meeting minutes
2. City Council Report
3. Community Assembly Liaison Report
4. President Report
5. Transportation Sub-Committee Report
6. Secretary Report
7. Approval of current agenda
8. Tentative upcoming agenda items

All
CM Zack Zappone
Mary Winkes
Todd Beyreuther
Clifford Winger
Spencer Gardner

Workshops:

2:30 – 3:30

1. [Transportation Impact Fee Update](#)

Inga Note and Tim Thompson

3:30 – 4:00

2. [2024-2029 Comprehensive Streets Program](#)

Kevin Picanco

Adjournment: The next PC meeting will be held on Wednesday, February 22, 2023

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

Username: COS Guest

Password: K8vCr44y

Plan Commission Meeting Information

Wednesday, February 08, 2023

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online 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 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
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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.

Spokane Plan Commission - Draft Minutes

January 25, 2023

Webex Teleconference

Meeting Minutes: Meeting called to order at 2:00 PM by Greg Francis

Attendance:

- Board Members Present: Greg Francis (President), Ryan Patterson (Vice President), Michael Baker, Jesse Bank, Carole Shook, Clifford Winger, Christopher Britt, Kris Neely, Tim Williams, Todd Beyreuther
- Non-Voting Members Present/Not Present: Mary Winkes (Community Assembly Liaison), Council Member Zack Zappone
- *Quorum Present: yes*
- Staff Members Present: Spencer Gardner, Tirrell Black, Jackie Churchill,

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each. NONE

Minutes: Minutes from 1/11/2023 approved unanimously

Current Agenda: The current agenda was approved unanimously.

Briefing Session:

1. **City Council Liaison Report -Zack Zappone**
 - Council Member Zappone reported that City Council is working on completing and making changes to the draft Landlord-Tenant Ordinance.
2. **Community Assembly Liaison Report - Mary Winkes**
 - NONE
3. **Commission President Report - Greg Francis**
 - NONE
4. **Transportation Subcommittee Report - Clifford Winger**
 - NONE
5. **Secretary Report - Spencer Gardner**
 - Spencer Gardner reported that Tirrell Black will fill in for him during the Cannon Streetcar Suburb Plan Commission hearing. Additionally, there are many State Bills being considered in State Legislature that are about housing and specifically House Bill 1110.

Workshop(s):

1. **Building Opportunity in Housing**
 - Presentation provided by Kevin Freibott
 - Questions asked and answered
 - Discussion ensued
2. **Bike Parking Code Update**
 - Presentation provided by Tyler Kimbrell
 - Questions asked and answered
 - Discussion ensued

Hearing(S):

1. Cannon Streetcar Suburb Historic District

- Presentation provided by Logan Camporeale
- Questions asked and answered
- Public Testimony
 - Nicholas Reynolds, a representative of the Cannon Streetcar Suburb Historic District Subcommittee, spoke in favor of the proposed historic district.
 - Roger Takiguchi, resident of Cannon neighborhood, spoke in favor of the creation of the Cannon Streetcar Suburb Historic District.
 - Melissa Flynn, resident of Cannon neighborhood, spoke in favor of the proposed Historic District and read a letter from Joanne Halstead Moyer, a Cannon resident and member of Spokane Preservation Advocates, that also supported the formation of the Cannon Historic District.
 - Ability Bradshaw, resident of the Cannon neighborhood, spoke in favor of the Cannon Streetcar Suburb Historic District.
 - Steve Blaska, resident of the Cannon neighborhood, Spokane in favor of the formation of the Cannon Streetcar Suburb Historic District.
- Discussion ensued
- Motion:
 - Ryan Patterson motioned to recommend to the City Council to approve the adoption of SMC 17D.100.290, Cannon Streetcar Suburb Local Historic District Overlay Zone and Design Standards and Guidelines as written and presented. Seconded by Carole Shook. **Motion Carried (9,1)**
 - Todd Beyreuther made a friendly amendment to the motion to exclude historic preservation design review of exterior changes to noncontributing structures and new construction within the district. Seconded by Michael Baker. **Motion Failed (3,7)**

Meeting Adjourned at 5:30 PM

Next Plan Commission Meeting scheduled for Wednesday, February 8, 2023

ORDINANCE NO. C _____

An ordinance relating to transportation impact fees and amending SMC 17D.075.040 Assessment of Impact Fees, 17D.075.070 Credits, 17D.075.140 Review, 17D.075.180 Impact Fee Schedule, 17D.075.190 Service Area Map, and 17D.075.210 Impact Fee Project list.

WHEREAS, the City Council previously adopted Ordinance No. C34673, implementing the transportation impact fees authorized by Chapter 82.02 RCW, establishing transportation impact fee service areas, project lists, and adopting transportation impact fee schedules, all of which is codified in Chapter 17D.075 of the Spokane Municipal Code (SMC); and

WHEREAS, SMC 17D.075.140 anticipates periodic review and updates to the project lists and fee schedules, and further anticipates the formation of an impact fee advisory board consisting of various community representatives; and

WHEREAS, there has been a significant increase in residential development in the Latah/Hangman and Grandview/Thorpe Neighborhoods ("Latah Valley") in recent years; and

WHEREAS, the Washington State Department of Transportation (WSDOT) has voiced its concerns about the ability of US 195 to handle additional local trips and has threatened to remove local access from US 195 making it more difficult for residents of Latah Valley to reach destinations within the City of Spokane; and

WHEREAS, the Spokane Regional Transportation Council (SRTC) in collaboration with WSDOT, the City of Spokane, and the Spokane Transit Authority (STA) recently completed the US 195/I-90 Transportation Study (the "Study"); and

WHEREAS, the Study was initiated to address both existing and future challenges related to safety, traffic operations, multimodal access, increasing traffic levels, and limited pedestrian, bicycle, and transit infrastructure in the study area which consists primarily of Latah Valley; and

WHEREAS, the Study's goals included improving existing and future safety conditions, accommodating the transportation needs of planned development, increasing modal options such as walking, biking and transit, and identifying projects that are practical, implementable, and fundable in a reasonable timeline; and

WHEREAS, out of the Study, the City has identified several transportation projects that are needed to serve the increased growth and development occurring and anticipated in the Latah Valley and that will reasonably benefit such new growth and development; and

WHEREAS, Washington's legislature adopted RCW 82.02.050 *et seq* in order to enable cities to plan for new growth and development and to recoup from developers a

predictable share of the infrastructure costs attributable to anticipated growth, and further intended that impact fees are to be a proportionate share of the costs of transportation system improvements that are reasonably related to and reasonably benefit the development; and

WHEREAS, under the present Transportation Impact Fee schedules in Chapter 17D.075 SMC, the impact fees that are being collected from new residential construction and development occurring in the City and Latah Valley in particular are not adequate to cover the developments' proportionate share of the cost of necessary new system improvements that will be reasonably related to and that will reasonably benefit the new development; and

WHEREAS, it is necessary to update the City's Transportation Impact Fees so that the fees (i) are adequate to cover the cost of system improvements that are reasonably related to new growth and development occurring and anticipated in the City, (ii) do not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development, and (iii) will be used for system improvements that will reasonably benefit the new development; and

WHEREAS, the City conducted a detailed analysis of each of the projects used to calculate the updated impact fees in order to (i) remove the cost of correcting any existing deficiencies and (ii) to only include project costs associated with providing additional capacity that will reasonably benefit new growth and development; and

WHEREAS, City staff developed transportation impact fee service area boundaries based on existing traffic patterns and to ensure fees paid are assigned to projects reasonably related to their development ; and

WHEREAS, consistent with SMC 17D.075.140, the City established an impact fee advisory board consisting of various community representatives which worked to review proposed changes to the fee schedules and service area boundaries set forth in Chapter 17D.075 SMC; and

WHEREAS, the updated impact fee schedules have been prepared to reflect the estimated cost of the projects included in the updated Impact Fee Project List (the "Updated Impact Fee Rate Schedule"); and

WHEREAS, on or about **February 22, 2023**, following a public process involving a public workshop and a public hearing, a majority of the City of Spokane Plan Commission voted to recommend approval of an ordinance amending Chapter 17D.075 SMC (Transportation Impact Fees) with the amendments relating to (i) the updated Impact Fee Project List; (ii) the updated Impact Fee Rate Schedule; and (iii) the updated boundaries; and

WHEREAS, in making its recommendation, the Plan Commission found that, pursuant to the amended Transportation Impact Fee Ordinance, the impact fee(s) assessed a specific development will be proportionate to and reasonably related to the

service area-wide need for new transportation improvements created by the development; and

WHEREAS, in connection with the original Impact Fee Ordinance, the responsible official issued a Determination of Nonsignificance, dated March 27, 2008 (“DNS”); and

WHEREAS, pursuant to WAC 197-11-800, this update to Chapter 17D.075 SMC is categorically exempt from the threshold determination and environmental impact statement requirements under Chapter 43.21C RCW (SEPA); and

WHEREAS, Chapter 17D.075 SMC, as amended by this Ordinance, is consistent with the City’s Comprehensive Plan which, in CFU 2.4, recognizes impact fees as a possible mechanism to fund capital improvements so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of facilities that reasonably benefit the development; and

WHEREAS, the Comprehensive Plan and the entire record relative to the adoption of Chapter 17D.075 SMC and this update are incorporated into this Ordinance by reference; and

WHEREAS, the City has complied with RCW 36.70A.370 in adopting this Ordinance; and

WHEREAS, the City Council adopts the foregoing as its findings of fact justifying its adoption of this Ordinance;

NOW, THEREFORE,

The City of Spokane does ordain:

Section 1. That SMC Section 17D.075.040 is amended to read as follows:

17D.075.040 Assessment of Impact Fees

- A. The City shall collect impact fees, based on the schedules in SMC 17D.075.180, or an independent fee calculation as provided for in SMC 17D.075.050, from any applicant seeking development approval from the City. The impact fees in SMC 17D.075.180 are generated from the formula for calculating impact fees set forth in the rate study, one copy of which shall be kept on file with the office of the city clerk and which is adopted and incorporated herein by reference. Except as otherwise provided in this chapter, all new development approval in the City will be charged the transportation impact fees in SMC 17D.075.180. Subject to the review provisions set forth in SMC 17D.075.140 below, the transportation impact fees in SMC 17D.075.180 ~~will increase annually in the amount of 1.96% starting January 1st, 2019. This annual increase is based on the average of the Federal Highway Administration’s National Highway Construction Cost Index for the~~

~~years 2012 through 2016, and shall remain in effect until the transportation impact fee advisory board meets again.~~ will increase annually by the five-year rolling average of the Engineering News Record Construction Cost Index calculated by City staff, not to exceed 5% increase per year. This annual increase will start January 1st, 2024. Provided further, for purposes of this chapter only, the following shall not constitute development activity:

1. Replacement of a commercial structure with a new structure of the same size and use or a residential structure with the same number of residential units, both at the same site or lot, where demolition of the prior commercial or residential structure occurred after May 2001. Replacement of a commercial structure with a new commercial structure of the same size shall be interpreted to include any structure for which the gross square footage of the building will not be increased by more than one hundred twenty square feet. It shall be the feepayer's responsibility to establish the existence of a qualifying prior use to the director's reasonable satisfaction.
 2. Expansions of existing residential structures that do not add residential dwelling units.
 3. Alteration of an existing nonresidential structure that does not expand the usable space, add any residential units, or result in a change in use.
 4. Miscellaneous improvements that do not create additional demand and need for public facilities, including, but not limited to, fences, walls, swimming pools, and signs.
 5. Demolition or moving of a structure.
 6. Re-use or change in use of existing structure.
 - a. Re-use or change in use of an existing structure that does not create additional demand and need for public facilities (*i.e.*, where the trip generation of the re-use is equal to or less than trip generation of prior use) shall not constitute development activity for purposes of this chapter.
 - b. It shall be the feepayer's responsibility to establish the existence of a qualifying prior use to the Director's reasonable satisfaction.
 - c. For a change in use of an existing structure that does create additional demand and need for public facilities (*i.e.*, where the trip generation of the re-use is greater than the trip generation of the prior use), the City shall collect impact fees for the new use based on the schedules in SMC 17D.075.180, less the fees that would have been payable as a result of the prior use.
- B. The director shall be authorized to determine whether a particular development activity constitutes development activity subject to the payment of impact fees under this chapter. Determinations of the Director shall be in writing issued within fourteen days of submitting a complete application and shall be subject to the appeals procedures set forth in SMC 17D.075.090.

- C. Impact fees shall be assessed prior to the issuance of a building permit for each unit in a development, using either the impact fee schedules then in effect or an independent fee calculation, at the election of the applicant and pursuant to the requirements set forth in SMC 17D.075.050. The impact fees shall be paid at the issuance of a building permit or at the completion of construction. To defer the payment of the impact fee to the end of construction, the developer shall provide prior to issuance of a building permit a recorded "certificate of title notice" evidencing an encumbrance on the title for each parcel of land, on forms provided by the city attorney's office, recorded with the Spokane County auditor's office which requires that the impact fee be paid as part of the closing of the construction financing, transfer of title to another party or issuance of a certificate of occupancy, whichever shall first occur. For commercial development involving multiple users, impact fees shall be assessed and collected prior to issuance of building permits that authorize completion of tenant improvements for each use. Furthermore, the City shall not accept an application for a building permit unless, prior to submittal or concurrent with submittal, the feepayer submits complete applications for all other discretionary reviews needed, including, but not limited to, design review, the environmental determination, and the accompanying checklist.
- D. Applicants that have been awarded credits prior to the submittal of the complete building permit application pursuant to SMC 17D.075.070, shall submit, along with the complete building permit application, a copy of the letter or certificate prepared by the director pursuant to SMC 17D.075.070 setting forth the dollar amount of the credit awarded. Impact fees, as determined after the application of appropriate credits, shall be collected from the feepayer at the time the building permit is issued for each unit in the development.
- E. For mixed use buildings or development, impact fees shall be imposed for the proportionate share of each land use based on the applicable unit of measurement found on the schedule in SMC 17D.075.180.
- F. The department shall place a hold on permits for development approval unless and until the impact fees required by this chapter, less any permitted exemptions, credits or deductions, have been paid.

Section 2. That SMC Section 17D.075.070 is amended to read as follows:

17D.075.070 Fee Reductions and Credits

~~A. A feepayer can request a credit for the total value of dedicated land or public facilities provided by the feepayer if the land and public facilities are identified as system improvements or in cases where the director, in the director's discretion, determines that such dedication of land or public facilities would serve the goals and objectives of the capital facilities plan.~~

~~BA.~~ The city council finds that certain types of development activity such as development with the City's center and corridor zones and housing at a density of at least fifteen (15) units per acre) are likely to generate fewer p.m. peak hour vehicle trips than other development activity. Consistent with this finding, a feepayer may request a ~~partial credit~~ fee reduction for the following:

1. Development within center and corridor zones shall qualify for a ~~partial credit~~ fee reduction of ten percent of the impact fees otherwise payable as a result of the development activity.
2. Mixed use development which features both an "active" first floor (e.g. office, retail) and a residential component shall qualify for a ~~partial credit~~ fee reduction of ten percent (10%) of the impact fees otherwise payable as a result of the development activity, which shall be doubled if at least twenty percent (20%) of the residential portion of the mixed-use development is affordable housing for low-income households or individuals, as these terms are defined in SMC 08.15.020(A) and (G).
3. Development of bicycle and pedestrian connections through their site to a public park or school, or that expand the connectivity of the trail network shall entitle a feepayer to a ~~partial credit~~ fee reduction of ten percent of the impact fees otherwise payable as a result of the development activity. ~~The credit provided for in this section shall be limited to the cost incurred by the feepayer in developing the connection.~~
4. Development projects that incorporate covered and lockable bicycle storage for at least fifty percent of their required bicycle parking shall qualify for a ~~partial credit~~ fee reduction of \$1,000 per bike space, ~~subject to the limitation in subsection (B)(6) below.~~ The bicycle storage area must be dedicated for that use only. See SMC 17C.230.200 for space requirements.
5. Development projects located ~~on a~~ within one-quarter-mile of a frequent transit corridor may shall qualify for a fee reduction of ten percent of impact fees otherwise payable as a result of the development activity. ~~make improvements in coordination with Spokane Transit Authority (STA) and will qualify for a partial credit of up to ten percent of the impact fees~~

~~otherwise payable as a result of the development activity. The credit provided for in this section shall be limited to the cost incurred by the feepayer in developing the improvements. Eligible improvements include the installation of weather cover, lighting, HPTN stop infrastructure or the dedication of right-of-way for transit stop improvements, as warranted by current or reasonably anticipated future usage of a transit stop, consistent with STA's established policies and design standards. The credit provided for in this section shall be limited to the cost of the right of way or the expense incurred by the feepayer in developing the transit stop. Frequent transit is defined as fixed route service at intervals of no less than fifteen minutes for at least five hours during the peak hours of operation on weekdays.~~

6. The director shall be authorized to determine whether a particular development activity falls within a ~~credit fee reduction~~ identified in this Section ~~BA~~, in any other section, or under other applicable law. ~~Determinations of the director shall be in writing issued within fourteen days of a complete application and shall be subject to the appeals procedures set forth in SMC 17D.075.090.~~
- B. A feepayer can request a credit for the total value of dedicated land or public facilities provided by the feepayer if the land and public facilities are identified as system improvements or in cases where the director, in the director's discretion, determines that such dedication of land or public facilities would serve the goals and objectives of the capital facilities plan.
 - C. For each request for a credit, under subsection (A) (B) above, if appropriate, the director shall select an appraiser or the feepayer may select an independent appraiser acceptable to the director. The appraiser must be a Washington State certified appraiser or must possess other equivalent certification and shall not have a fiduciary or personal interest in the property being appraised. A description of the appraiser's certification shall be included with the appraisal, and the appraiser shall certify that he/she does not have a fiduciary or personal interest in the property being appraised.
 - D. The appraiser shall be directed to determine the total value of the dedicated land and/or public facilities provided by the feepayer on a case-by-case basis.
 - E. The feepayer shall pay for the cost of the appraisal. The feepayer may request that the cost of the appraisal be deducted from the credit which the director may be providing to the feepayer, in the event that a credit is awarded. In lieu of an appraisal the feepayer may also choose to use the county assessor's current square foot valuation of the dedicated land.
 - F. After receiving the appraisal, and where consistent with the requirements of this section, the director shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, the legal description of the site donated where applicable, and the legal description or

other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate, and return such signed document to the director before the impact fee credit will be awarded. The failure of the applicant to sign, date, and return such document within sixty calendar days shall nullify the credit. The credit must be used within seventy-two months of the award of the credit.

- G. Any claim for credit must be made prior to issuance of a building permit, provided any claim for credit submitted later than twenty calendar days after the submission of an application for a building permit shall constitute a waiver and suspension of timelines established by state and/or local law for processing of permit applications.
- H. In no event shall the credit exceed the amount of the impact fees that would have been due for the proposed development activity.
- I. No credit shall be given for project improvements.
- J. Determinations made by the director pursuant to this section shall be subject to the appeals procedures set forth in SMC 17D.075.090.

Section 3. That SMC Section 17D.075.180 is amended as follows:

17D.075.180 Appendix A – Impact Fee Schedule

Section 4. That SMC Section 17D.075.190 is amended as follows:

17D.075.190 Appendix B – Service Area Map

The transportation impact fee service area boundaries are hereby designated on the Appendix B – Service Area Map. Properties within the “Airport-owned” boundary shall be automatically added to the West Plains Service Area if no longer owned by the Airport Board.

Section 5. That SMC Section 17D.075.210 is amended as follows:

17D.075.210 Appendix D – Impact Fee Project List

ADOPTED BY THE CITY COUNCIL ON _____

(Delivered to the Mayor on the _____ day of _____)

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

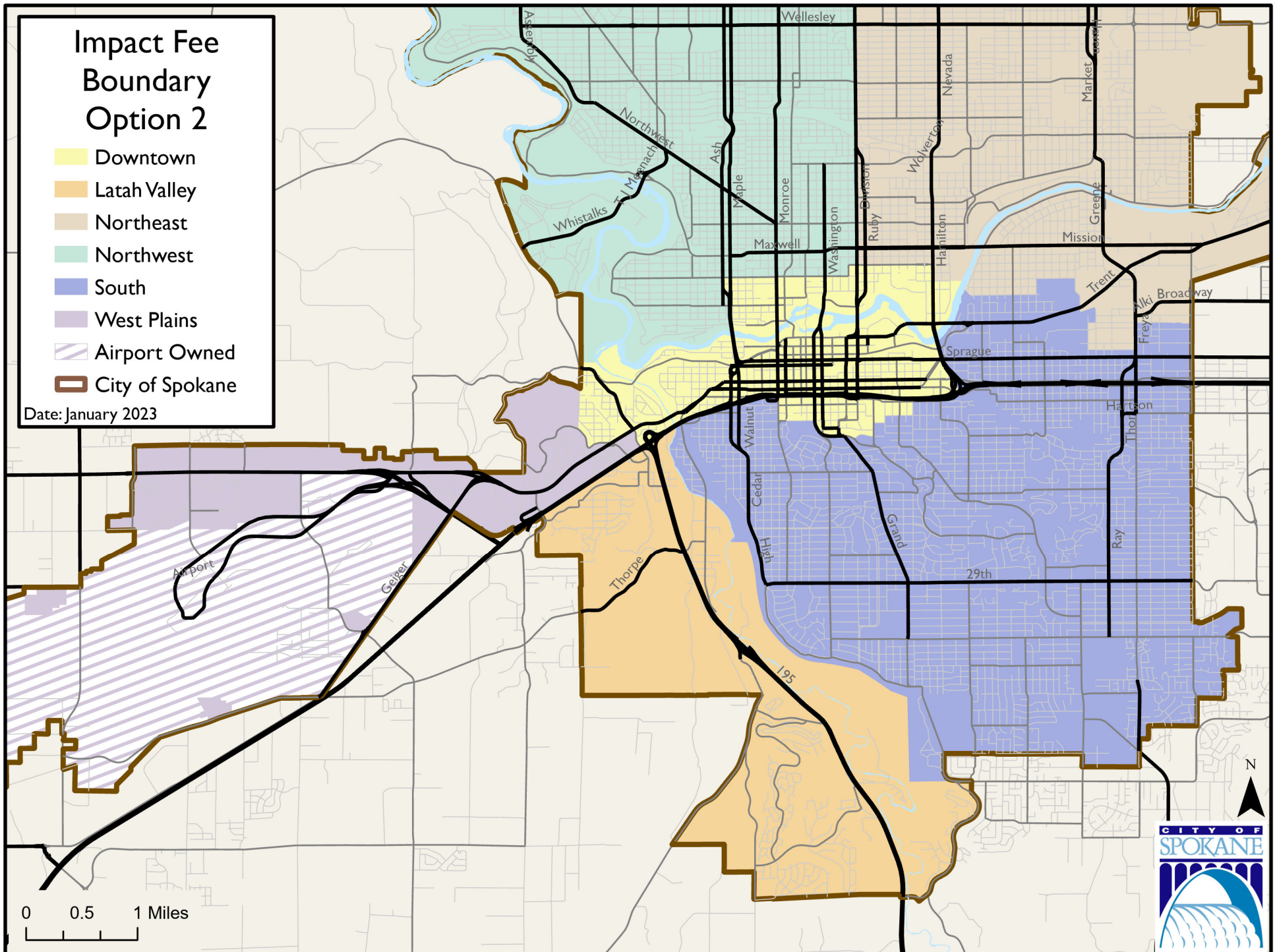
Appendix D - Impact Fee Project List

Project	Description	Estimated Cost (in 2022 dollars)	Needed from Impact Fees	Cost Estimate Notes	Option 2 Districts	Option 4 Districts	Option 6 Districts	Option 7 Districts
5th Ave / Sherman St	Intersection - install new traffic signal	\$858,004	\$465,639	detailed	D	D	D	D
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	\$296,182	\$133,282	detailed	D	D	D	D
D Bicycle Improvements	stripe bike facilities on arterials, , crossing improvements	\$500,000	\$225,000	n/a	D	D	D	D
D Pedestrian Improvements	install pedestrian facilities on arterials	\$500,000	\$225,000	n/a	D	D	D	D
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	\$3,090,000	\$1,545,000	concept level	NW	NW	NW	NW
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	\$4,100,000	\$2,050,000	concept level	NW	NW	NW	NW
Wellesley / Driscoll	WB right turn lane	\$31,000	\$15,500		NW	NW	NW	NW
Wellesley / Assembly	signal	\$1,030,000	\$515,000		NW	NW	NW	NW
Francis/Alberta	modify NB and SB lanes to allow protected phasing	\$824,000	\$412,000		NW	NW	NW	NW
Francis/Maple	add WBR lane	\$824,000	\$412,000		NW	NW	NW	NW
NW Bicycle Improvements	stripe bike facilities on arterials	\$100,000	\$50,000	n/a	NW	NW	NW	NW
NW Pedestrian Improvements	install pedestrian facilities on arterials	\$100,000	\$50,000	n/a	NW	NW	NW	NW
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	\$167,707	\$52,828	detailed	S	S	S	S
29th/ Regal	EBR slip lane, bike lanes N-S, new cabinet, signal pole	\$520,000	\$145,080	detailed	S	S	S	S
37th / Ray, 37th/Freya	37th/Ray roundabout or realignment with signal. Includes modifications to Ferris High School driveways. Signalize 37th/Freya.	\$5,810,826	\$3,294,738	detailed	S	S	S	S
57th/Hatch	Reconfigure and install signal	\$1,654,933	\$908,558	detailed	S	S	S	S
44th/Regal	Widen northbound approach to 2 lanes	\$598,679	\$134,703	detailed	S	S	S	S
Freya / Palouse Hwy	roundabout (or turn lanes)	\$4,987,000	\$2,154,384	detailed	S	S	S	S
S Bicycle Improvements	stripe bike facilities on arterials	\$250,000	\$112,500	n/a	S	S	S	S
S Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	\$112,500	n/a	S	S	S	S
Lindeke frontage road from 16th to Thorpe	2-3 lane frontage road, with bridge for trail at 16th	\$9,300,000	\$5,022,000	detailed	L	S	L	L
US 195/Meadowlane	intersection improvement with J-turns	\$809,663	\$809,663	exact developer share	L	S	L	L
Inland Empire Way two-way	provide 2 way roadway from Cheney-Spokane to downtown	\$9,200,000	\$4,140,000	detailed	L	S	L	L
BNSF Tunnel on Thorpe - PE and concept eval	widen existing tunnel or bore new pedestrian tunnel	\$1,400,000	\$819,000	concept level	L	S	L	L
Fish Lake Trail Tunnel on Thorpe - PE and concept eval	replace with bridge to provide wider roadway	\$600,000	\$351,000	concept level	L	S	L	L
Qualchan and Cheney-Spokane Path	pathway from Lincoln Blvd to Yokes	\$1,093,917	\$492,263	detailed	L	S	L	L
Cheney-Spokane restripe and bike path	Qualchan to Interchange	\$1,860,627	\$837,282	detailed	L	S	L	L
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 3-lane east of Nevada 1000'	\$1,545,000	\$772,500	concept level	NE	NE	NE	NE
Mission/Havana	signal or protected receiving lane for NB left.	\$824,000	\$412,000	concept level	NE	NE	NE	NE
Crestline / Magnesium	add EBR turn lane, two lanes for NB, all-way stop.	\$670,000	\$335,000	detailed	NE	NE	NE	NE
Nevada / Magnesium	left turn protected-permitted phasing, restripe for WBL and EBL turn lanes, add WBR, one through lane east-west, maybe ROW on NE corner	\$1,030,000	\$515,000	concept level	NE	NE	NE	NE
Sprague/Freya	Add NBR turn lane	\$503,000	\$251,500	detailed	NE	NE	NE	NE
NE Bicycle Improvements	stripe bike facilities on arterials	\$100,000	\$50,000	n/a	NE	NE	NE	NE
NE Pedestrian Improvements	install pedestrian facilities on arterials	\$100,000	\$50,000	n/a	NE	NE	NE	NE
21st Avenue: Hazelwood to Lucas, Technology to Spotted	segment - construct new 3-lane arterial	\$10,715,560	\$5,786,402	detailed	WP	WP	WP	WP
21st Avenue: Lucas Drive to Flint (built)	segment - construct new 3-lane arterial	\$1,485,553	\$1,485,553	exact developer credit	WP	WP	WP	WP
12th Avenue: Deer Heights to Flint	segment - construct new 3-lane arterial	\$3,733,396	\$2,016,034	detailed	WP	WP	WP	WP
12th-14th Avenue: Campus to Russell	segment - construct new arterial	\$7,506,982	\$4,053,770	detailed	WP	WP	WP	WP
Sidewalk on Lindeke	from 13th to 16th	\$1,114,474	\$501,513	detailed	WP	D	WP	L
Rustle Street Bridge Widening for Non-Motorized users	add non-motorized	\$5,872,347	\$2,642,556	detailed	WP	D	WP	L
Sidewalk on Grandview	from Garden Springs-Rustle to 17th	\$903,578	\$406,610	detailed	WP	D	WP	L
Sunset Highway/Assembly	new signal	\$823,690	\$474,445	detailed	WP	D	WP	WP
Sunset/Government Way	signal upgrades to protected-permitted phasing	\$354,007	\$130,629	detailed	WP	D	D	D
W Bicycle Improvements	stripe bike facilities on arterials or US 2 Bike Path	\$50,000	\$22,500	n/a	WP	WP	WP	WP
W Pedestrian Improvements	install pedestrian facilities on arterials	\$50,000	\$22,500	n/a	WP	WP	WP	WP

Total Project Cost \$88,138,125 \$45,413,433

Project Cost from Development

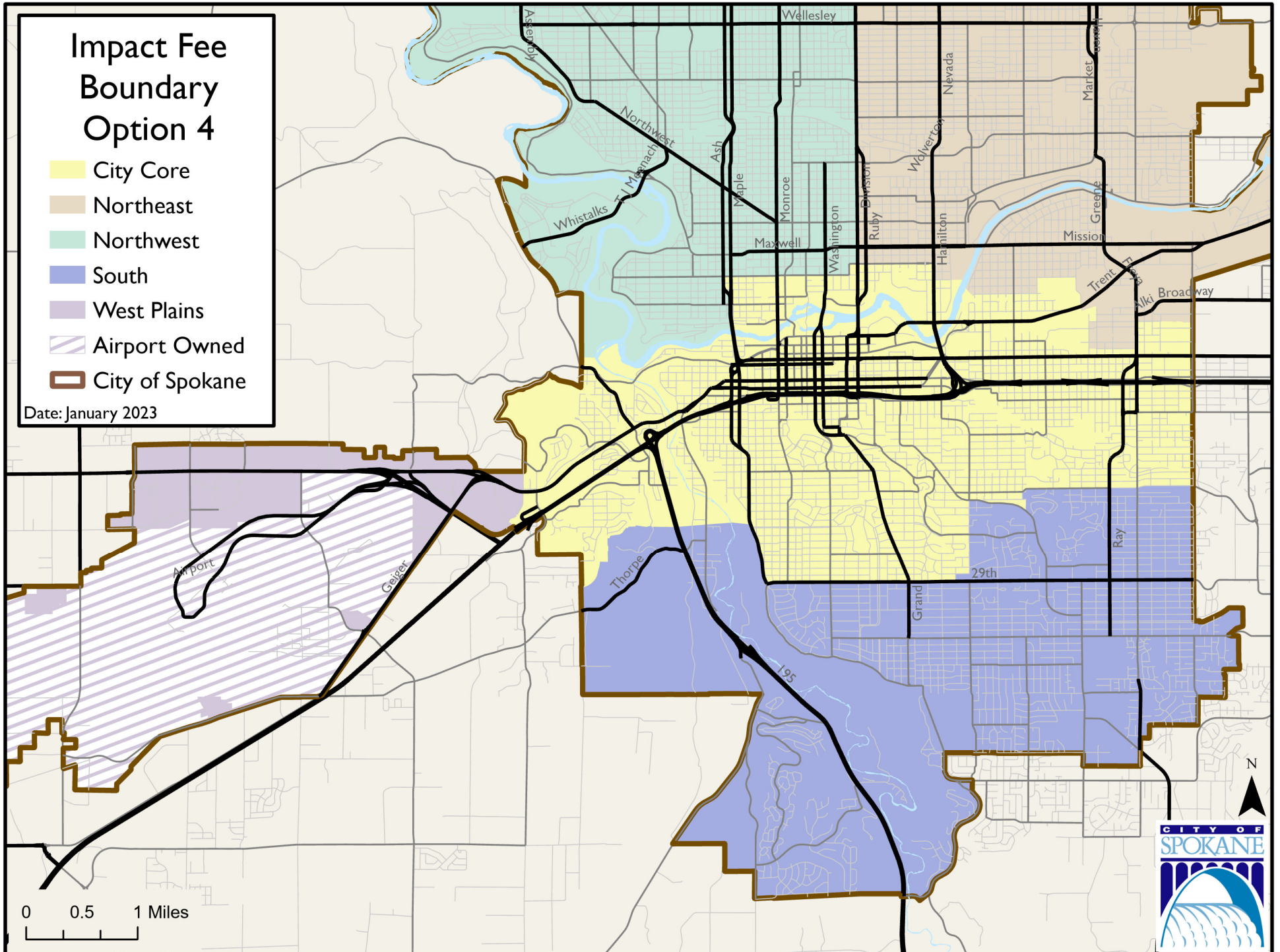
Total Downtown =	\$1,048,921	\$5,204,674	\$1,179,549	\$1,179,549
Total Northwest =	\$5,049,500	\$5,049,500	\$5,049,500	\$5,049,500
Total South =	\$6,915,291	\$19,386,499	\$6,915,291	\$6,915,291
Total Latah =	\$12,471,208	\$0	\$12,471,208	\$16,021,887
Total Northeast =	\$2,386,000	\$2,386,000	\$2,386,000	\$2,386,000
Total West Plains =	\$17,542,513	\$13,386,760	\$17,411,885	\$13,861,205

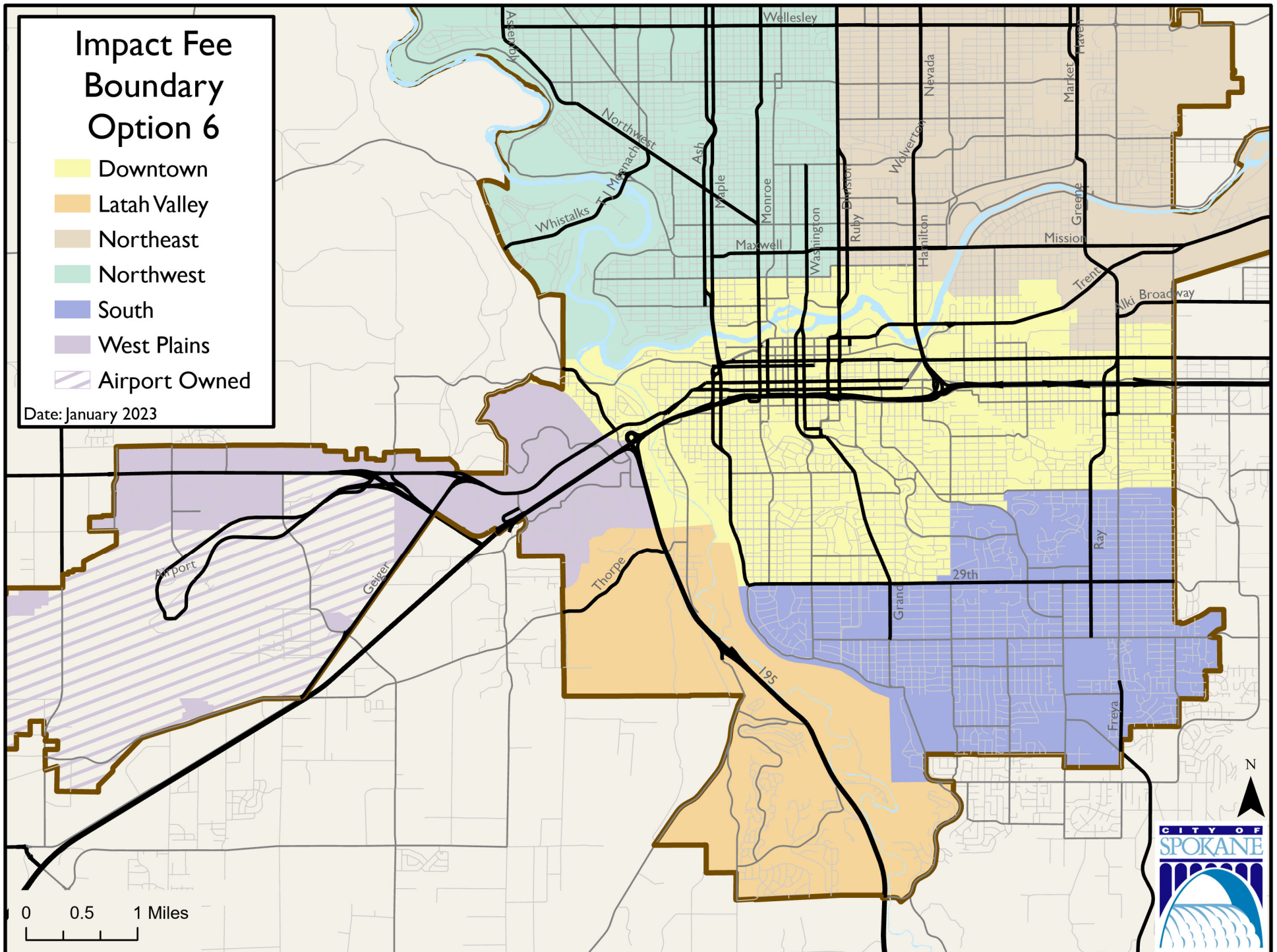


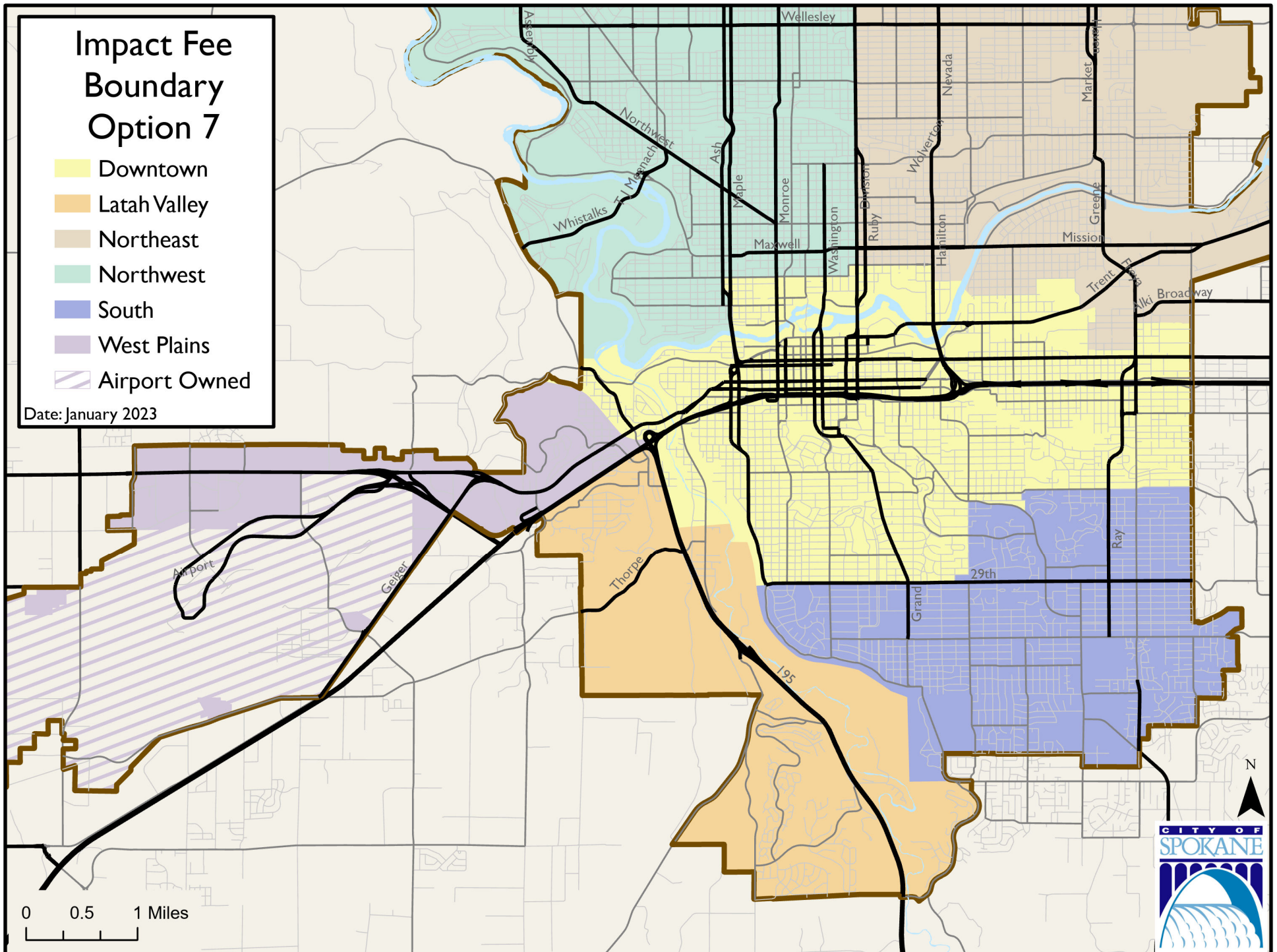
Impact Fee Boundary Option 4

- City Core
- Northeast
- Northwest
- South
- West Plains
- Airport Owned
- City of Spokane

Date: January 2023



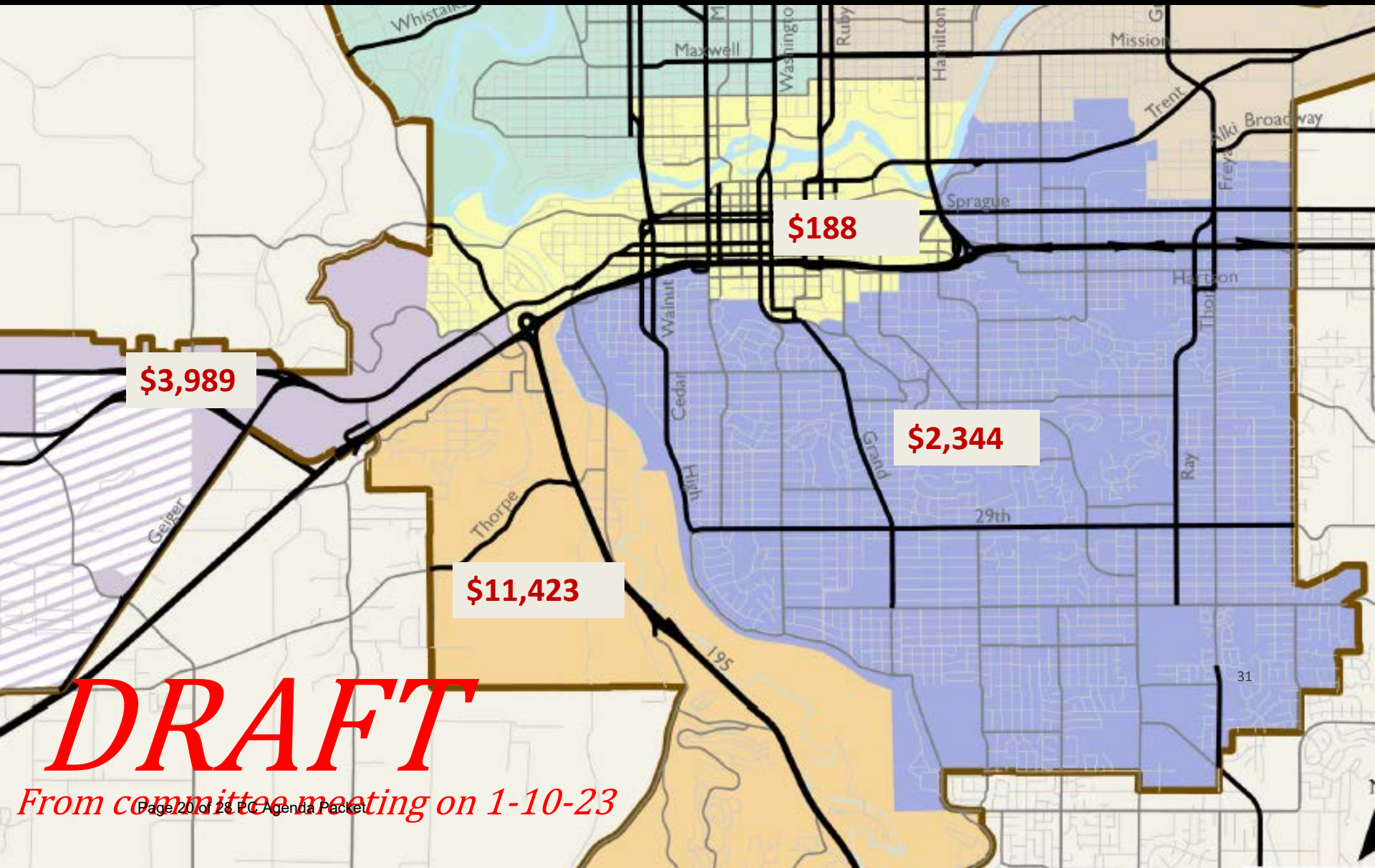




District Boundary Options



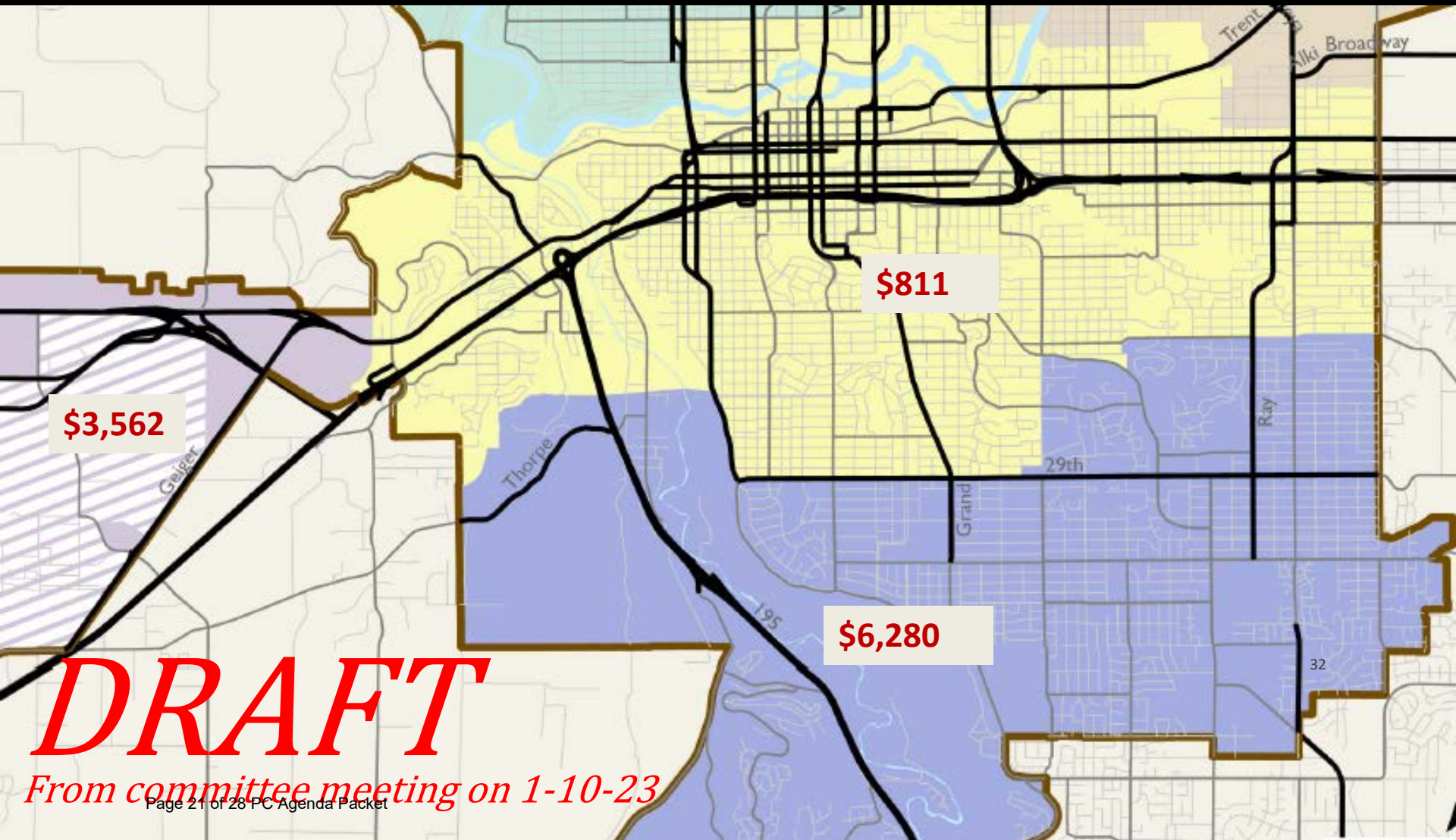
Boundary Option #2 with rates



DRAFT

From committee meeting on 1-10-23

Boundary Option #4 with rates



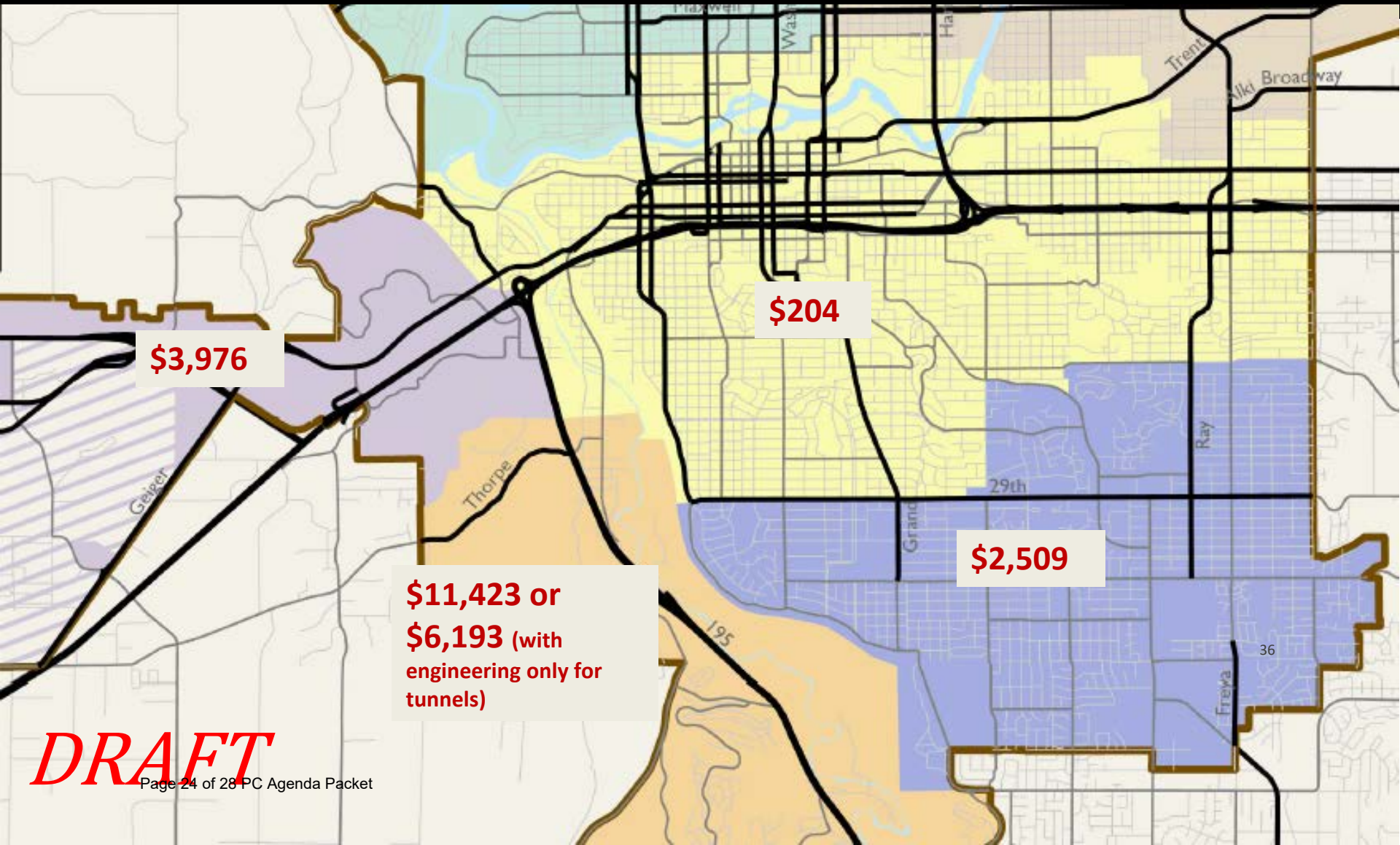
Committee Feedback

	Preferred Option
Option 2 (Latah separate)	6 (one with lower rates)
Option 4 (big City Core)	5
Option 5 (similar to existing)	none

Committee Feedback

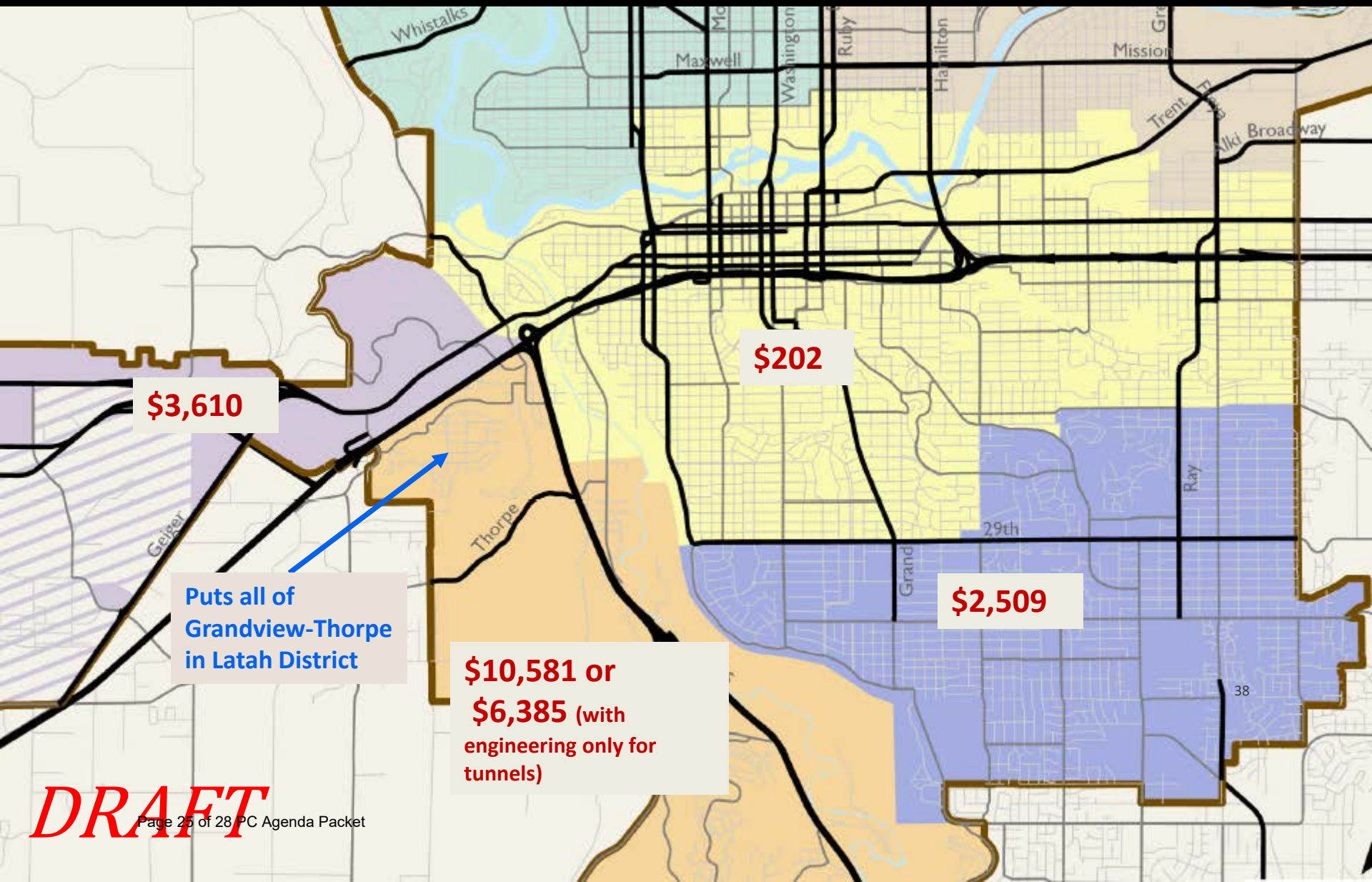
- Policy decision to encumber one area with projects for another.
- Don't price out infill development
- Keep money paid by developers for projects in the same area.
- Option #2s high rates will penalize development in the Latah area.
- Consider a stepped increase for Latah area.

Boundary Option #6 with rates



DRAFT

Boundary Option #7 with rates



DRAFT

2022 Committee Members		1st Choice Boundary Option	2nd choice Boundary Option	Notes
Bill White	Transportation consultant	#2	-	Policy decision to encumber one district with projects from another.
Craig Soehren	Commercial Broker	#4	-	If we go with option #2 nothing will get built in Latah. Spreading the tax over a larger area is better.
Jennifer Thomas	Homebuilder's Government Affairs Director	#4	-	#4 funds projects with an equal distribution of responsibility. Would like to see a map that isolates Latah Valley and includes Grandview. Also suggest Option #4 but partnered with a levy oriented towards the Latah Valley to help fund the projects.
Greg Francis	District 2 citizen, Plan Commission	#4	-	Concerns with cost allocation between Latah & South. Suggesting looking at splitting ADU into two sizes (studio vs 1 bedroom?) if that helps to lower the rate.
Michelle Pappas	Futurewise	#2	#4	Agree with CM Kinnear comments.
Mary Winkes	District 2 citizen, Plan Commission, Community Assembly	#2	-	#2 keeps Latah generated money going to Latah improvements, but suggest a lower fee to start with instead of abrupt increase.
CM Kinnear	Council District 2	#2	#4 (with Latah separate)	#2 focuses the money where needed. Don't disincentivize infill developers by making them pay for Latah when they are doing a project elsewhere.
Mike Ulrich	SRTC	-	-	Good discussion regarding the benefit of infill. Is there a way to identify infill and treat it differently on the fee schedule. For example look at current density, transit accessibility.
Kai Huschke	District 2 citizen, Latah-Hangman Neighborhood	#2	#4 (with Latah separate)	This process is only looking at transportation issues, but we need to keep in mind all the other concerns in the valley. System needs to be community driven rather than development driven.
Elizabeth Tellesen	Land use attorney	#4	-	#4 is equitable and a means of accomplishing the needed improvements. US 195 is a regional highway. This version does not penalize the developers in Latah Valley. Option 2 will kick the can and exacerbate the issue, not a good policy to isolate Latah. Also hesitant to carve out a small area. Option 4 is the fairest and best chance to fix problems. Also the most defensible for the city.
Darin Watkins	Spokane Association of Realtors	#4	-	Consider a stepped approach with the fees. More 1% of a SF home's sale price going to transportation fees is too much. Lower fees overall would be in alignment with the range of fees the local developers are used too.
CM Bingle	Council District 1	#2 (with lower rates)	#4	Development is good when we have a housing crisis, don't want to disincentivize housing construction. Want fees to stay in the area they are paid for. An impact fee will have a contractor markup too which will price people out. Latah is where the most land is available for growth so don't want to disincentivize that. Recommend exploring a combination of #2 and #4 with a stepped increase in rates.

BRIEFING PAPER
Plan Commission
Integrated Capital Management
February 8, 2023

Subject

2024 - 2029 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 grants and low interest loans, 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 12, 2023.

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2024-29 against 2023-28 6yr. Program)

New Projects Added to Six-Year Program (2024-2029)

Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
Bridge 2025	Latah Bridge	Bridge rehabilitation.	Rehabilitate bridge deck, barriers, railing, sidewalk and select structural elements.	TBD
Bridge 2025	Chestnut St. Bridge Scour Damage Repair	Repair scour damage at bridge pier footings and abutments.	Repair scour damage, reduce risk for continued undermining of bridge piers and abutments.	\$2.0M
Pedestrian & Bikeways 2025	Arterial PHB's	Install Pedestrian Hybrid Beacons and crossing improvements at four locations Citywide: 1) Whistalks/Randolph; 2) Nevada/Cozza; 3) Market/Columbia; 4) Regal/Thurston.	Improve safety for pedestrian bike crossings.	\$1.93M
Pedestrian & Bikeways 2025	Maxwell Ave. Ped-Bike Safety	<i>Grant Award Pending.</i> Pettet at Mission to Walnut. Add buffered or protected bike lanes, ped crossing improvements.	Improve pedestrian and bike safety. Provide enhanced bike facilities to improve safety and mobility and access and connections to adjacent bike/ped facilities; improve transit access.	\$1.7M
Pedestrian & Bikeways 2025	Lincoln St. Ped-Bike Safety	<i>Grant Award Pending.</i> Summit to South of Maxwell. Add buffered bike lanes, protected bike lanes, restripe/reconfigure travel lanes. Intersection and traffic signal modifications.	Improve bike and pedestrian safety. Provide enhanced bike facilities to improve safety and mobility and access and connections to adjacent bike/ped facilities.	\$4.0M
Pedestrian & Bikeways 2025	Stevens Elem SRTS	<i>Grant Award Pending.</i> Sidewalk and ped/crossing improvements. PHB crossing of Mission at Magnolia. RRFB crossing of Napa at Sinto.	Improve safety for student and pedestrian crossings. Provide sidewalks along school walk routes.	\$1.36M
Pedestrian & Bikeways 2025	Scott Elem SRTS	<i>Grant Award Pending.</i> Sidewalk infill, bumpouts and ped/crossing improvements.	Improve safety for student and pedestrian crossings. Provide sidewalks along school walk routes.	\$1.1M
Capital Improvements 2024	Maple/Walnut Grind & Overlay - 5th Ave to Bridge	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.	\$1.53M
Impact Fee 2024	Thorpe Tunnel Prelim Engineering	Preliminary engineering of tunneling options under BNSF track, and Fish Lake Trail to improve vehicular capacity while accommodating bikes and pedestrians.	Preliminary engineering to further define project details and cost.	TBD
Impact Fee 2029	Assembly / Francis (291) Roundabout	Construct roundabout.	Improve intersection capacity and safety.	TBD

Honorable Mention

Section	Project Name	Comment	Status	
Capital Improvements 2025	Freya St. - Garland to Wellesley	Split existing Garland to Francis project in to two segments. Limited street improvements, paving, ADA Ramps, sidewalk infill in conjunction with water transmission line replacement.	Water transmission project anticipated in 2025.	
Capital Improvements 2028	Freya St. - Wellesley to Francis	Split existing Garland to Francis project in to two segments. Initial phase of full rebuild.	Project construction year TBD pending securing funding.	

Projects Completed or Removed from Six-Year Program

Section	Project Name	Comment	Status	
Bridge	Hatch Rd Bridge		Complete	
Capital Improvements	44th Ave. - Crestline to Altamont		Substantially Complete	
Capital Improvements	Riverside - Monroe to Division		Complete in 2023	
Pedestrian & Bikeways	Nevada-Joseph PHB		Complete in 2023	
Pedestrian & Bikeways	Bemiss Elem SRTS		Complete in 2023	
Pedestrian & Bikeways	Greene-Carlisle PHB & Sidewalk		Complete in 2023	
Pedestrian & Bikeways	Garland Path-Shaw MS SRTS		Complete in 2023	