

**SPECIAL MEETING NOTICE/AGENDA OF THE  
SPOKANE PLAN COMMISSION**

**MEETING OF Tuesday, April 14, 2026**

**2:00 P.M. – CITY HALL CITY COUNCIL CHAMBERS**

The Spokane Plan Commission will be holding a Special Meeting at 2:00 p.m. on Tuesday, April 14, 2026, in the City Hall City Council Chambers, 808 W. Spokane Falls Boulevard, Spokane, WA. The purpose of the meeting is to consider and discuss items on the attached agenda.

The special meeting will be open to the public. The meeting can be attended in-person or virtually via the Teams link on page 2 of the agenda.

**SEE ATTACHED AGENDA**

*Tirrell Black*

Tirrell Black (Apr 7, 2025 08:31:03 PDT)

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Tirrell Black

Planning Services Assistant Director

**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 Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or [ddecorde@spokanecity.org](mailto:ddecorde@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 Special Meeting Notice April 14 2026

Final Audit Report

2026-04-07

Created:	2026-04-07
By:	Emily King (eking@spokanecity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAI0a0DnHu4M5ZU9IgEAN1kpdfIflA6cOc9

## "Plan Commission Special Meeting Notice April 14 2026" History

-  Document created by Emily King (eking@spokanecity.org)  
2026-04-07 - 3:25:47 PM GMT
-  Document emailed to Tirrell Black (tblack@spokanecity.org) for signature  
2026-04-07 - 3:25:51 PM GMT
-  Email viewed by Tirrell Black (tblack@spokanecity.org)  
2026-04-07 - 3:30:36 PM GMT
-  Document e-signed by Tirrell Black (tblack@spokanecity.org)  
Signature Date: 2026-04-07 - 3:31:03 PM GMT - Time Source: server
-  Agreement completed.  
2026-04-07 - 3:31:03 PM GMT



# Spokane Plan Commission Agenda

Special Meeting  
Tuesday, April 14, 2026  
2:00 PM

Hybrid - Council Chambers / Microsoft Teams  
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**

## Commission Briefing Session:

2:00 – 2:10	<ol style="list-style-type: none"><li>1. Roll Call</li><li>2. Approval of current agenda</li></ol>	Planning Staff All
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## Hearing:

2:10	<ol style="list-style-type: none"><li>1. <a href="#">*PlanSpokane 2046: Preferred Alternative Growth Map</a></li></ol>	Tirrell Black
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**Adjournment: The next PC meeting will be a special joint meeting with City Council on Thursday, April 16, 2026.**

\*Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

**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 Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or [ddecorde@spokanecity.org](mailto:ddecorde@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

Tuesday, April 14, 2026

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.

## Microsoft Teams [Need help?](#)

### [Join Now](#)

Meeting ID: 281 456 728 891 42

Passcode: eg7th3vU

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#### Dial in by phone

[+1 323-618-1887,305904608#](tel:+13236181887305904608) United States, Los Angeles

[Find a local number](#)

Phone conference ID: 305 904 608#

#### Join on a video conferencing device

Tenant key: [cityofspokane@m.webex.com](mailto:cityofspokane@m.webex.com)

Video ID: 114 914 637 0

[More info](#)

### How to participate in virtual public testimony:

#### [SIGN UP](#)

**Sign up to give testimony by clicking the link above. This will take you to an online form where you can select the hearing item on which you wish to give testimony.**

The form will be **open from 8:00am on 4/7/2026, until 1:00 p.m. on 4/14/2026**. Hearings begin at 2:00 p.m. When it is your turn to testify, Plan Commission President will call your name, and you can begin your testimony. You will have 3 minutes to speak.

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](mailto:plancommission@spokanecity.org). Written public comments will be accepted on these items up to one hour prior to the start of the meeting.

**The audio proceedings of the Plan Commission meetings will be recorded and are available online.**



# Preferred Alternative Growth Map Recommendation

STAFF REPORT PREPARED FOR SPOKANE PLAN COMMISSION  
HEARING, APRIL 14, 2026  
PLANNING SERVICES, CITY OF SPOKANE



PLAN **SPOKANE**  
Resilient | Connected | Livable | 2046

## Executive Summary

This staff report supports the City of Spokane's 2026 Periodic Update to its Comprehensive Plan ([PlanSpokane 2046](#)) and presents a draft Preferred Alternative Growth Map for consideration by the Plan Commission.

The periodic update is required under the Washington State Growth Management Act (GMA), RCW 36.70A.130, and must be completed by December 31, 2026. The update ensures that the City's Comprehensive Plan remains consistent with state law, incorporates new legislative requirements, and reflects the community's vision for growth over the next 20 years.

A central component of this update is the selection of a preferred growth strategy for the City of Spokane through 2046. Three alternatives were evaluated through a [Draft Environmental Impact Statement \(DEIS\)](#) released for public comment in December 2025. Based on this analysis, along with public engagement and Plan Commission input, staff have developed a Preferred Alternative Growth Map (Exhibit A) that blends key features of Alternatives 2 and 3.

The Preferred Alternative is designed to:

- Accommodate projected population growth of at least 23,357 residents by 2046;
- Provide sufficient housing capacity across all income levels, consistent with new state housing requirements and the requirements of RCW 36.70A.070;
- Support climate goals by encouraging more compact, transit-oriented development patterns;
- Maintain employment capacity and existing industrial land uses; and
- Utilize existing infrastructure and public investments efficiently.

The DEIS analysis indicates that the Preferred Alternative improves the outcomes listed above compared to existing conditions, including the reduction of greenhouse gas emissions, vehicle miles traveled, land use efficiency, and housing affordability at all income bands.

The draft Preferred Alternative Growth Map (Exhibit A), prepared for this Plan Commission Hearing, represents an intermediate step in the Comprehensive Plan adoption process. It will guide the development of a detailed Future Land Use Map and inform completion of the Final Environmental Impact Statement (EIS), both of which will be included in the final Comprehensive Plan update package.

More information about the draft Preferred Alternative can be found on the [interactive PlanSpokane StoryMap](#).

## Action Requested

The Spokane Plan Commission is asked to review this staff report, consider public input both during public engagement and the public comment period of the Draft Environmental Impact Statement, and recommend that the City Council adopt a resolution directing staff to proceed with the Preferred Alternative as the basis for completing the Comprehensive Plan update.

Final adoption of the Comprehensive Plan is anticipated in late 2026.

## Background

The City of Spokane is undertaking a periodic update to its Comprehensive Plan, as required by the Washington State Growth Management Act (GMA). Periodic updates are mandated on a ten-year cycle to ensure that local comprehensive plans remain consistent with state law, reflect legislative changes, and respond to evolving community needs. The City of Spokane's last comprehensive plan update was completed in 2017.

Since that time, state law has introduced new planning requirements, particularly related to climate change and housing. Recent legislation requires jurisdictions to plan for reductions in greenhouse gas emissions and vehicle miles traveled, as well as to accommodate housing needs across a full range of income levels. In response, the City must incorporate new policies, strategies, and implementation measures into its Comprehensive Plan.

The Washington State Department of Commerce provides guidance for periodic updates through the "Checklist for Fully Planning Cities," which outlines required policy and regulatory changes. The City will use this checklist to demonstrate compliance with updated state requirements as part of the adoption process, anticipated in late 2026. Updates to development regulations will be addressed separately through the City's development code update, known as the "BUILDSpokane" initiative.

The 2026 periodic update will establish a policy framework to guide growth and development in Spokane over the next 20 years. This includes revising existing plan elements, integrating new state-mandated topics, and identifying a growth strategy to accommodate projected population and employment increases.

## Project Overview: PlanSpokane 2046

PlanSpokane 2046 is the City's 2026 Periodic Update to its Comprehensive Plan and will establish a long-range policy framework to guide growth, development, and investment over the next 20 years. The update ensures compliance with state law while advancing the community's vision for a more resilient, connected, and livable Spokane.

The project has two primary objectives: (1) to update and improve the existing Comprehensive Plan document, and (2) to define a growth strategy that accommodates projected population and employment needs through 2046.

### *Project Goals*

The PlanSpokane 2046 update is guided by the following goals:

- **Meet State Legislative Requirements:**  
Ensure compliance with the Growth Management Act (GMA) and recent legislative updates, including new requirements related to housing and climate planning.
- **Accommodate Growth:**  
Plan for projected population and employment growth by providing sufficient land capacity for housing, jobs, and services across the city.

- **Promote Housing Affordability and Choice:**  
Support a range of housing types and densities to meet the needs of residents at all income levels, consistent with updated state housing requirements.
- **Integrate Climate and Resiliency:**  
Incorporate strategies to reduce greenhouse gas emissions, lower vehicle miles traveled and improve the City’s resiliency to climate impacts.
- **Improve Plan Usability:**  
Streamline the Comprehensive Plan by simplifying language, reducing redundancy, and making the document more accessible and user-friendly.
- **Reflect Community Vision:**  
Incorporate input from public engagement efforts to ensure that the updated plan aligns with community priorities and identifies gaps in existing policies.
- **Protect Critical Areas by updating critical area regulations:**  
Updates to the City’s existing Critical Area Ordinances are being worked on as part of the periodic update and are anticipated to be completed Q3/4 2026.

## Growth Forecast and Allocation

### *Population*

Through a regional effort, the City of Spokane has been allocated a projected population to plan for, with an addition of 23,357 people by 2046. Spokane County is planning for a total increase of 100,065 people by 2046 (inclusive of the city’s allocation). This reflects the Office of Financial Management (OFM) Medium forecast. This forecast will be revisited for conformance during the 2031 *5-year Implementation Progress Report*, mandated by RCW 36.70A.130(9). The OFM forecast for Growth Management Act (GMA) population projections by counties will be revised in time for the next periodic update in 2036, with a planning horizon of 2036-2056.

The population allocation (or, share given to cities), urbanized county areas, and rural areas were adopted on June 18, 2024, by the Board of County Commissioners (BOCC), Spokane County Resolution 2024-0348.

### *Housing*

In previous periodic updates, including the 2017 periodic update, cities in the region used the population allocation, or estimated population increase, to create their own housing units need forecast. In addition to the previous requirements under GMA for cities to plan for population and employment increases, this periodic update incorporates new methods of estimating housing needs by forecast population in each income band, as required by HB 1220 (2021) and codified in RCW 36.70A.070. The Spokane County Board of County Commissioners (BOCC) adopted a methodology to estimate housing needs by income band in Spokane County Resolution 2025-0033, using the WA Commerce Housing for All Planning Tool (HAPT). Following this methodology, the city has prepared a full report *Accommodating Affordable Housing*, June 2025, a required document in preparation for the periodic update (Exhibit E). This work, along with the Draft Environmental Impact Statement, identified gaps in the City’s housing unit capacity by affordability, especially in the 0-80% AMI category.

WA Commerce has extensive guidance on planning for housing on their webpage. (<https://www.commerce.wa.gov/growth-management/housing-planning/>)

Inherent in this discussion is the recognition that, in the lower income bands, WA Commerce guidance indicates that affordable housing units are typically multifamily housing units (see below table on WA Commerce Housing Typologies and their assumed affordability level). While important to accommodate the recommended housing types for incomes below 80% AMI, this does not preclude the city from allowing other types of units in all land use categories such as cottage housing or townhomes to meet those housing needs while still providing a path to homeownership. However, current data indicates that the most affordable units in Spokane are found in multi-unit housing.

The following table is from [WA Commerce Guidance for Updating Your Housing Element Book 2](#) (January 2026). Further discussion mentioned in the table is available in the guidebook.

Figure 1. WA Department of Commerce graphic illustrating housing types by income levels.

### Exhibit 12. Example of relating zone categories to housing types and income levels served in moderate-cost communities

Zone category	Typical housing types allowed	Lowest potential income level served		Assumed affordability level for capacity analysis
		Market rate	With subsidies and/or incentives	
Low Density	Detached single family homes	Higher income (>120% AMI)	Not typically feasible at scale*	Higher income (>120% AMI)
Moderate Density	Townhomes, duplex, triplex, quadplex	Moderate income (>80-120% AMI)	Not typically feasible at scale*	Moderate income (>80-120% AMI)
Low-Rise Multifamily	Walk-up apartments, condominiums (2-3-floors)	Low income (>50-80% AMI)	Extremely low and very low income (0-50% AMI)	Low income (0-80% AMI) and PSH
Mid-Rise Multifamily	Apartments, condominiums	Low income (>50-80% AMI)	Extremely low and very low income (0-50% AMI)	Low income (0-80% AMI) and PSH
ADUs (all zones)	Accessory Dwelling Units on developed residential lots	Low income (>50-80% AMI)	N/A	Low income (>50-80% AMI) – Group with Low-Rise and/or Mid-Rise Multifamily

\* See discussion in 3.2 below.

Figure 2. Table illustrating housing mix and targets of the PlanSpokane 2046 growth alternatives.

### Draft EIS Alternatives, Housing Mix and Targets

	Alternative 1 Stay the Course	Alternative 2 Distributed and Balanced	Alternative 3 Center City & Regional Hubs
Housing Growth	<ul style="list-style-type: none"> <li>21,739* new housing units from 2022-2046 (about 21% more housing units than present)</li> </ul> <p><i>*This is the 2020-2046 housing growth target minus the units already added from 2020 to 2022</i></p>		
Housing Mix	<ul style="list-style-type: none"> <li>63% of the City's total housing as single unit housing</li> </ul>	<ul style="list-style-type: none"> <li>59% of the City's total housing as single unit housing</li> </ul>	Same as Alternative 2
Housing Targets	<ul style="list-style-type: none"> <li>Meets total target</li> <li>Does not meet 0-80% AMI affordability</li> </ul>	<ul style="list-style-type: none"> <li>Meets total housing target and all affordability levels</li> <li>Provides more capacity in low-rise and mid-rise</li> </ul>	Same as Alternative 2

The Draft Environmental Impact Statement (DEIS) analysis of Alternative 1, Existing Conditions, showed a deficit of zoned capacity to support housing at the lower income bands. Alternative 2 and Alternative 3, as studied both provide enough increase in zoned capacity to support additional multifamily housing. The draft Preferred Alternative Map (Exhibit A) supports enough increase in zoned capacity to support the City of Spokane's housing allocation.

### Climate Integration

A new element, Climate Planning and Resilience, was required to be added for the 2026 periodic update. The City of Spokane has chosen to integrate the climate element into existing chapters, rather than create a new element/chapter. For brevity in this document, the climate planning work is documented in the Climate Resilience and Sustainability Board Resolution 2026-001, *Resolution recommending support of the Climate Policy Integration Document in the 2026 Periodic Update* (February 2026)(Exhibit F). Additional and extensive Climate Planning work is available at PlanSpokane.org.

For consideration of the preferred alternative, it is recognized that climate planning element integration has highlighted the benefits of compact urban development located near transit investments, particularly when considering the new comprehensive plan goals of reducing greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).

DEIS analysis of Alternatives 2 and 3 found that both have improvement in GHG and VMT goals over Alternative 1, Existing Conditions. Alternative 2 has a "transit-oriented development" approach, with both Alternative 2 and 3 leveraging compact development patterns to make use of existing utility capacity which can result in reduction in water use, as less water is used for landscaping. The Preferred Alternative map is a blend of Alternatives 2 and 3.

## Scope of Work

The periodic update consists of two primary components:

- **Comprehensive Plan Chapter Updates (also known as Chapter Review):**  
Existing plan elements are being reviewed and updated to reflect current regulations, policy direction, and best practices. This includes simplifying language, removing redundancies, and integrating new state-required topics – such as climate planning – into relevant chapters.
- **Growth Strategy and Land Use Planning:**  
The City is evaluating alternative growth patterns to determine how future development should be distributed. This includes selecting a Preferred Alternative Growth Map, which will guide preparation of a detailed Future Land Use Map and inform the final Comprehensive Plan.

These components have undergone environmental review through the Environmental Impact Statement (EIS) process and ongoing public engagement. Together, they will result in a Comprehensive Plan that provides clear, actionable guidance for managing growth and development in Spokane through 2046.

### *Comprehensive Plan Chapter Updates*

The first component of the process involves reviewing and revising the existing elements (chapters and technical appendices) of the Comprehensive Plan. This work includes updating policies to reflect changes in state law, incorporating new requirements related to housing and climate, and improving the overall clarity and usability of the document.

Draft chapters are being developed and made available for public and Plan Commission review throughout the process.

### *Growth Strategy and Land Use Planning*

The second component focuses on updating the City's long-term growth strategy to respond to changing needs. The City developed and evaluated three growth alternatives in the Draft Environmental Impact Statement (DEIS), representing different approaches to accommodating future population and employment growth. These alternatives were informed by technical analysis and refined through feedback from the public and the Spokane Plan Commission.

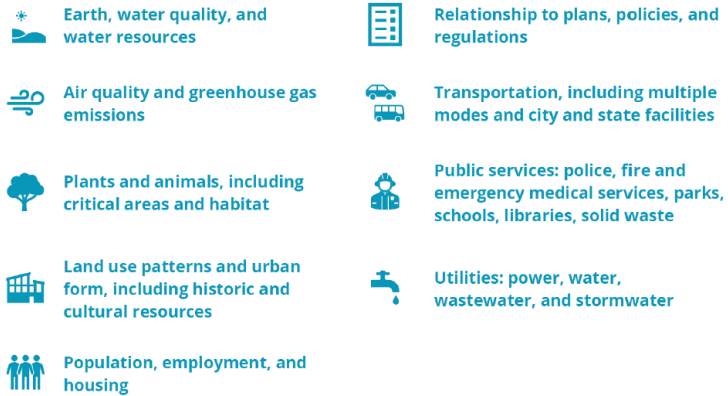
Based on this evaluation, a Preferred Alternative Growth Map has been developed. This map provides a policy-level framework for where and how growth should occur and serves as a foundation for the development of a Future Land Use Map in the Comprehensive Plan.

### *Environmental Review (EIS Process)*

An EIS provides analysis of potential impacts related to land use, housing, transportation, and environmental factors, and helps inform selection of the Preferred Alternative.

# What is an EIS?

An Environmental Impact Statement (EIS) is an informational document that provides the City, public, Tribes, and agencies with information related to environmental impacts to be considered in the decision-making process



The PlanSpokane 2046 growth alternatives and Preferred Alternative will be evaluated through a programmatic EIS process in accordance with the State Environmental Policy Act (SEPA). This includes:

- A SEPA Determination of Significance (DS) was issued on February 5, 2025.
- The comment period for the DS (Scoping period) ran from February 5, 2025, to April 7, 2025.
- A DEIS was prepared following the DS, and in conformance with the Board of County Commissioners Resolution 2024-0348 and adopted Board of County Commissioners housing allocation methodology, Resolution 2025-0033.
- The DEIS was issued on December 18, 2025.
- The comment period for the DEIS was December 18, 2025, to February 18, 2026. Upon request, an additional 15 days were provided, extending the comment period to March 5, 2026.
- Comments received from agencies and individuals during the DEIS comment period are being compiled and will be responded to in the Final EIS.
- Final EIS is anticipated in Q3 2026.

The DEIS and associated documents, including an interactive StoryMap, may be viewed at [PlanSpokane.org](http://PlanSpokane.org).

## Public Engagement

Public engagement is integrated throughout the periodic update planning process. Opportunities for input include public workshops, comment periods associated with the EIS, and ongoing outreach to community members and stakeholders. Feedback received through these efforts has informed both the evaluation of alternatives and development of the Preferred Alternative.

- Plan Commission Periodic Update Introduction – September 25, 2024
- Plan Commission Workshop – December 11, 2024

- Plan Commission Workshop – January 8, 2025
- Spokane Neighborhoods Community Assembly – February 6, 2025
- Scoping Period Agency and Tribal Governments Meeting – February 19, 2025
- Plan Commission Workshop – February 26, 2025
- Land Use Subcommittee, Community Assembly – February 27, 2025
- District 1 Visioning Workshop – March 5, 2025
- Community-Wide Visioning Workshop – March 12, 2025
- Plan Commission Workshop – March 12, 2025
- District 2 Visioning Workshop – March 25, 2025
- District 3 Visioning Workshop – March 27, 2025
- Community Visioning Survey – March 31 to April 18, 2025
- Plan Commission Workshop – April 9, 2025
- Plan Commission Workshop – April 23, 2025
- Plan Commission Workshop – May 14, 2025
- Plan Commission Workshop – May 28, 2025
- Plan Commission Workshop – June 11, 2025
- Plan Commission Workshop – June 25, 2025
- Plan Commission Workshop – July 9, 2025
- Plan Commission Workshop – July 23, 2025
- Plan Commission Workshop – August 13, 2025
- Plan Commission Workshop – September 10, 2025
- Plan Commission Workshop – September 24, 2025
- Plan Commission Workshop – October 22, 2025
- Land Use Subcommittee, Community Assembly – October 23, 2025
- District 2 Future Growth and Guiding Policies Workshop – November 5, 2025
- Spokane Neighborhoods Community Assembly – November 6, 2025
- Plan Commission Workshop – November 12, 2025
- District 1 Future Growth and Guiding Policies Workshop – November 12, 2025
- District 3 Future Growth and Guiding Policies Workshop – November 18, 2025
- Citywide Future Growth and Guiding Policies Workshop – November 19, 2025
- Plan Commission Workshop – December 10, 2025
- DEIS Agency and Tribal Governments Meeting – January 6, 2026
- PlanSpokane Virtual Lunch and Learn – January 13, 2026
- Plan Commission Workshop – January 14, 2026
- PlanSpokane Listening Hours, City Hall – January 20, 2026
- Plan Commission Workshop – January 28, 2026
- PlanSpokane Listening Hours, Hillyard Library – February 3, 2026
- PlanSpokane Listening Hours, Liberty Park Library – February 5, 2026
- PlanSpokane Listening Hours, Shadle Park Library – February 10, 2026
- Plan Commission Workshop – February 11, 2026
- PlanSpokane Listening Hours, South Hill Library – February 12, 2026
- Plan Commission Workshop – February 25, 2026
- Spokane Neighborhoods Community Assembly – April 2, 2026

In addition to the listed Plan Commission workshops and public engagement opportunities, numerous public workshops discussing the PlanSpokane 2046 Periodic Update occurred with the Climate Resilience

and Sustainability Board, Transportation Commission, and City Council. Numerous tabling pop-ups as community events have occurred to spread community awareness about PlanSpokane 2046 and presentations to various community groups and organizations have also occurred, upon request. Overall, PlanSpokane 2046 has had over 4,400 direct individual touchpoints during engagement as of the end of March 2026, including workshop attendees, survey participants, and pop-up event discussions.

In addition to direct engagement and presentations, the project has incorporated robust outreach to provide community members information about the project and how to be involved.

Outreach efforts have included the monthly PlanSpokane newsletter with approximately 1,800 subscribers, the City webpage, Engage Spokane virtual platform, other City newsletters, social media, and direct emails.

## Draft Preferred Alternative Growth Map

The Preferred Alternative Growth Map (Exhibit A) represents the City's recommended approach for accommodating future growth as part of the 2026 Periodic Update to the Comprehensive Plan (PlanSpokane 2046). This alternative is informed by technical analysis in the Draft Environmental Impact Statement (DEIS), public engagement, and guidance from the Spokane Plan Commission.

The Preferred Alternative is a hybrid of Alternatives 2 and 3, combining a transit-oriented development pattern with targeted expansion of housing and mixed-use areas. This approach is intended to balance growth, affordability, environmental performance, and infrastructure efficiency.

## Key Characteristics

- **Transit-Oriented Development (TOD):**  
The draft Preferred Alternative emphasizes increased residential and mixed-use development near existing and planned transit corridors. This pattern supports reductions in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions while improving access to jobs and services.
- **Housing Capacity and Affordability:**  
The growth map provides sufficient zoned capacity to accommodate projected population growth and meet state requirements for housing across all income levels. Increased capacity is focused in areas where multifamily and mixed-income housing types have access to transit and services.
- **Targeted Growth:**  
Existing centers and corridors will be updated but will continue to provide a focus for mixed use (commercial and residential) growth, with additional zoning capacity introduced in select locations. This reinforces established development patterns while allowing for strategic intensification. The draft Preferred Alternative does, however, recognize the benefit of limited mixed-use development neighborhood-scale commercial outside of these designated areas to provide greater access to services and daily needs for all community members.
- **Downtown and Core Areas:**  
The draft Preferred Alternative maintains current development allowances in downtown

Spokane, including areas with no height limits. This supports continued high-intensity development and reinforces downtown as a regional employment and activity center.

- **Limited Change in Some Areas:**  
Areas such as Latah Valley, Grandview, and Thorpe generally retain existing land use designations, with only minor adjustments (e.g., along Inland Empire Way in the Vinegar Flats area). This approach recognizes existing development patterns and planned growth already underway. Additional areas not identified for growth priority or intensity increases in the Preferred Alternative Growth Map are intended to maintain their current level of intensity and allowances.
- **Integration of Ongoing and Recent Planning Efforts:**  
The Preferred Alternative incorporates recommendations from recent and ongoing subarea planning efforts, including:
  - Division Street TOD planning
  - East Central (ReFive/5th Avenue) planning
  - Centers and Corridors Update Study
  - South Logan TOD Plan
  - Hillyard Sub Area Plan
- **Efficient Use of Infrastructure:**  
By focusing growth in already-served areas, the Preferred Alternative leverages existing utility systems and public investments, reducing the need for costly infrastructure expansion.

## Rationale for Selection

The draft Preferred Alternative meets the City’s objectives for growth management, housing, and climate integration. Compared to existing conditions, it demonstrates improved performance in areas evaluated in the DEIS, including housing capacity, environmental outcomes, and land use efficiency.

This alternative also reflects community desire while aligning with state requirements for planning for housing at all income levels and integrating climate considerations into land use planning. However, Plan Commission may still propose amendments to this map at their hearing and City Council may also adjust at their adoption of the Preferred Alternative by Resolution expected in May 2026. In general, any amendments should avoid expanding beyond the growth that was analyzed in the DEIS to avoid additional costs and time.

## Next Steps

Adoption of the Preferred Alternative Growth Map will guide the preparation of a detailed Future Land Use Map, including Land Use Designations in all parts of the City. It will also inform completion of the Final Environmental Impact Statement (EIS) and the remaining elements of the Comprehensive Plan update.

Ultimately, the FLUM will determine high level requirements for which zones are appropriate in certain locations in the City. However, neither the Preferred Alternative nor the Comprehensive Plan Update directly change zoning. Rather, they establish the policy framework that will be implemented through subsequent updates to the City’s development code, including the BUILDSpokane initiative.

## Staff Recommendation

Staff recommend that the Plan Commission find the Preferred Alternative Growth Map consistent with the goals and requirements of the 2026 Periodic Update to the City of Spokane Comprehensive Plan (PlanSpokane 2046) and forward a recommendation of approval to the City Council.

Based on review of the Draft Environmental Impact Statement (DEIS), applicable state requirements, and public input received to date, staff find that the Preferred Alternative:

- **Provides Adequate Housing Capacity:**  
Accommodates projected population growth and meets state requirements to plan for housing across all income levels, including increased capacity for multifamily housing.
- **Supports Employment and Economic Development:**  
Maintains existing industrial land designations and preserves sufficient land capacity for employment uses.
- **Enhances Mixed-Use and Commercial Opportunities:**  
Expands and strengthens centers and corridors with additional opportunities for mixed-use and neighborhood-serving commercial development throughout the city.
- **Advances Climate and Sustainability Goals:**  
Promotes compact, transit-oriented development patterns that contribute to reductions in greenhouse gas emissions (GHG) and vehicle miles traveled (VMT).
- **Utilizes Existing Infrastructure Efficiently:**  
Focuses growth in areas with existing or planned infrastructure, supporting cost-effective service delivery and minimizing the need for expansion.
- **Aligns with the Comprehensive Plan Update Process:**  
Reflects analysis conducted through the DEIS, incorporates community input, and is consistent with guidance from the Washington State Department of Commerce.

## Plan Commission Action

The Plan Commission is asked to make a recommendation to City Council for adoption of the draft Preferred Alternative Growth Map. This item will then move to the City Council legislative process. Staff requests that the City Council adopt a resolution directing staff to proceed with the Preferred Alternative Growth Map as the basis for completing the Comprehensive Plan update, including development of the Future Land Use Map and Final Environmental Impact Statement.

This action represents a key milestone in the update process and will guide preparation of the final Comprehensive Plan, anticipated for adoption in late 2026.

## Exhibits

- A. Preferred Alternative Draft Map dated 4/14/2026 for PC Hearing
  - B. DEIS Summary, with Alternatives Illustrated
  - C. DEIS Comments Summary
  - D. Public Participation Summaries
  - E. Accommodating Affordable Housing, June 2025
  - F. Climate Integration Report (CRSB Resolution 2026-001)
-

# Exhibit A

## Preferred Alternative Draft Map

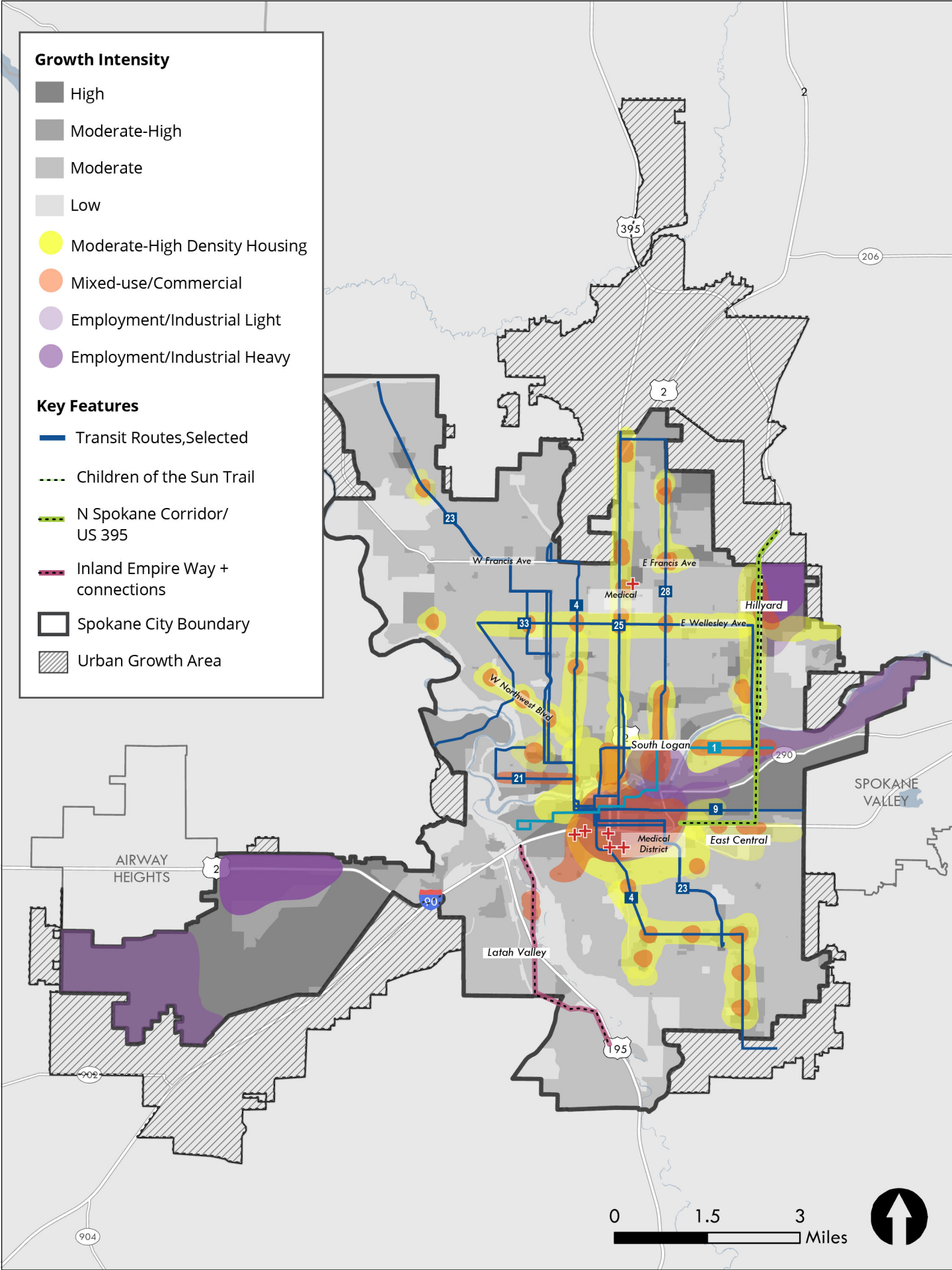
- Preferred Alternative Map
- Potential Land Use Change Areas Map
- Northwest Spokane Preferred Alternative Map
- Northeast Spokane Preferred Alternative Map
- South Spokane Preferred Alternative Map










### Growth Intensity

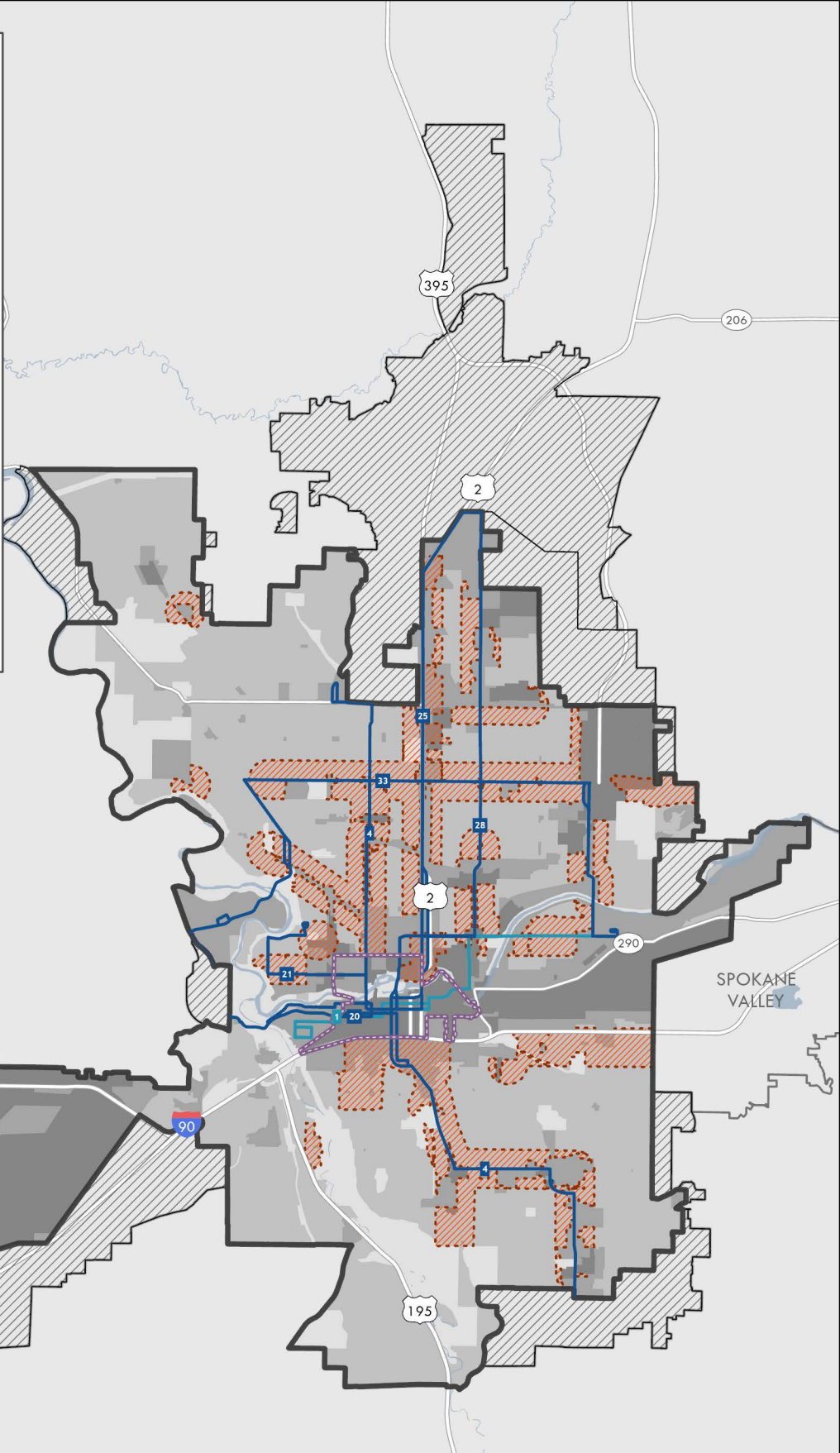
- High
- Moderate-High
- Moderate
- Low
- Moderate-High Density Housing
- Mixed-use/Commercial
- Employment/Industrial Light
- Employment/Industrial Heavy

### Key Features

- Transit Routes, Selected
- Children of the Sun Trail
- N Spokane Corridor/ US 395
- Inland Empire Way + connections
- Spokane City Boundary
- Urban Growth Area

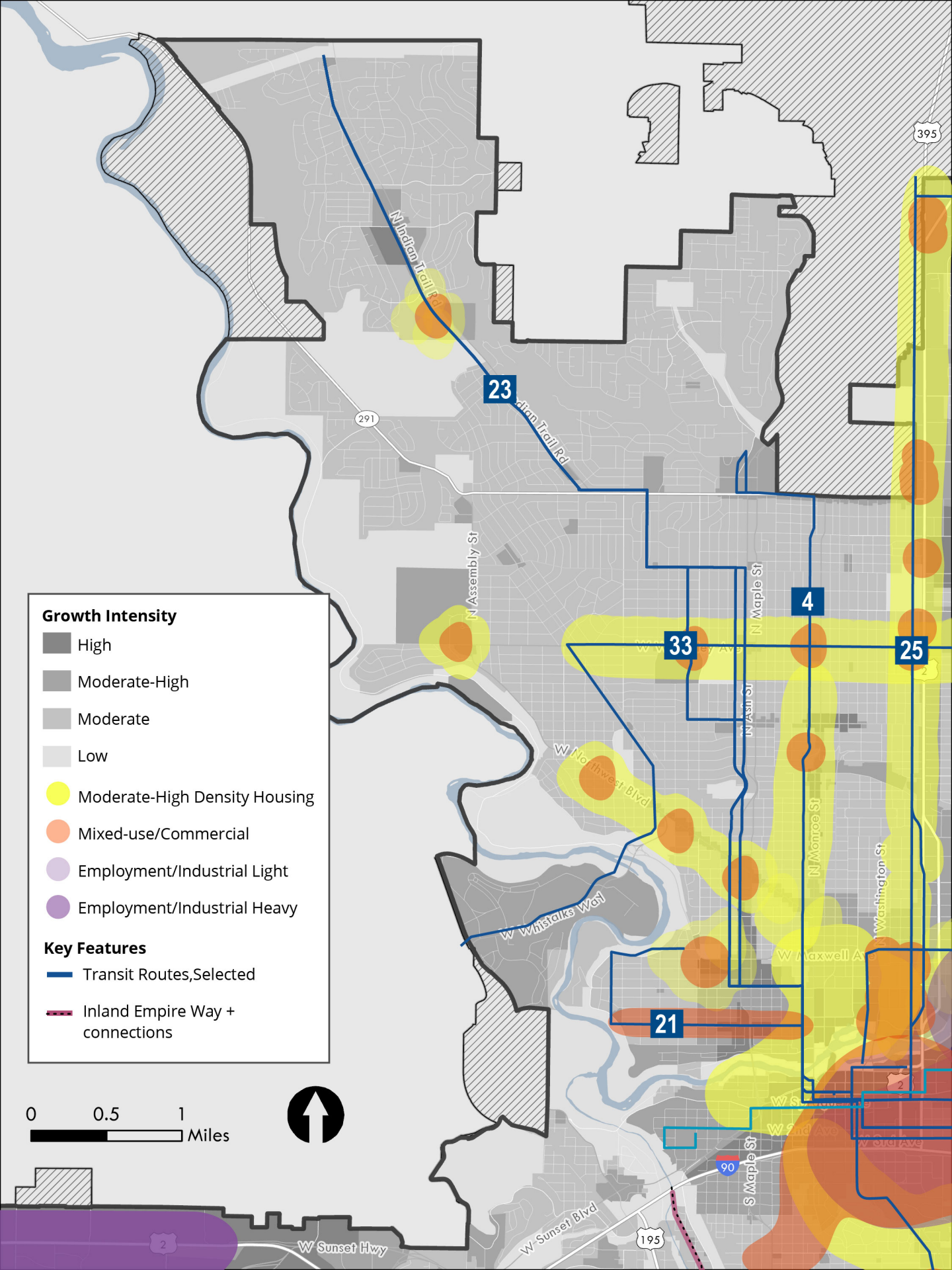


-  Urban Growth Areas
-  Spokane City Boundary
- Existing Land Use Intensity
  -  High
  -  Moderate-High
  -  Moderate
  -  Low
- Potential Land Use Change Areas
  -  Potential Intensity Change Area
  -  Adopt No Height Limit
- Frequent Transit
  -  City Line BRT
  -  Other Frequent Bus Routes



Existing Land Use Intensity with Potential Land Use Change and Frequent Transit  
 Map Date: 03.24.2026 - Version: 3-7





**Growth Intensity**

- High
- Moderate-High
- Moderate
- Low
- Moderate-High Density Housing
- Mixed-use/Commercial
- Employment/Industrial Light
- Employment/Industrial Heavy

**Key Features**

- Transit Routes, Selected
- Inland Empire Way + connections

0 0.5 1 Miles



23

4

33

25

21

291

395

90

195

2

N Indian Trail Rd

N Assembly St

W Northwest Blvd

W Whistlers Way

N Maple St

N Monroe St

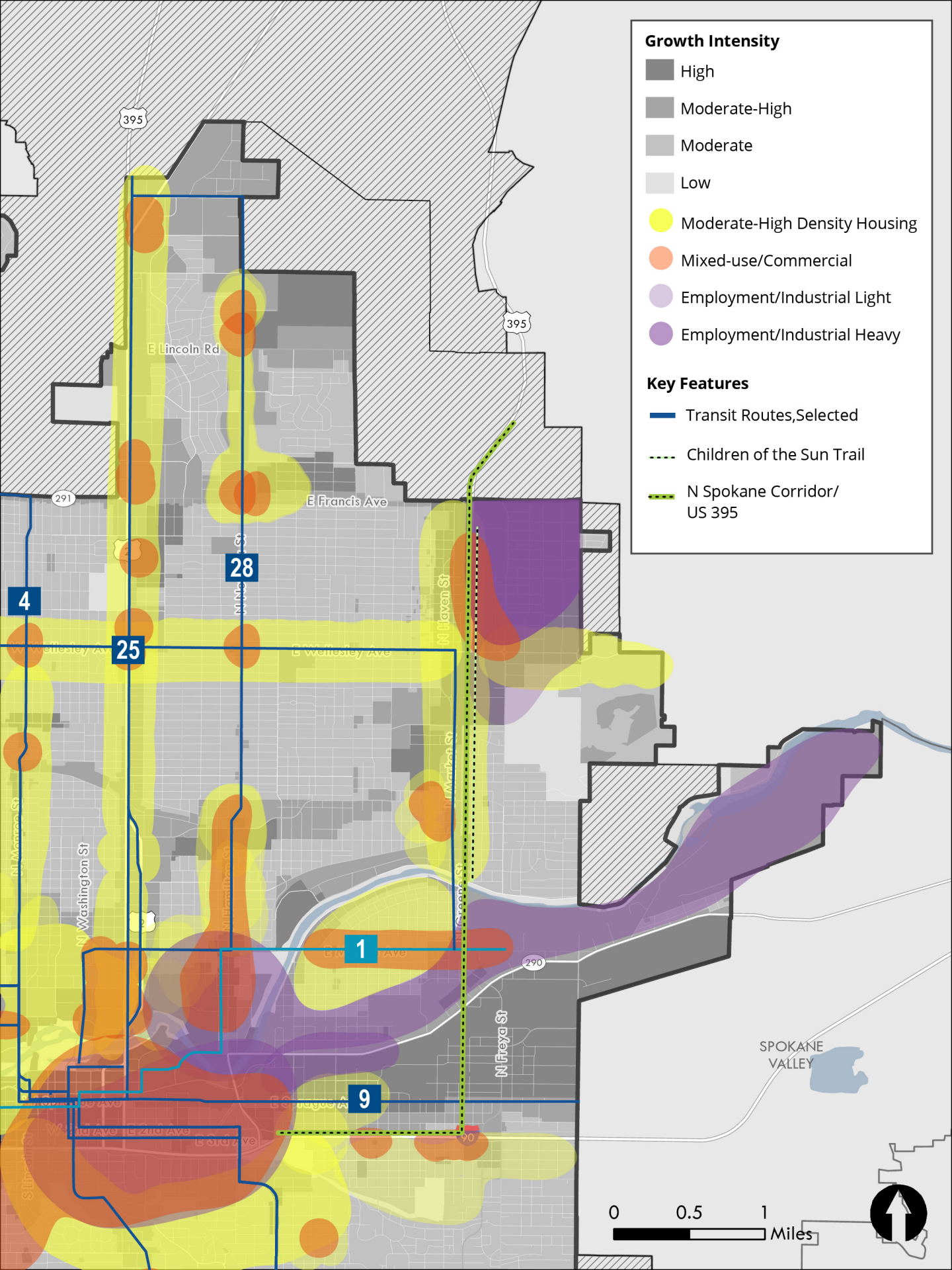
Washington St

W Maxwell Ave

S Maple St

W Sunset Hwy

W Sunset Blvd



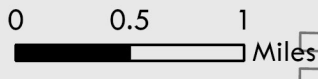
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- High
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- Employment/Industrial Heavy

**Key Features**

- Transit Routes, Selected
- Children of the Sun Trail
- N Spokane Corridor/ US 395

SPOKANE VALLEY

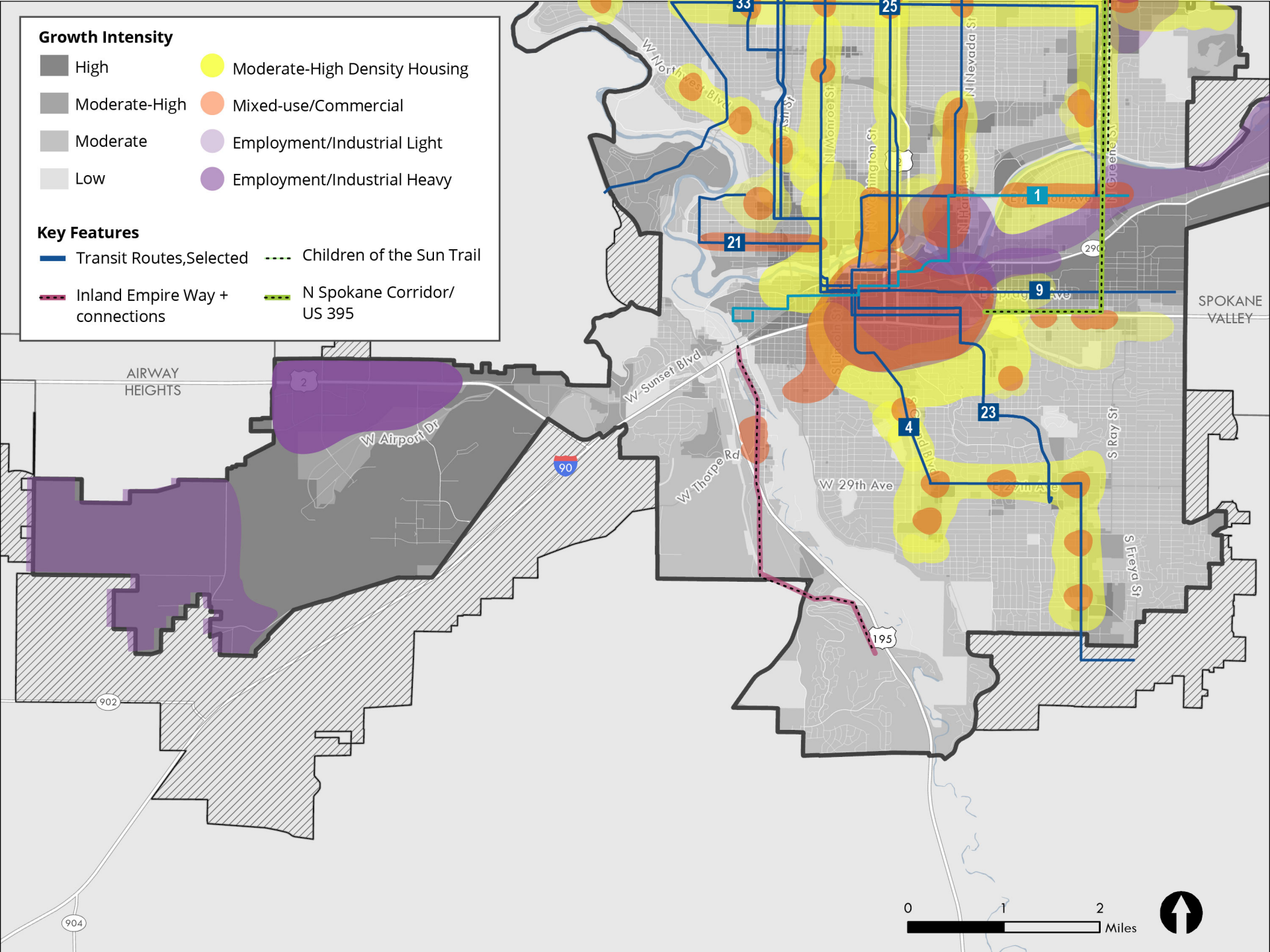


### Growth Intensity

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### Key Features

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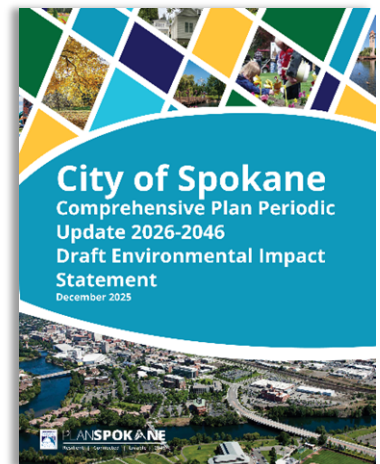


## Draft EIS Summary

### Background

The City of Spokane is working on a periodic update to the City's Comprehensive Plan as required by the State's Growth Management Act (GMA). The last periodic update was completed in 2017. Since then, the State has added new requirements, especially around climate and housing. Due in June 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city.

As part of the PlanSpokane 2046 process, the City is developing an Environmental Impact Statement (EIS), an informational document that provides the City, public, Tribes, and agencies with environmental information to be considered in the decision-making process.



### What We're Planning For

The City of Spokane is expected to gain at least 23,357 new residents between 2023 and 2046, bringing the City's total population to just over 256,000.

Based on state requirements, the City is expected to need 22,359 additional housing units between 2020 and 2046. In addition to the total number housing units, the City is also required to plan for housing by affordability bracket.



**23,357**

Projected new residents by 2046

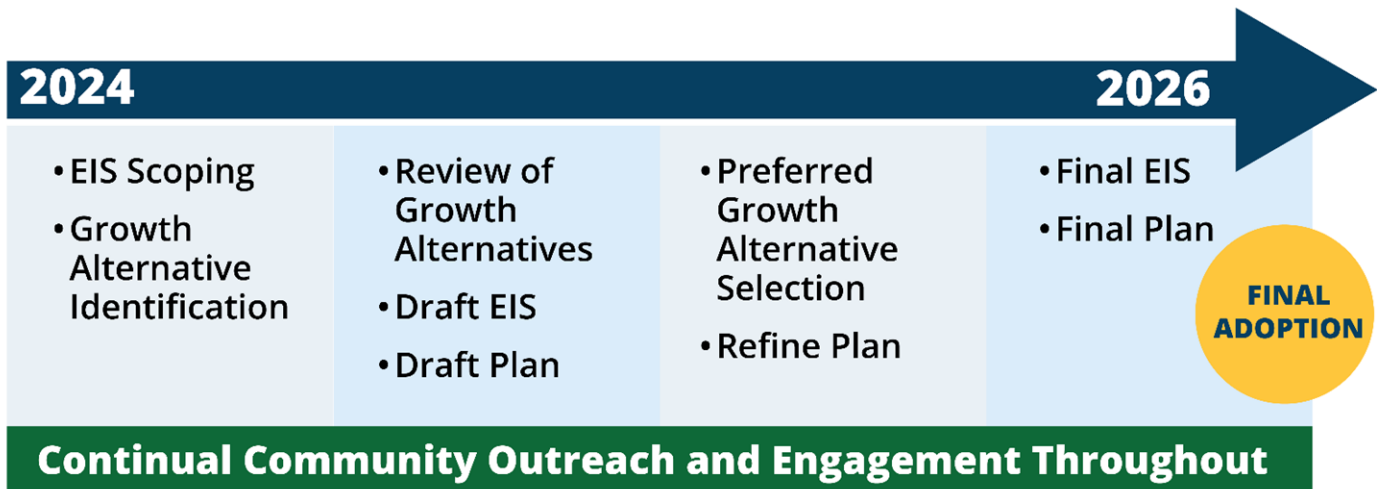


**22,359**

Additional housing units needed between 2020 and 2046









# Environmental Impact Statement (EIS) Purpose and Process

An EIS is required under the State Environmental Policy Act (SEPA) for larger projects such as a significant update to the Comprehensive Plan. **An EIS describes the potential environmental impacts, reasonable alternatives, and ways to avoid or minimize negative impacts of policies.**



The Draft EIS presents three alternatives to test different growth patterns and policies. The City will then create a “preferred alternative” based on public input and the Draft EIS evaluation. The preferred alternative may include any features of the studied alternatives. The preferred alternative will be evaluated in the Final EIS and will inform the Comprehensive Plan Periodic Update.

## The EIS studies the following topics:

-  **Earth, water quality, and water resources**
-  **Relationship to plans, policies, and regulations**
-  **Air quality and greenhouse gas emissions**
-  **Transportation, including multiple modes and city and state facilities**
-  **Plants and animals, including critical areas and habitat**
-  **Public services: police, fire and emergency medical services, parks, schools, libraries, solid waste**
-  **Land use patterns and urban form, including historic and cultural resources**
-  **Utilities: power, water, wastewater, and stormwater**
-  **Population, employment, and housing**

# Objectives

This EIS compares alternatives for their ability to meet these objectives:

- ▶ **Meet Periodic Update Requirements**, including providing capacity for more housing types and affordability levels, increasing resiliency to climate impacts, evaluating tree canopy coverage, increasing opportunities for active transportation, reducing vehicle miles traveled and greenhouse gas emissions, addressing needs of overburdened communities, increasing green infrastructure, planning for jobs and economic development, and more.
- ▶ **Accommodate Growth** through 2046 based on State projections and County allocations.
- ▶ **Clarify the Plan** to remove policies that are inconsistent, outdated, duplicative, or unclear.
- ▶ **Simplify the Plan and Codes** including future land use map categories and zoning districts and reflect any new designations.
- ▶ **Protect Critical Areas** by updating critical area regulations to reflect best available science.
- ▶ **Fast-Track Desired Growth** in priority locations through permit streamlining.

The City's proposed draft vision statement for the periodic update is also considered an objective:

*Spokane aims to foster a vibrant, resilient, and inclusive city by supporting economic growth, environmental stewardship, and the diverse needs of the whole community. The City is dedicated to ensuring access to attainable housing, safe streets, and thriving neighborhoods while inspiring innovation, cultural vitality, and connection for all Spokane residents.*

## Proposed Alternatives

Alternative 1 "Stay the Course" would maintain the current comprehensive plan and code. It was developed in prior years with different growth targets and different state expectations.

Alternatives 2 and 3 are designed to meet current state requirements (including new housing, climate, and other requirements), create the opportunity for housing at all income levels, accommodate jobs, and update policies and codes to streamline them and facilitate growth.

## Alternatives Summary

		Alternative 1 Stay the Course	Alternative 2 Distributed & Balanced	Alternative 3 Center City & Regional Hubs
<b>Same for all alternatives</b>	<i>Housing / population growth</i>	<ul style="list-style-type: none"> <li>▶ <b>21,739 new housing units</b> from 2022-2046 (about 21% more housing units than present)*</li> <li>▶ <b>25,157 new residents</b> from 2022-2046*</li> </ul>		
<b>Varies by alternative</b>	<i>Plan and code update</i>	▶ Maintains current comprehensive plan and code	▶ Updates the comprehensive plan and code	▶ Updates the comprehensive plan and code
	<i>Focus areas for growth</i>	▶ Focuses growth in Downtown and Centers and Corridors	<ul style="list-style-type: none"> <li>▶ Focuses growth in mixed-use, transit-oriented development</li> <li>▶ Allows more neighborhood-serving commercial uses</li> <li>▶ Simplifies Land Use Plan</li> </ul>	<ul style="list-style-type: none"> <li>▶ Focuses growth in downtown, regional hubs, and areas with greatest investment in transit and transportation</li> <li>▶ Allows more neighborhood-serving commercial uses</li> <li>▶ Simplifies land use plan</li> </ul>
	<i>Housing mix</i>	▶ 63% of the City's total housing as single unit housing	▶ 59% of the City's total housing as single unit housing	▶ 59% of the City's total housing as single unit housing
	<i>Housing affordability</i>	<ul style="list-style-type: none"> <li>▶ Would provide enough housing capacity at incomes above 80% of the median*</li> <li>▶ Would <b>not</b> provide enough housing capacity at incomes less than 80% of the median**</li> </ul>	▶ Would provide enough housing capacity affordable at all income levels	▶ Would provide enough housing capacity affordable at all income levels
	<i>Job projections</i>	▶ <b>34,850 new jobs***</b>	▶ <b>24,939 new jobs***</b>	▶ <b>38,848 new jobs***</b>

\*This is the 2020-2046 housing growth target minus the units already added from 2020 to 2022. Population is adjusted to 2022-46 instead of 2023-46 using state data for a consistent 2022 base year.

\*\*Area median income is \$70,600 for a one-person household, \$80,700 for a two-person household, \$90,800 for a three-person household, or \$100,800 for a four-person household as of 2025.

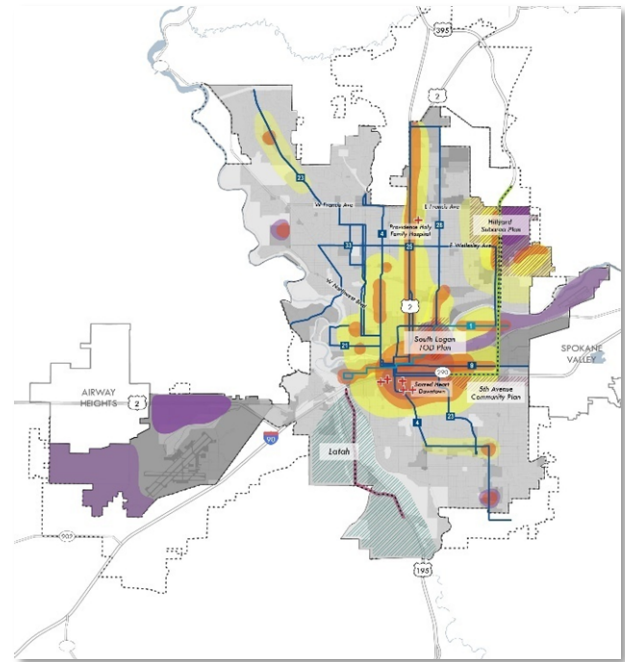
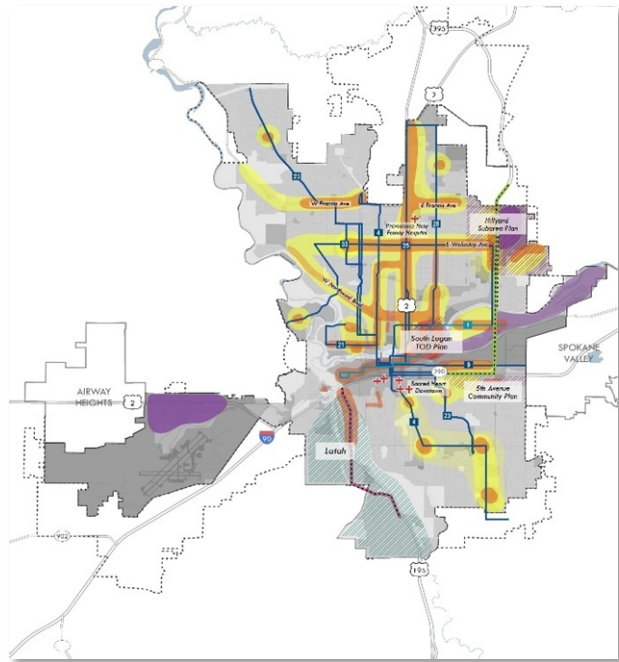
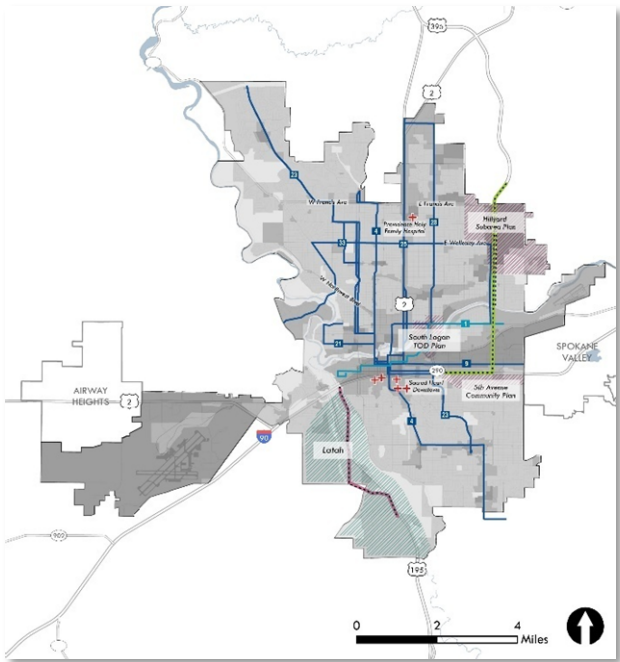
\*\*\*Each alternative studies a job projection from a different data source. The different numbers are not based on an alternative's likelihood to produce more or fewer jobs.

# Alternative Concepts








## Alternative 1: Stay the Course

## Alternative 2: Distributed and Balanced









## Alternative 3: Center City and Regional Hubs



### Key Features

-  Subarea Planning
-  Additional Infrastructure Study
-  Transit Routes, Selected
-  North Spokane Corridor/ US 395
-  Children of the Sun Trail
-  Inland Empire Way + connections
-  Hospitals

### Growth Intensity

-  Low
-  Moderate
-  Moderate-High
-  High
-  High Density Housing
-  Moderate Density Housing
-  Mixed-use/Commercial
-  Employment/Industrial Light
-  Employment/Industrial Heavy

Source: City of Spokane, BERK, 2025.

Alternatives 2 and 3 would better meet the objectives for the plan update than Alternative 1.

### Ability to Meet Objectives

Objectives	Alternative 1: Stay the Course	Alternative 2: Distributed and Balanced	Alternative 3: Center City and Regional Hubs
<b>Meet Periodic Update Requirements</b>	Less	Most	Most
<b>Accommodate Growth: Housing at All Affordability Levels</b>	More	Most	Most
<b>Accommodate Growth: Jobs</b>	More	More	Most
<b>Clarify the Plan</b>	Less	Most	Most
<b>Simplify the Plan and Codes</b>	Less	Most	Most
<b>Protect Critical Areas</b>	More	Most	Most
<b>Fast-Track Desired Growth</b>	Less	Most	Most
<b>Alignment with Vision Statement</b>	Less	Most	Most

Source: City of Spokane, BERK, 2025.

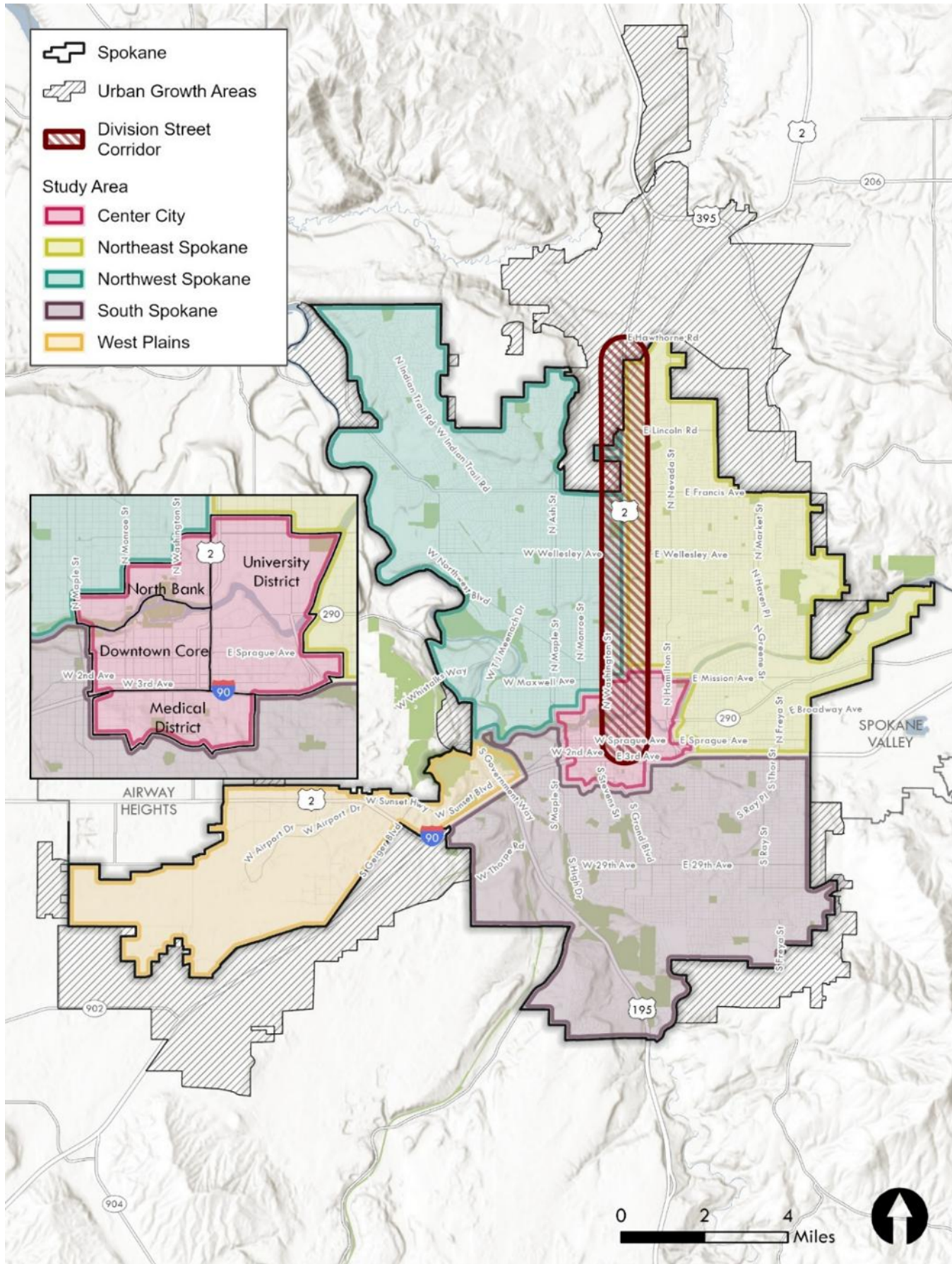
## Study Area

This EIS primarily focuses on the Spokane city limits. These city study areas are referenced in the EIS:

- ▶ Northwest Spokane
- ▶ Northeast Spokane
- ▶ South Spokane
- ▶ West Plains
- ▶ Center City, overlapping several study areas, including Downtown Spokane
- ▶ Division corridor, straddling Northwest and Northeast Spokane

Within these broad study areas, the EIS also mentions Neighborhood Council boundaries.

# Spokane Study Areas



Sources: City of Spokane, BERK, 2025.

# Abbreviated Summary of Impacts (see Draft EIS for full context)

## Earth, Water Quality, and Water Resources



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ Impacts from construction (soil disturbance, erosion, water pollution, and soil contamination)
- ▶ Increased pollution and rainfall runoff due to growth and increased hard surfaces
- ▶ **Alternative 1 has the highest impacts** (more growth on undeveloped land)

### Mitigation Options

- ▶ Stormwater runoff best management practices
- ▶ Increased density (reduces sprawl)
- ▶ New climate policies and updated critical areas regulations in Alternatives 2 and 3
- ▶ Potential measures:
  - Updated stormwater controls
  - Critical area buffer restoration
  - Protecting tree canopy
  - Review Spokane Municipal Code Section 17E.010 Critical Aquifer Recharge Area for additional protections, such as addressing demands on aquifer as temperatures increase

## Air Quality/Greenhouse Gases



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ All alternatives see a net decrease in transportation emissions
- ▶ Emissions from non-transportation sources would be highest under Alternatives 1 and 3
- ▶ Differences among alternatives are small at the citywide scale

### Mitigation Options

- ▶ New climate policies in Alternatives 2 and 3
- ▶ Potential measures:
  - Investments in multi-modal transportation infrastructure
  - Fees that reduce traffic congestion
  - Mixed uses and density
  - Electric vehicle adoption
  - Building electrification and energy efficiency incentives
  - Designated truck routes
  - Tree canopy protection
  - Street sweeping to reduce dust
  - Development standards for buildings and air filtering near air pollution sources like freeways
  - Education on air pollutants

## Plants and Animals



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ New development in currently vegetated areas, impacting fish and wildlife habitats
- ▶ Increased impervious surfaces affecting aquatic habitats (runoff, heat, less shade)
- ▶ Construction could impact habitat through runoff of soils and sediments, equipment spills, and noise
- ▶ **Alternative 1 has the highest impacts** due to location of growth and more growth on undeveloped land

### Mitigation Options

- ▶ New climate policies and updated critical areas regulations in Alternatives 2 and 3
- ▶ Potential measures:
  - More program resources for tree canopy cover
  - Incentives for habitat conservation
  - Land acquisition in key areas
  - Adaptive management policies for critical areas and shorelines
  - Code that limits clearing and soil disturbance

## Land Use Patterns and Urban Form



**All the alternatives have the potential for significant adverse impacts to cultural resources.**

**No unavoidable significant adverse impacts expected to land use, urban form, and environmental justice.**

### Likely Impacts

- ▶ Highest levels of growth in areas that are already higher intensity
- ▶ Greater development intensity over time due to infill
- ▶ More middle housing types and ADUs
- ▶ Some tree, noise, shadow, view, potential historic and archeological resource impacts
- ▶ Alternatives 2 and 3 update neighborhood and urban design policies, and add climate policies, to address development compatibility, investments in amenities, and climate resilience

### Mitigation Options

- ▶ Spokane Municipal Code regulations for land use, urban form, and historic preservation
- ▶ Potential measures:
  - Apply cultural resources discovery policies to full city limits
  - Construction noise rules and other noise standards
  - Additional development standards for light and shading
  - Investments to reduce heat and noise

## Population, Employment, and Housing



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ Some housing policy and code changes from the Housing Action Plan
- ▶ More jobs in Northeast Spokane and Center City
- ▶ Inadequate housing capacity to meet targets for lower income bands (under 80% Area Median Income) under Alternative 1
- ▶ More opportunities for moderate and high intensity residential and mixed-use development in Alternatives 2 and 3
- ▶ More housing displacement impacts under Alternatives 2 and 3, but greater housing production and diversity
- ▶ Higher jobs to housing ratio than current in Alternatives 1 and 3
- ▶ **Alternative 1 has the highest impacts**

### Mitigation Options

- ▶ Updates to comprehensive plan under Alternatives 2 and 3 to address housing targets for all incomes, displacement, racially disparate impacts, and housing barriers
- ▶ Spokane Housing Action Plan strategies
- ▶ StartUp Spokane program for business resources
- ▶ Potential measures:
  - Rental Assistance Fund
  - Public Development Authority
  - Land banking
  - Use of development agreements
  - Minimum density requirements
  - Incentives for affordable commercial tenant space
  - Other measures as detailed in DEIS section 3.5.3

## Relationship to Plans, Policies, and Regulations



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ All alternatives accommodate citywide growth targets
- ▶ **Alternative 1 has the highest impacts** due to inadequate housing capacity for lower income bands (under 80% Area Median Income)
- ▶ Alternatives 2 and 3 are better aligned with state requirements and regional, county, and local plans

### Mitigation Options

- ▶ Alternatives 2 and 3 meet housing targets at all income levels and address other state requirements for the periodic update, including housing and climate planning

## Transportation



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ All alternatives would continue making pedestrian improvements but Alternatives 2 and 3 may accelerate them
- ▶ All alternatives would continue making bicycle improvements
- ▶ Alternative 1 has the highest vehicle miles traveled per capita
- ▶ Alternatives 2 and 3 would be expected to have a slightly higher share of walking
- ▶ All alternatives would have impacts on road intersection levels of service

### Mitigation Options

- ▶ Planned roadway and transit improvements
- ▶ Current transportation impact fee program
- ▶ Potential measures:
  - Transportation Demand Strategies to encourage carpooling, vanpooling, transit, walking, biking, and telework
  - Transportation Systems Management and Operations and signal timing
  - Agency partnerships

## Public Services



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ Increased demand for police, fire/emergency medical services, schools, parks, libraries, and solid waste
- ▶ Alternative 1 would increase demand in the Center City, existing centers and corridors, and less developed areas
- ▶ Alternatives 2 and 3 would reinforce growth in already developed areas
- ▶ Mead School District would see more student growth under Alternative 1 and Spokane School District would see less

### Mitigation Options

- ▶ Adopted Comprehensive Plan, Capital Facilities Plan, and other policies support capital facilities and public services planning
- ▶ An increased local sales and use tax to support a Public Safety Tax became effective April 1, 2025
- ▶ New climate policies under Alternatives 2 and 3
- ▶ New Capital Facilities Plan under Alternatives 2 and 3
- ▶ Potential measures:
  - Impact fees for schools, parks, or fire
  - Parks fee-in-lieu program
  - Parkland dedication opportunities in key locations
  - Partnerships for education and childcare spaces and parks and natural lands

## Utilities



**No significant adverse impacts expected with mitigation.**

### Likely Impacts

- ▶ Increased demand for utilities due to growth
- ▶ Increased concentration of utility users under Alternatives 2 and 3 (better efficiency, but potential upgrades needed for energy, water, and sewer)
- ▶ Specific upgrades needed would vary by alternative based on location of growth

### Mitigation Options

- ▶ City water conservation programs
- ▶ Ongoing planning for water and wastewater systems to address growth and changing demand
- ▶ Regular energy planning with Avista
- ▶ Potential measures:
  - More local energy resources
  - Energy-efficiency infrastructure
  - Upgraded stormwater infrastructure
  - Minimizing runoff
  - Protection of critical aquifer recharge areas

## Next Steps

The City of Spokane is requesting comments from the public, agencies, Tribes, and all interested parties on the Draft EIS from December 18, 2025, to February 18, 2026. Comments are due by **5:00 PM, February 18**. All written comments should be directed to:

**Tirrell Black, Assistant Planning Director**

**City of Spokane**

808 W. Spokane Falls Blvd

Spokane, WA 99201

509.625.6185 | [PlanSpokane@spokanecity.org](mailto:PlanSpokane@spokanecity.org)

**Submittal of comments by email is preferred. Please include in the subject line "PlanSpokane 2046 Draft EIS Comments."**

**We want to hear from you!**



A series of public and agency workshops are planned during the Draft EIS comment period. For the latest information on the workshop topics and times, please see the project website at: [my.spokanecity.org/planspokane/](https://my.spokanecity.org/planspokane/). After public feedback and the selection of a preferred alternative, a Final Environmental Impact Statement will be written that analyzes the chosen path forward. The Final EIS will also respond to comments received on the Draft EIS.



# PLAN SPOKANE

Resilient | Connected | Livable | 2046

## Draft Environmental Impact Statement Public Comment Summary

*Updated March 2026*

The City of Spokane is commencing a periodic update to the City’s Comprehensive Plan as required by the [Growth Management Act \(GMA\)](#). A “periodic update” is the state’s term for a full review of a Comprehensive Plan to make sure it is in conformance with any legislative changes to state law. The update also provides an opportunity to reevaluate the community’s vision for the next twenty years and how to support that envisioned growth.

As part of [PlanSpokane 2046](#), the City of Spokane is preparing an Environmental Impact Statement (EIS). A Draft Environmental Impact Statement identifies and analyzes a range of alternatives that describe different ways the City could grow and develop, known as growth alternatives. The City of Spokane Draft Environmental Impact Statement went out for public comment on December 18, 2025. Over 200 public comments were received by the deadline of February 18, 2026. The City, following a request for extension of time, then extended the comment period an additional 15 days to end on March 5, 2026, at 5 p.m.

To support the public in making their comments, community outreach occurred that focused on providing information on the Draft Environmental Impact Statement and how to submit comments. The [PlanSpokane 2046 Draft EIS StoryMap](#) presented the technical analysis in a more accessible format. A [virtual Lunch and Learn](#) occurred on January 13, 2026, providing information on the PlanSpokane 2046 process and key details about the growth alternatives analyzed. Finally, a series of [PlanSpokane Listening Hours](#) were held, with Planning staff out in the community to answer question about and discuss the Draft Environmental Impact Statement.

All materials for the Draft Environmental Impact Statement are available on the project page: <https://my.spokanecity.org/planspokane/draft-eis/>

### Comment Summary

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In total, the City of Spokane received 203 written emails and 2 written comment cards during the public comment period, with some commenters submitting more than one written statement.

- 11 Agency and Tribal Governments Comments:
  - Coeur d’Alene Tribe

- Washington State Department of Transportation (2 written emails)
- Spokane County
- Spokane Transit Authority
- Washington Department of Ecology
- Washington Department of Natural Resources
- City of Spokane Department of Integrated Capital Management (2 written emails)
- City of Spokane & Spokane County Historic Preservation Commission (2 written comments)
- 4 Neighborhood Councils and Community Assembly Comments:
  - Community Assembly (2 written emails)
  - Emerson-Garfield Neighborhood Council
  - Grandview-Thorpe Neighborhood Council
- 10 Institutional/Organizational Comments:
  - Rockwood Retirement Communities
  - 350 Spokane Interfaith Committee (2 written emails)
  - Spokane Regional Transportation Council
  - Visit Spokane
  - Futurewise
  - Spokane River Keepers
  - Friends of Spokane Trees
  - Spokane Falls Community College Environmental Club
  - Downtown Spokane Partnership
- 180 Individuals

## **Common Themes**

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Below is a thematic summary of the public comments. Please note that this is a high-level summary and a full comment analysis and response to comments will be published in the Final Environmental Impact Statement.

- Preference for Alternative 3, 2, or a combination of Alternatives 3 & 2
- General support for some elements of Alternative 2, Alternative 3, or both
- Potential environmental impacts and mitigation measures
- Protection and preservation of natural and historic resources
- Public transportation and infrastructure capacity
- Potential neighborhood impacts
- Affordable housing units
- Potential obstacles to local businesses and development due to rising costs, regulatory barriers

## **What's Next**

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The City of Spokane will consider all the timely comments received during the public comment period and will be responding to the substantive comments in writing. This will be published in an

appendix in the Final Environmental Impact Statement. Following SEPA guidance, which regulates the Environmental Impact Statement process, possible responses that will be considered include:

- Explain how the alternatives, including the proposed action, were modified;
- Explain how the analysis was supplemented, improved, or modified;
- Make factual corrections; or
- Explain why the comment does not warrant further response

The public comments will help inform the development of the preferred alternative, along with the full public engagement to this date and the environmental review within the Draft Environmental Impact Statement. The preferred alternative may be composed of some combination of the three different alternatives, based on feedback. Ultimately, the preferred alternative will shape the final Comprehensive Plan and Final Environmental Impact Statement as the preferred direction for future growth and investment in the City of Spokane.

# Exhibit D

## Public Engagement Summaries

- 2025 Community Engagement Summary
- Future Growth and Guiding Policies Engagement Summary

PLANSPOKANE 2046

# 2025 Community Engagement

SUMMARY



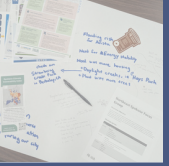
PLAN **SPOKANE**

Resilient | Connected | Livable | 2046



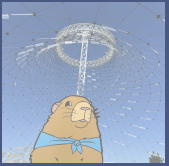
# 1 Community Visioning

PAGE 02



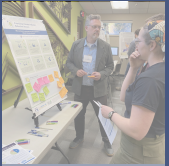
# 2 Climate Focus Groups

PAGE 03



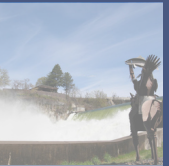
# 3 Surveying for Climate Resiliency

PAGE 04



# 4 Earth Day Workshop

PAGE 06



# 5 Tribal Engagement

PAGE 07



# 6 Future Growth and Guiding Policies

PAGE 08



# 7 Conclusion

PAGE 09

The City of Spokane is conducting a periodic update to the City's Comprehensive Plan, dubbed PlanSpokane 2046. A "periodic update" is the state's term for a full review of a Comprehensive Plan to make sure it's in conformance with any legislative changes to state law. Due at the end of 2026, the Periodic Update will identify policies and future regulations to guide the next 20 years of our city.

2025 was a busy year for community feedback on Spokane's future vision, climate resiliency, future growth, and guiding policies, with **over 3,400 total community responses**. This document provides a summary of most of the feedback heard so far, with more engagement to occur throughout 2026.

← CONTENT

# COMMUNITY VISIONING

As part of the PlanSpokane 2046 Periodic Update to the Comprehensive Plan, the City of Spokane conducted an early visioning process to understand what the community wants for the next twenty years. **Over 300 community members participated** in the various visioning activities, providing insights into how the City should grow. Ultimately the feedback will identify the different ways the City can meet these goals for growth or put differently, how to meet Spokane's envisioned future.

Based on community feedback, a draft vision statement for the Comprehensive Plan has been identified:

**“Spokane aims to foster a vibrant, resilient, and inclusive city by supporting economic growth, environmental stewardship, and the diverse needs of the whole community. The City is dedicated to ensuring access to attainable housing, safe streets, and thriving neighborhoods while inspiring innovation, cultural vitality, and connection for all Spokane residents.”**

Launched in early January and running through April, the PlanSpokane 2046 visioning process resulted in key themes to inform the future growth and policies for the City of Spokane. The collective themes are to the right, with each activity bringing its own insights.

The vision board highlighted a desire for nature and environmental stewardship, community connection, opportunities for housing and jobs, and improved access to public spaces. The Community Visioning Workshop Series and corresponding survey received feedback pointing towards a welcoming and livable City with a mix of uses that support thriving and connected neighborhoods. The final Spring Market pop-up reinforced these ideas, while highlighting that the City should be walkable/bikeable, healthy, equitable, and safe.



Read the full PlanSpokane Community Visioning Engagement Summary at <https://tinyurl.com/PlanSpokane-Visioning>



## VISIONING THEMES

- Access to nature
- Sustainability and environmental stewardship
- Healthy and clean



### NATURE

- Welcoming and diverse
- Accessible
- Family-friendly
- Connected
- Human-centered
- Safe



### COMMUNITY

- Good jobs
- Culture and arts economy
- Cutting-edge
- New industries
- Reuse



### INNOVATION

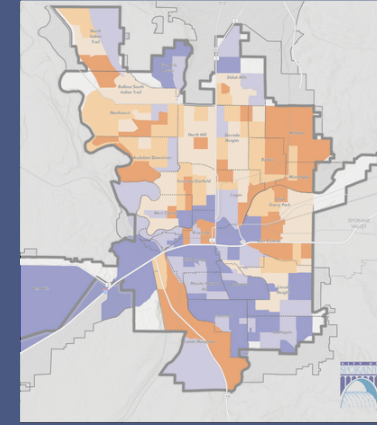
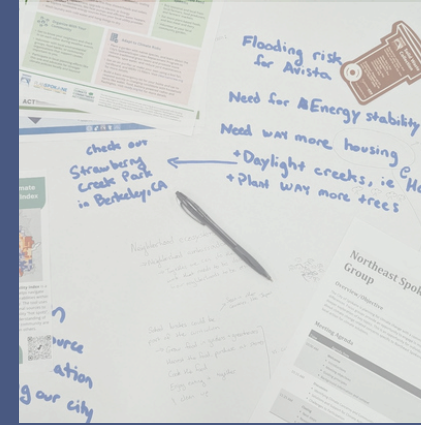
- Affordable
- Walkable and bike-friendly
- Access to neighborhood services
- Attractive



### LIVABLE

# CLIMATE FOCUS GROUPS

As part of PlanSpokane 2046 effort to incorporate climate and resiliency policies into the Comprehensive Plan in alignment with HB 1181, the City of Spokane held focus groups to hear from communities impacted by climate hazards. Their feedback informed the Climate Vulnerability and Risk Assessment to bring together data and lived experiences to identify climate risks and vulnerability in Spokane.



Learn more at [my.spokanecity.org/climateplanning](https://my.spokanecity.org/climateplanning)

## YOUTH FOCUS

The Youth focus group had 11 participants aged 14 to 18, providing insight from a vulnerable population still in development and who may still be dependent on adults for their safety and well-being.

### Key takeaways from the focus group include:

- Empowerment through knowledge is key.
- Air quality and wildfire smoke are more immediate and disruptive climate concerns.
- Heat is isolating youth from activities and social connection.
- Strong connection between nature access and mental health.
- Growing anxiety about long-term ecological shifts and disconnection from natural world.
- Public transit and bike infrastructure are critical services for youth.
- Desire for systemic change to provide stability and not worsen social inequities.

## CLIMATE JUSTICE FOCUS

The Climate Justice focus group had 8 participants from local community-based organizations representing houseless, Muslim, Asian, BIPOC, immigrant, refugee, and environmental justice communities.

### Key takeaways from the focus group include:

- Unhoused individuals, elders, renters, disabled people, and non-English speakers are among the most vulnerable.
- Language access and communication gaps are major barriers.
- Housing quality and income contribute to climate vulnerability.
- Partner with local nonprofits to support community trust and cultural relevance.
- People often prioritize survival needs over long-term climate issues.
- Increase accountability.

## NORTHEAST SPOKANE FOCUS

The Northeast Spokane focus group had 17 participants who all lived in Northeast Spokane, an area of the City underrepresented in public engagement while being highly impacted by climate hazards.

### Key takeaways from the focus group include:

- Community connection and shared solutions can increase community resiliency.
- Poor air quality is a major concern.
- Lack of shade and extreme heat reduce access to services.
- Practical, community-based climate education is needed.
- Stigma and infrastructure gaps reduce public transit use.
- Need to align development with environmental goals.
- Center equity and accessibility.

\*A second round of climate focus groups occurred in November and December 2025, with results not yet available by the time of this publication. A summary of these focus groups (youth, climate justice, food access, and resource constrained) will be available at [PlanSpokane.org](https://PlanSpokane.org) in early 2026.

# SURVEYING FOR CLIMATE RESILIENCY



“Biggest obstacle is feeling isolated in these attempts at conservation.

Like my efforts don’t matter.”

- Community Climate Planning Survey Respondent

Local, state, and national data and community lived experiences are all integral in understanding how to best support local resiliency in Spokane. During key times of the climate and resiliency planning effort, two community-wide surveys were created to learn from those who live, work, and visit in Spokane.

The **Community Climate Planning Survey** asked community members to identify climate hazards and impacts in Spokane as well as future desires.

The **Community Climate Policy Survey** then built upon the prior community feedback to identify potential policy decisions.



Read the full Community Climate Planning Survey Summary at <https://tinyurl.com/Spokane-Climate-Survey>



Read the full Community Climate Policy Survey Summary at <https://tinyurl.com/Spokane-Climate-Policy-Survey>



# COMMUNITY CLIMATE SURVEY

✓ 1,573 RESPONSES

✓ DECEMBER 6, 2024 THROUGH JANUARY 31, 2025

## ✓ KEY TAKEAWAYS

- **Wildfires, extreme heat, and intense storms** identified as top three hazards of concern now, with **extreme heat, wildfire, and smoke from wildfires** as top concerns for the next 20 years.
- Only 14.91% of respondents indicated having not been personally impacted by any of the identified climate hazards.
- **Rising costs of living and basic needs** and **changes to recreational activities** were the top felt impacts within the past five years.
- **Agriculture and food systems** were ranked as most at risk from extreme weather and climate impacts in Spokane.
- **Costs** and **time** were identified as primary obstacles in reducing household environmental impacts.
- Potential solutions to increase Spokane's resiliency included **water and waste reduction, incentives for more sustainable upgrades, tree management, and more trees and greenspace.**

# CLIMATE POLICY SURVEY

✓ 1,419 RESPONSES

✓ JULY 21 THROUGH AUGUST 31, 2025

## ✓ KEY TAKEAWAYS

- **Water, human health, and food systems** were collectively ranked as the most important climate and resiliency topics.
- **Public investment and infrastructure** was the top ranked type of policy, with **regulations** ranked the lowest.
- Themes for future actions the City should consider include:
  - **Lead by Example**
  - **Water Conservation and Waste Management**
  - **Community Collaboration and Engagement**
  - **Urban Green Spaces**
  - **Active Transportation**
  - **Disaster Preparedness**
  - **Equal Access**
  - **Sustainable Development**
- Future policies should be prioritized based on **reduction of environment harm, community health benefits, co-benefits, feasibility, and cost considerations.**

# EARTH DAY WORKSHOP



On April 22, 2025, the City of Spokane hosted an Earth Day Community Workshop to learn from and share with Spokane's community. Twenty-one community members shared their experiences with climate hazards and how we can support a more resilient Spokane.

The workshop was a drop-in style event with posters at 4 stations, where attendees engaged in activities, interacted with the Climate Vulnerability Index online mapping tool, and were able to have in-depth conversations with staff members. Feedback received during the workshop informed the Climate Risk & Vulnerability Assessment and will support the development of future policies for a resilient and adaptive Spokane.

## Key takeaways from the drop-in workshop include:

- **Alternative transportation options** and **green space/tree protection** were ranked as the top climate pollution reduction actions.
- **Preserve, restore, and expand nature** was ranked as the top climate resilience action.
- **Supporting local, sustainable food systems** and **organizing community** received the most support as individual actions to support climate resiliency.
- Support for **increased and improved bike and pedestrian infrastructure**.
- Attendees wanted to **expand public transportation** and **promote connectivity**.
- Support for **infill and mixed-use development**.
- Promote **water conservation** throughout the City.



Read the full Earth Day Workshop Summary at <https://tinyurl.com/Spokane-Earth-Day>





Read the full Tribal Engagement Workgroup Summary at <https://tinyurl.com/Spokane-Tribal-Workgroup>



In early 2025, the City of Spokane launched a **Tribal Engagement Workgroup (TEW)** to ensure that Indigenous voices and knowledge systems shape its climate planning and inform the City's 2026 Comprehensive Plan. The TEW brought together regional Tribes and urban Native organizations in a culturally grounded process led by Kauffman & Associates, Inc. (KAI), a Native-owned consulting firm.

Over the course of four sessions and intervening conversations, TEW participants identified climate vulnerabilities rooted in the lived experiences of Native communities, including **loss of cultural access, urban invisibility, health disparities, water insecurity, and gaps in emergency planning**. They called for a broader definition of vulnerability that includes spiritual, cultural, and intergenerational dimensions and stressed the need for Indigenous co-governance and investment in Native-led solutions.

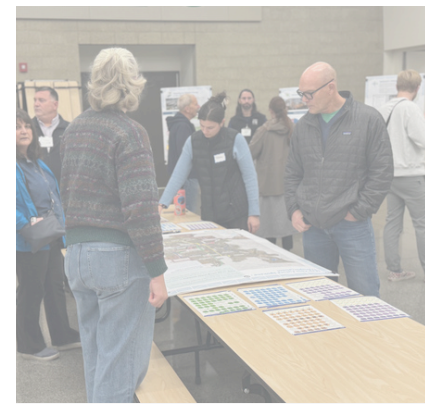
#### Recommendations for policy development:

- Prioritize funding for **Native-led** resilience hubs, food systems, and youth programs.
- **Embed cultural infrastructure** - gardens, sweat lodges, community gathering spaces - into neighborhood planning.
- Establish an **Indigenous advisory council** with co-governance authority in climate planning.
- Reframe climate indicators to include **cultural, spiritual, and relational measures of wellbeing**.
- **Expand data collection** to include Indigenous-defined metrics, oral histories, and story maps.
- Develop **tailored emergency management strategies** for Native families across Spokane.

# TRIBAL ENGAGEMENT



# FUTURE GROWTH AND GUIDING POLICIES



The City of Spokane held a community workshop series on future growth and guiding policies in November 2025. These in-person workshops included discussion, mapping exercises, and feedback opportunities related to various aspects of the Comprehensive Plan. **Over 100 community members participated** in the workshop series, which included one meeting in each City Council District, as well as a citywide meeting downtown.

In addition to informational posters, the workshops included station activities to gather feedback from attendees. Stations included questions on guiding policies, displacement, a proposed land use schema, and the three Growth Alternatives being evaluated in the Draft Environmental Impact Statement. Mapping exercises on mixed-use zoning and transportation amenities created spatial information to inform on-the-ground proposals. Climate and resiliency feedback was also received, including on City actions, important topics, environmental justice, and the prioritization of future policies.

When asked about topics of importance to be integrated into the City of Spokane's next twenty years, key themes from the community included:

- **Accessibility**
- **Employment and job creation**
- **Revitalization**
- More **third places** and **community connection**
- **Parks and access to nature**
- **Bikeable/walkable neighborhoods**
- **Affordable housing**



A full summary will be available at [PlanSpokane.org](https://PlanSpokane.org) once finalized



# CONCLUSION



## There's even more work ahead in 2026 . . .

In addition to the larger engagement efforts mentioned above, the City of Spokane has been busy popping up at community events, presenting before Neighborhood Councils, and meeting with organizations and partner agencies to hear from the community. Staff have also presented before City Council, Spokane Plan Commission, Climate Resilience and Sustainability Board, Transportation Commission, Housing Action Subcommittee, and numerous other City commissions and boards.

Have a group that may be interested in hearing a presentation? Does your organization want a tailored discussion about PlanSpokane 2046? Have an event where staff can attend? Reach out to the Planning Team at [PlanSpokane@spokanecity.org](mailto:PlanSpokane@spokanecity.org) to inquire about availability.



Opportunities for public feedback in early 2026 include the Draft Environmental Impact Statement and Chapter Review processes. Feedback from these components will then result in the selection of Preferred Alternative and Final Environmental Impact Statement, as well as final goals and policies of the Comprehensive Plan.

Final adoption of the updated Comprehensive Plan is tentatively slated for the end of 2026.



### Draft Environmental Impact Statement

A Draft Environmental Impact Statement with different ways the City can grow in order to meet state requirements and the community vision will be issued in December 2025, with a 60 day public comment period. This document compares potential ways the City can grow, allowing community members to provide feedback on Spokane's future. Community input will help decisionmakers select the Preferred Alternative, which is the growth strategy for Spokane's next twenty years, in early 2026.



### Chapter Review

The City's Comprehensive Plan is being updated with revised and new goals and policies to support community needs. Draft versions of chapters are available for public feedback at [PlanSpokane.org](http://PlanSpokane.org) under "Chapter Review". Comments can help direct language and identify potential gaps in future policy direction. New chapters and language revised based on community feedback will periodically be available throughout early 2026.

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# PLAN**SPOKANE**

**Resilient | Connected | Livable | 2046**



Learn more at [PlanSpokane.org](https://PlanSpokane.org)

Questions or comments? Email the Planning Team at  
[PlanSpokane@spokanecity.org](mailto:PlanSpokane@spokanecity.org)



# PlanSpokane

## Future Growth and Guiding Policies

### Engagement Summary

December 2025



PLAN **SPOKANE**

Resilient | Connected | Livable | 2046

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## Background

As part of the PlanSpokane 2046 Periodic Update to its Comprehensive Plan, the City of Spokane has been seeking public feedback on the City's next twenty years throughout 2025. While regular updates to the Comprehensive Plan have occurred, this will be the **first substantial update since the Comprehensive Plan was first adopted in 2001**. With the significant population growth and changing local factors Spokane has experienced since then, this update provides the community with an opportunity to reevaluate how they want the City to grow. The goals of this update are to meet all state legislative requirements adopted since 2017, incorporate community input around changing needs and wants, and to streamline the Plan to make it more user friendly.

Being the first substantial update since 2001, the City of Spokane has determined that this proposal is likely to have a significant and potentially negative impact on the environment. As such, an **Environmental Impact Statement (EIS)** is required under RCW 43.21C.030 (2)(c) and will be prepared as part of the PlanSpokane 2046 effort. The first step of the EIS process is known as "scoping". Both before and during the scoping comment period, the City of Spokane Department of Planning and Economic Development provided opportunities for the community to be engaged in the process of identifying the future vision for Spokane's next twenty years. The [Community Visioning Engagement Summary](#) provides a recap of the feedback heard.

Once the overall vision for the future is determined, the next step of the EIS process is to evaluate different ways the City can meet that vision while also accommodating future growth. To that end, the City of Spokane held a community workshop series on future growth and guiding policies in November 2025 for initial feedback on different ways the City of Spokane can grow, as well as the goals and policies to get us there.

### What is a Comprehensive Plan?

A Comprehensive Plan is the community's vision for how the city grows and invests. It is mandated by state law requiring a "road map" for fast-growing cities, known as the Growth Management Act. Spokane must have a Comprehensive Plan to manage population growth, with goals that include reducing sprawl, supporting efficient multimodal transportation, protecting the environment, and many more.

The Comprehensive Plan establishes a vision for the city – looking at a horizon of twenty years. It guides implementation through Capital projects, City programs, and regulations.

More information about the PlanSpokane 2046 Periodic Update can be found at [PlanSpokane.org](http://PlanSpokane.org)

## Community Workshop Series

At the beginning of 2025, community members provided invaluable feedback to create a 20-year vision for the City of Spokane. Since then, there has been ongoing work to identify different ways to reach that vision. To present the community with those options on how the City can grow, and receive feedback on goals and policies, a community workshop series on future growth and guiding policies was held in November 2025. One workshop was held in each City Council District, with one



Figure 1. Community members participate in the District 1 Community Workshop.

community-wide workshop held downtown. **Over 100 individuals attended** one or more of the workshops, providing valuable feedback to help shape the future of the City of Spokane.

These in-person workshops included discussion, mapping exercises, and feedback opportunities related to various aspects of the Comprehensive Plan, including the new element of climate and resiliency. Each station sought reactions and comments on how community members wanted to shape the next twenty years. Kids activities and catered food was also available.

### Station 1: Guiding Policies

After learning more about the PlanSpokane 2046 Periodic Update and Environmental Impact Statement process through informational posters, the first activity station revolved around the policies of the Comprehensive Plan and the current [Chapter Review](#) process. Community members were asked to identify what topics they want to make sure are addressed in the updated Comprehensive Plan to help identify potential gaps in the currently proposed amendments.

Themes from the four community workshops include:

Accessibility (housing, public spaces, “sittable” neighborhoods)	Address employment and job creation
Incentives to revitalize vacant properties	More “third places” for community connection
Bikeable streets, including protected bike lanes	Levels of service for fire safety
Art districts	Daycare centers and support
Address land speculation	Creating neighborhood identities
Indoor swimming pools	More greenways and trails
Incentives for affordable and mixed-use housing	Greater civic engagement, involvement, and transparency

Conservation/migration corridors and natural playgrounds	Create/support quality and beautiful places to live
Reduced dependency on single occupancy vehicles	Support for unhoused residents, including work programs
Context sensitive design standards	Sidewalk and pedestrian safety
Allow for more mixed uses in neighborhoods to support walkability, create local “hubs”	Coordination of road construction to prevent multiple roadway maintenance in the same direction

## Station 2: Displacement

As part of the PlanSpokane 2046 Periodic Update to the Comprehensive Plan, the City of Spokane has completed [analysis on racially disparate impacts and displacement risk](#) to meet state legislative requirements (HB 1220). After being presented with the three different types of displacement - physical, economic, and cultural - community members were asked to help brainstorm causes of housing and small business displacement, as well as how the City of Spokane could address those causes.

Causes identified included **high housing costs** and **lack of housing inventory** to keep up with population increases, **mobile home parks being replaced**, businesses leaving and/or not having patrons due to **perception of safety** or **vandalism**, **lack of inclusive and accessible transit and public spaces**, **impact of taxes**, **buildings being demolished** for parking lots or shopping centers, **vacant or underutilized lots**, increase in housing **costs due to surrounding development**, **lack of pedestrian infrastructure**, **high insurance costs/losing property insurance** due to wildfire risk, **corporate rental ownership**, and **climate risks** (heat, lack of trees).

Potential actions to address the causes included **streamlining permit processing**, the **City being involved in public housing development**, **replacing existing housing with affordable multi-family housing**, **create supportive zoning** before development is expected to occur, **wildfire risk mitigation** (to address insurance issues), **rental costs management**, **increase transportation options** (pedestrian friendly streets/bus routes/road access), and **support community resiliency** to climate hazards.

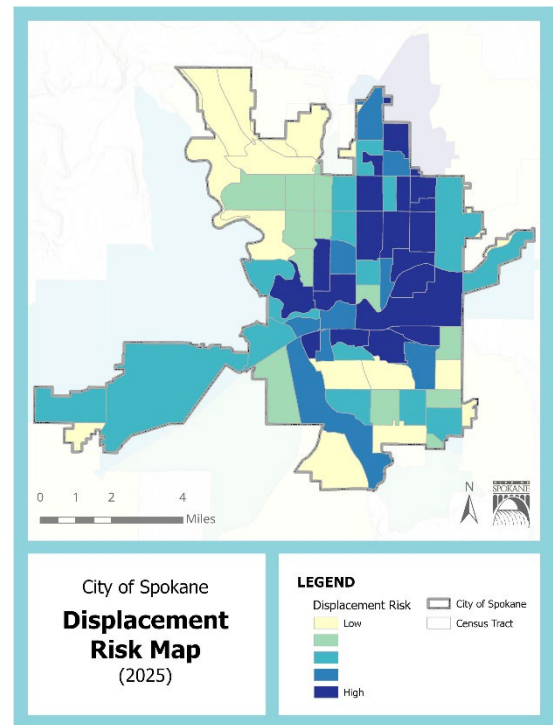


Figure 2. City of Spokane Displacement Risk Map from the Racially Disparate Impacts Analysis Report (2025).

### Station 3: Land Use Schema

One aspect of the PlanSpokane 2046 Periodic Update includes updating the land use schema for the City of Spokane, with the goal of reducing the number of land use categories. Land use is essentially what kinds of uses can be built where, and community members were asked to provide feedback on the proposed land use categories: Urban Agriculture, Residential Low, Residential High, Commercial, Centers & Corridors, Institutional, Downtown, Industrial, and Open Space. Community members were asked what uses they would like to see in each proposed land use and where they should be located.

#### Urban Agriculture

- Allow flower growers, small vegetable and fruit farmers market-style food production
- Locate to avoid impacts of potential pesticides
- Preserve agriculture in the city by only allowing agricultural uses

#### Residential Low

- Ensure there is human-scale and human serving design, walkable third places, a transition between low- and high-density areas, and that the scale of residential and commercial uses match
- Allow parking, community gardens, small mixed uses (cafes, ice cream parlors, bookstores, medical uses like a dentist), indoor community pools, community gathering spaces, and professional offices
- Do not allow gas stations
- Create a process of neighborhood input on project-by-project basis for non-standard uses
- Develop incentives for neighborhood businesses
- Prioritize adaptive reuse over new development
- Locate near centers and corridors and other high intensity uses

#### Residential High

- Ensure accessible housing (no stairs)
- Expand into existing lower scale residential, such as near transit or in close proximity to amenities
- Have a minimum density

#### Commercial

- Expand mixed uses
- Leverage vacant commercial areas to add business or apartments
- Establish zoning requirements for gas stations/convenience stores related to sober living and other affordable housing services

#### Centers & Corridors

- Allow multi-unit housing and trade/live-work makerspaces
- Do not allow drive throughs, gas stations, convenience stores, hostile architecture, or single-unit homes

- Locate throughout Division once NS Corridor is complete and traffic reduces

**Downtown**

- Allow taller buildings and larger business spaces

**Institutional**

- Incentivize apartments
- Allow community pools

**Industrial**

- Encourage adaptive reuse of existing spaces

**Open Space**

- Allow undeveloped/natural parks with trails, mountain biking, indoor community pools
- Ensure enough parks/trails for those living in dense areas/apartments to have outdoor access, as well as accessible open spaces
- The full length of the Spokane River should be a public park
- Prioritize passive natural spaces

**Station 4: Growth Alternatives**

A significant result of the PlanSpokane 2046 Periodic Update and Environmental Impact Statement will be the selection of a Preferred Alternative – the desired direction for growth and prioritization for the City of Spokane’s next twenty years. To identify that Preferred Alternative, the City must study different Growth Alternatives, which are different ways to address population growth, economic goals, and the community vision. More detailed analysis and comparisons will be available during the Draft Environmental Impact Statement public comment period expected to kick off in December 2025. This poster station allowed for an initial reaction to the potential options.



Figure 3. Community members participate in the District 2 Community Workshops.

Community members were presented with the three Growth Alternatives being evaluated as part of the PlanSpokane 2046 Periodic Update process. Alternative 1 (Stay the Course) represents the current growth strategy. To address recent state legislation, Alternative 2 (Distributed and Balanced) and Alternative 3 (Center City and Regional Hubs) were developed out of earlier visioning and scoping engagement. After reviewing the proposed maps and a snapshot of environmental impact evaluation comparisons between the three alternatives, community members were asked to vote on their preferred growth strategy.

**Alternative 2 received the most votes** with 25. **Alternative 3 came in second** with 7 votes. One vote selected a middle ground between Alternative 1 and Alternative 2. **Alternative 1 did not receive any votes** (presumably due to community understanding that it does not meet all state legislative requirements).

Rather than voting for a specific Alternative, most community members provided comments on the City of Spokane’s future growth. The Preferred Alternative can be a combination of elements of the different Growth Alternatives, with these comments providing direction on what aspects were viewed positively from each alternative.

In general, community members liked the **interconnectedness of Alternative 2**, but also saw the benefit of the **Center City focus of Alternative 3** on businesses, community safety, and more housing. *Full comments can be found in the workshop-specific memos in the appendix of this summary.*

### Station 5: Map Your Future Spokane – Mixed-Uses

Through a mapping exercise where different color pins represented different types of mixed-use designations, community members were asked to identify where they thought different sizes and scales of mixed-use development should be located throughout the City.



Figure 4. Mixed-use descriptions provided for the Map Your Future Spokane exercise. A higher resolution image can be found in the Workshop Posters appendix.

In general, **MU-TOD** was located along Division/Ruby, Market Street, Mission Avenue, North Monroe, near Shadle Library on Wellesley, in parts of downtown and Cliff-Cannon, Hamilton and the northernmost portion of Nevada Street, and in areas along 29<sup>th</sup>.

**MU-1** was located in Hillyard, Nevada Heights just east of Division, the middle of Cliff-Cannon, north Five Mile Prairie, in parts of Audubon/Downriver and West Central, between Northwest and Balboa/South Indian Trail, North Monroe, near Shadle Library on Wellesley, and downtown.

**MU-2** was located in Nevada Heights, the middle of Bemiss, adjacent to Chief Garry Park within the Chief Garry Park neighborhood, the northwest corner of Manito/Cannon Hill, north of Comstock, Shiloh Hills, Northwest, North Hill, along Indian Trail Road, and in areas along 29<sup>th</sup>.

**MU-3** was located in the middle of Hillyard and Bemiss, multiple locations in Cliff-Cannon, on West Sunset Boulevard, Audubon/Downriver, Northwest, and along the edges of Manito/Cannon Hill.

Additional comments about mixed-uses included:

Provide more uses in proximity to housing to reduce distance/need for transportation	Trade and makerspaces in West Central
There's currently a lack of affordable and larger retail near neighborhoods, not just small	Mobility connectivity for all modes in East Hillyard is a local priority
No more drive throughs	MU-2 should be everywhere
More intensity along arterials, transition to higher commercial, and then allow residential	No mixed-use in neighborhoods, concerned over exploitative development
Need a Latah-Cannon Corridor Plan to address traffic, 195 and I-90 ramp	Need parks and trails in Hillyard
More health and transportation access in West Central	Designated business district/center/corridor down east Broadway of West Central
Encourage trades academy	Support the creation of 24-hour daycare
Increase pedestrian/bike infrastructure along Northwest Boulevard	Create protections against displacement in Chief Garry Park around City Line stops, including increasing resources for community

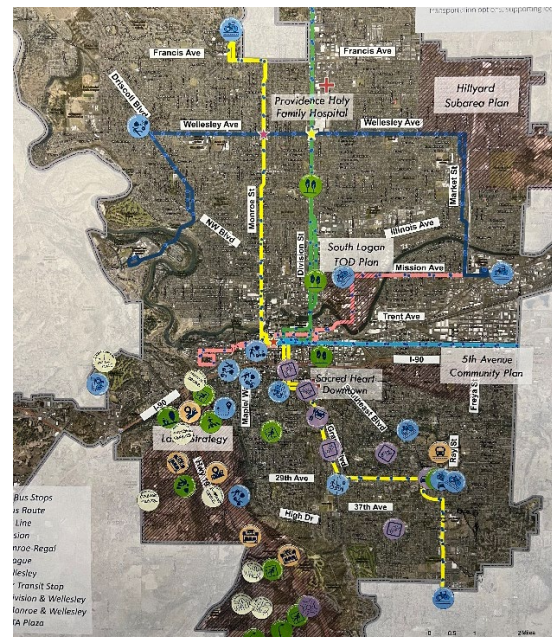
### Station 6: Map Your Future Spokane - Transportation

Through a mapping exercise to indicate preferred development types and street upgrades, community members were asked to identify what type of street improvements they want to see along major transit stops, with street trees and greater connectivity being consistent themes. *Full summaries can be found in the workshop-specific memos in the appendix of this summary.*

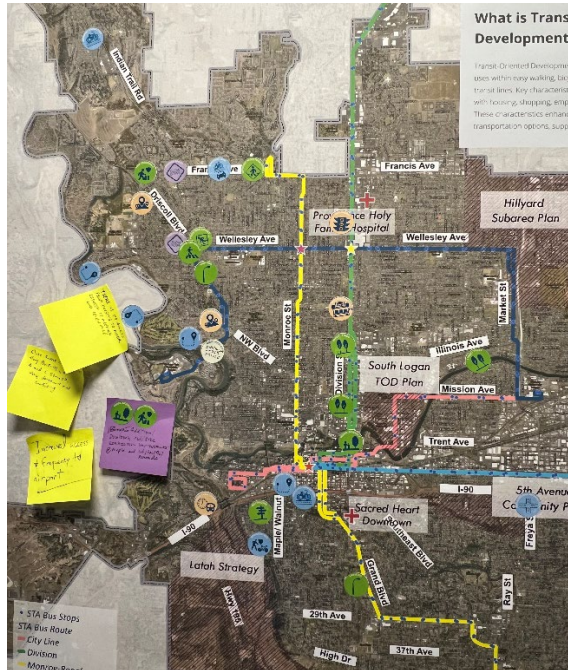
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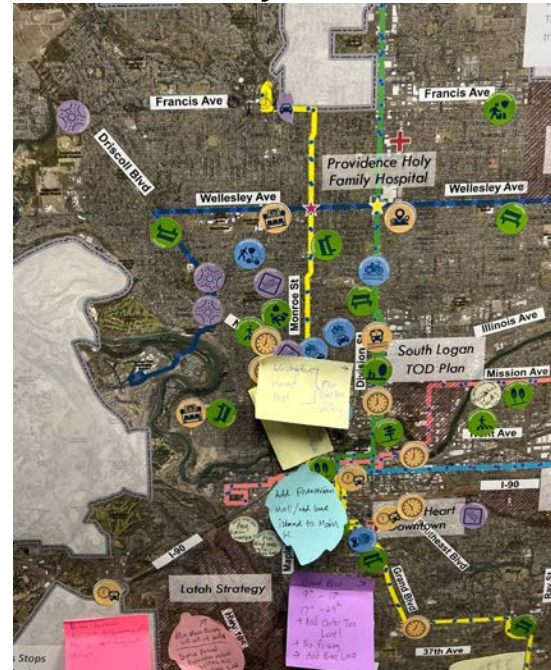
**District 2**



### District 3



### Citywide



## Station 7: Planning for Climate

Another significant component of the PlanSpokane 2046 Periodic Update is the integration of climate and resiliency policies into the Comprehensive Plan to align with recent state legislation. [Climate Planning efforts](#) have been ongoing, with this workshop series providing an opportunity to bring all elements of the update together for community input. Workshop attendees were first asked to identify what actions they want the City of Spokane to take to support local climate resiliency.

Key themes from the feedback include **tree canopy** expansion and protection; **resilient and equitable development**; climate resilience **education and community engagement**; **water conservation and quality**; **energy efficiency and weatherization**; **reducing car reliance**; **air quality and pollution reduction**; **fire safety and mitigation**; access and preservation to **natural spaces**; and **housing and infrastructure**.

## Station 8: Developing Climate Policies

In order to help develop climate and resiliency policies, community members were presented with top themes heard throughout the earlier phase of climate planning engagement, including wildfire smoke and extreme heat, water conservation, human health, food systems, tree canopy and green spaces, transportation and infrastructure, education, collaboration, and financial barriers. With those in mind, participants were then asked to identify any other topics of importance.

Topics identified include:

Address financial barriers	Food security
Do not exclude businesses from SpokaneScape program	Local community solutions to address climate hazards and resiliency
Greater bike infrastructure and connectivity	Impact of Artificial Intelligence
Increased shade	Water conservation
Convert unused city property to green spaces	Walkable neighborhoods
Indoor spaces to escape to during weather extremes	More resources directed to conservation programs
Trees and native landscaping, including potential for fruit trees as street trees	Support creation of more efficient building construction
Balance between infill development and trees	Active role of City in tree planting programs
Green infrastructure/swales	Education programs to support local resiliency
Mental and physical health	Intersection of natural and built environment
Protect mature trees and iconic basalt rocks	Increase accountability, including for businesses
Require parking	Maintenance of street trees
Incentives for tree planting in the north of the city	Weatherization/support new windows for historic homes
Recognition of limits to growth	"Dead internet" greenhouse gas emissions
Restrict wood burning fireplaces to improve air quality	Adjust development requirements to allow more room for trees
Growth numbers should consider possibility of climate refugees	Faster and cheaper transit (including through bus-only lanes and in Latah Valley)

### Station 9: Environmental Justice

Environmental justice, as defined by state law, means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. It includes addressing disproportionate health and environmental impacts. Community members were presented with the definition and ways to assess environmental justice, in order to support state required policies within the Comprehensive Plan.



Figure 5. Community members participate in the District 3 Community Workshops.

Workshop attendees were then asked to provide ideas on how the City of Spokane can support environmental justice. Key themes included supporting a **safe and connected transportation**

**system** that does not rely on single-occupancy vehicles, **targeting heat mitigation and resiliency** to vulnerable populations, **expanding green infrastructure** and tree canopy, **neighborhood investment without displacement**, and **City-funded resiliency investments** that support impacted neighborhoods and communities.

## Station 10: Prioritizing Climate Policies

In addition to identifying potential climate and resiliency policies, the climate planning effort will include a prioritization process, which will help ensure that selected policies can be implemented



Figure 6. Community members participate in the Citywide Community Workshops

and align with state requirements. Presented with the options of Resilience, Equity, Climate Pollution Reduction, Logistics, and Risk, community members were asked to identify the criteria they believed should be weighted more heavily than others.

**Resilience** came in first, with 21 votes, followed by **Equity** (16 votes) and **Climate Pollution Reduction** (15 votes). **Logistics** received 8 votes, while **Risk** had a total of 4 votes.

In addition to what was listed, community members were then asked to identify any other criteria that should be considered:

Build equity into each criterion	Legislative control to create solutions
How to reduce homelessness/outdoor sleeping to make people less vulnerable	Prioritize policies with City action rather than informational or “encouraging” resident action
Emphasize natural environment as a component of resilience criteria	Without resilience, we will have a hard time delivering on the other policies
Improvement to tree canopy	Clear out underbrush in fire risk areas
Inequitable impact of policy	Banning of wood burning fireplaces
Balancing costs and benefits to ensure prospective business ventures aren’t impacted	Spreading out of affordable housing, “stop consolidating poverty”
Tighten controls on vehicle emissions	Allowing for shelters near services

## Next Steps

Feedback received during the community workshops on future growth and guiding policies will inform amendments to goals and policies in the Comprehensive Plan, as well as discussion around the chosen growth strategy (or Preferred Alternative) for Spokane’s next twenty years. Community members will have the opportunity to take a deeper dive into the details of and comparisons

between the Growth Alternatives after the release of the Draft Environmental Impact Statement (EIS) in December 2025, which will include a formal public comment period. More information about the Draft EIS will be available at [PlanSpokane.org](http://PlanSpokane.org) upon release. Final adoption of the PlanSpokane 2046 Comprehensive Plan is expected in the later part of 2026.



Figure 7. PlanSpokane 2046 process timeline

Community feedback will be accepted throughout the entire PlanSpokane 2046 process, from helping select the Preferred Alternative to weighing in on proposed goals and policies of the Comprehensive Plan.

We invite your participation:

- Visit the project webpage at [PlanSpokane.org](http://PlanSpokane.org) to learn more about the planning process
- Learn more about the Climate Planning efforts at [my.spokanecity.org/climateplanning](http://my.spokanecity.org/climateplanning)
- [Subscribe to the PlanSpokane monthly newsletter](#) to receive timely updates
- Attend future meetings and hearings hosted by the City of Spokane
- Provide written comments or ask questions to the Planning team by emailing [PlanSpokane@spokanecity.org](mailto:PlanSpokane@spokanecity.org)

## Appendices –

**District 1 Memo**

**District 2 Memo**

**District 3 Memo**

**Community-Wide Memo**

**Workshop Posters**



# Memo

## Re: District 1 Future Growth and Guiding Policies Community Workshop

The District 1 Future Growth and Guiding Policies Community Workshop occurred on November 12, 2025 at Yasuhara Middle School. **Approximately 22 community members attended.** Feedback received at each station activity is summarized below. A full engagement summary of the workshop series will be developed at a later date.

### Station 1: Guiding Policies

Community members were asked to write down what topics they want to make sure are addressed in the Comprehensive Plan to help identify potential gaps in the proposed amendments:

- Move civic engagement
- More districts for city council members
- More government transparency
- Incentives for empty properties on Division following BRT implementation
- More third places
- Continue partnerships with housing services and neighborhood councils
- Bikeable streets.

### Station 2: Displacement

After being told about three different types of displacement (physical, economic, and cultural), community members were asked what causes to housing and small business displacement are they most concerned about. Additionally, how could the City address them?

The comments included:

- Consider the impacts of housing costs because of Division BRT.
- Get ahead of zoning along the corridor for middle/multi-unit housing.

### Station 3: Land Use Schema

Community members were asked to provide feedback on proposed land use designations to implement the future growth of the Spokane. Specifically, they were asked what uses

should be allowed in the different land uses and where should the land use be located. Participants reflected on the following land uses:

- Residential Low:
  - Allow professional office
  - Allow MU-3 uses (like The Scoop)
- Residential High:
  - Have minimum density
- Centers and Corridors:
  - Do not allow single-unit homes
- Open Space:
  - Include intentional passive recreation

## Station 4: Growth Alternatives

Community members were presented with the three Growth Alternatives being evaluated as part of the PlanSpokane 2046 Periodic Update process. Alternative 1 (Stay the Course) represents the current growth strategy. To address recent state legislation, Alternative 2 (Distributed and Balanced) and Alternative 3 (Center City and Regional Hubs) were developed out of earlier visioning and scoping engagement. After reviewing the proposed maps and a snapshot of environmental impact evaluation comparisons between the three alternatives, community members were asked to vote on their preferred growth strategy. Alternative 1 received 0 votes, Alternative 2 received 5 votes, and Alternative 3 received 1 vote.

Participants who did not fully prefer one alternative over another, as well as those who did make a selection, were asked to identify their likes and dislikes of potential growth options, as well as other considerations for future growth. Those comments included:

- Evacuation routes need for Latah Valley area/Vinegar Flats
- Distribute growth to remove silos between neighborhood and connected the community.
- Capitalize on larger roads to connect centers and places people visit
- Address Division BRT fully in Alt. 2 and 3.
- Require parking for large housing developments to be located within garages/parking structure.
- Turn parking lots into garages for a better use of land, especially around gathering places (e.g. arena).
- Build up, two story buildings waste land potential
- Have services in all areas of the city.
- Lack of ability to make left turns on Division can cause vacant lots/lack of businesses/patrons.
- Alternative 2 seems to be a natural approach to what will likely occur naturally.
- Vinegar Flats has a potential for job growth (mini Hillyard).

- Vinegar Flats is separate from Latah Valley area and should be treated as having different potential
- Build up, not out; focus on downtown and where growth already exists.
- Base Latah Strategy on infrastructure findings for connectivity.

## Station 5: Map Your Future Spokane – Mixed-Uses

Through a mapping exercise where different color pins represented different types of mixed-use designations, community members were asked to identify where they thought different sizes and scales of mixed-use development should be located throughout the City. In general, respondents wanted MU-TOD along Division; MU-1 in Hillyard, Nevada Heights just east of Division, and in the middle of Cliff-Cannon; MU-2 in Nevada Heights, the middle of Bemiss, adjacent to Chief Garry Park within the Chief Garry Park neighborhood, the northwest corner of Manito/Cannon Hill, and the north of Comstock; MU-3 in the middle of Hillyard and Bemiss, the southeast corner of Bemiss, multiple locations in Cliff-Cannon, and along the edges of Manito/Cannon Hill.

In addition to pin placement, addition comments included:

- Make transportation less required (most uses in close proximity to households)
- Lack of affordable and larger retail near neighborhoods, highlighting Bemiss
- Mobility connectivity for all modes in East Hillyard is a local priority

## Station 6: Map Your Future Spokane - Transportation

Through a mapping exercise that included stickers that indicated preferred development types and street upgrades, community members were asked to identify what type of street improvements and destinations they want to see along major transit stops throughout Spokane. In general, community members indicated wanting improved crosswalks and wider sidewalks along Northwest Boulevard; street trees, lighting and faster bus times around Vinegar Flats; improved crosswalks Downtown; more street trees on Market Street; separated bike lanes, improved crosswalks, lighting, and bus shelters along Division between the Ruby interchange and Wellesley; lighting and wider sidewalks in the Logan neighborhood, south of Wellesley; and improved bike connections and faster bus times in Hillyard.

In addition to sticker placement, addition comments included:

- Better crosswalks on Wellesley at Driscoll Boulevard
- Better lighting along bus routes including Route 28
- Hays Park needs sidewalks
- Bus shelter at Bridgeport and Glass

- Improve crosswalks at Glass
- Need a bus route on Freya in Wellesley area
- Fix Hairball intersection at Main/Monroe/Spokane Falls
- Pedestrian bridge is needed on Rowan to cross NSC
- Bridgeport near Division, people park half on sidewalk and half on street
- Fire access at Euclid into Minnehaha needs to be improved

## Station 7: Planning for Climate

Community members were asked to identify what actions they want the City of Spokane to take to support local climate resiliency. Those comments included:

- Facilities and accommodations for dogs/pets.
- More shade on sidewalks.
- Reduction of VMTs through denser housing and more walkability.
- Locally fund ore SpoCanopy.
- Increase LOS for active transportation, reduced LOS for cars.
- More shade on trails and bus stops.
- Non-shaded areas and sidewalks are a burn risk for kids (toys, slides, etc.).
- Water conservation should not be focused just on residents.
- More fuel reduction in WUI areas.
- Continue tree canopy program.
- More QR codes around town (like parks) so people can get connected to information.
- Less black asphalt that raises heat, more white concrete.
- More sidewalk connectivity.
- More spending on education on water usage information.
- Removed trees need to be replanted in that area (not elsewhere in the City).
- Areas with lower tree canopy need higher tree requirements.
- More lawn alternative promotion, not just SpokaneScape.
- New Hillyard there are big oil tanks that burp oil smells into homes, cause air quality issues.
- Make the things that have and have not worked known; tell residents about known issues.
- More mail fliers of education, not just online.
- More education on fire wise and fuel reduction programs the City is already doing.
- Install solar panels over parking lots.

## Station 8: Developing Climate Policies

In order to help develop climate and resiliency policies, community members were presented with top themes heard throughout the earlier phase of climate planning engagement. With those in mind, participants were then asked to identify any other topics of importance:

- Trees:
  - Require in new development
  - Leave existing trees in new development
  - Active City involvement in tree planting (don't require residents to request trees, ask them if they want trees)
- Oversight of street trees to support maintenance and growth to ensure trees live
- Swales

## Station 9: Environmental Justice

Community members were presented with the definition and ways to assess environmental justice, in order to support state required policies within the Comprehensive Plan. Participants were then asked to provide ideas on how the City of Spokane can support environmental justice:

- Connect bicycle network and make e-bike traffic less dangerous.
- Expand the transportation network for bike and pedestrian connectivity.

## Station 10: Prioritizing Climate Policies

In addition to identifying potential climate and resiliency policies, the climate planning effort will include a prioritization process. Community members were asked to identify the top criteria they believed should be weighted more heavily than others. Resilience received 1 vote, Equity received 1 vote, Climate Pollution Reduction received 1 vote, Logistics received 1 vote, and Risk received 1 vote.

Community members were then asked to identify any other criteria that should be considered:

- Prioritize policies with city action rather than informational or “encouraging” resident action.
- Improvement to tree canopy (increase oversight and assistance, reduction of water costs to water trees, tree health support)



# Memo

## Re: District 2 Future Growth and Guiding Policies Community Workshop

The District 2 Future Growth and Guiding Policies Community Workshop occurred on November 5, 2025 at Ferris High School. **Approximately 40 community members attended.** Feedback received at each station activity is summarized below. A full engagement summary of the workshop series will be developed at a later date.

## Station 1: Guiding Policies

Community members were asked to write down what topics they want to make sure are addressed in the Comprehensive Plan to help identify potential gaps in the proposed amendments:

- Don't use broad terms in Comprehensive Plan
- Levels of service, especially for fire

## Station 2: Displacement

After being told about three different types of displacement (physical, economic, and cultural), community members were asked what causes to housing and small business displacement are they most concerned about. Additionally, how could the City address them?

The comments included:

- Affordable Housing
- Address vandalism to support businesses
- Concerned about gangs for both housing and small businesses
- Lack of pedestrian infrastructure and transit
- High insurance for homes in the WUI, mitigate wildfire risk
- Corporate rental ownership
- Tree desert/heat island in certain neighborhoods
- Increase tree canopy
- Codes that require solar cooling
- Control rents
- Increase bus routes
- Create more pedestrian friendly streets
- Build roads before new development
- High housing costs

- Losing property insurance
- City should work with the State on housing costs and insurance loss

## Station 3: Land Use Schema

Community members were asked to provide feedback on proposed land use designations to implement the future growth of the Spokane. Specifically, they were asked what uses should be allowed in the different land uses and where should the land use be located. Participants reflected on the following land uses:

- Urban Agriculture:
  - Preserve, no other use allowed.
- Residential Low:
  - Allow businesses catered toward people walking
  - Allow neighborhood input on a project-by-project level for other uses
  - Allow coffee shops, gathering spaces, and bookstores
  - Develop incentives for neighborhood businesses
  - Prioritize historic/adaptive reuse over new development (both commercial and residential)
  - Commercial and residential can coexist as long as the scale and auto vs pedestrian uses match each other in intensity.
  - Locate near centers and corridors and other high intensity uses.
- Commercial:
  - Zoning requirements for gas stations and convenience stores related to sober living and other affordable housing services.
- Centers and Corridors:
  - Do not allow drive-thrus, gas stations or any other auto-oriented uses.
- Open Space:
  - Should include parks and natural open space.
  - Preserve open space.
  - Protect trees during development, including on private property.

## Station 4: Growth Alternatives

Community members were presented with the three Growth Alternatives being evaluated as part of the PlanSpokane 2046 Periodic Update process. Alternative 1 (Stay the Course) represents the current growth strategy. To address recent state legislation, Alternative 2 (Distributed and Balanced) and Alternative 3 (Center City and Regional Hubs) were developed out of earlier visioning and scoping engagement. After reviewing the proposed maps and a snapshot of environmental impact evaluation comparisons between the three alternatives, community members were asked to vote on their preferred growth strategy. Alternative 1 received 0 votes, one vote was cast for a middle option between Alternative 1 and Alternative 2, Alternative 2 received 6 votes, and Alternative 3 received 2 votes.

Participants who did not fully prefer one alternative over another, as well as those who did make a selected, were asked to identify their likes and dislikes of potential growth options, as well as other considerations for future growth. Those comments included:

- Direct growth to Garland/Perry/Downtown/areas already with growth and not within neighborhoods with limited parking and emergency access.
- Direct growth away from mature trees and rock formations.
- Distributed housing and transportation needed.
- Alternative 2 & 3 should both focus on TOD and increased affordable housing.
- Large subdivisions should have traffic lights to exit to accommodate surrounding growth.
- Duplexes built and sold as duplexes are not selling/not affordable; concerns over affordable housing in alternatives.
- Parking requirements should be 1 space per unit.
- Need safe crossings to bus stops/park and rides.
- High intensity housing can be isolating, community hubs are needed.
- Increase housing downtown; get more people visiting downtown.
- Locate mix-use along NS Corridor interchanges.
- Address Airway Heights growth impact on access to water.
- Concerns over Division traffic and conflict of businesses, curb cuts.
- Infrastructure needs to be in place before continuing to allow new development (Freya Lower South Hill highlighted).
- More mixed-uses everywhere; less areas with single uses.
- Locate employment and industrial uses on edges of the city.
- Provide/expect commercial uses to pop up around employment.
- Provide more attractions; things for groups/teens to do together.

## Station 5: Map Your Future Spokane – Mixed-Uses

Through a mapping exercise where different color pins represented different types of mixed-use designations, community members were asked to identify where they thought different sizes and scales of mixed-use development should be located throughout the City. In general, participants had few locations they wanted mixed-uses to be located. However, MU-TOD was identified for Market Street, North Monroe, and portions of Ruby. MU-3 was identified on West Sunset Boulevard.

In addition to pin placement, addition comments included:

- MU-2 should be everywhere.
- No neighborhood businesses, there is no parking.

- No Latah-Cannon Corridor plan; all the traffic, no plan.
- No mixed use in neighborhoods, protect neighborhood from exploitive development.
- Want to see more intensity at arterials, then higher commercial, and finally residential.
- Want a transportation plan for Cliff-Cannon; there's no future plan considering 195 and I-90 ramp.

## Station 6: Map Your Future Spokane - Transportation

Through a mapping exercise that included stickers that indicated preferred development types and street upgrades, community members were asked to identify what type of street improvements and destinations they want to see along major transit stops throughout Spokane. In general, community members indicated wanting street trees along Ruby and Division, as well as downtown; improved bike connections north of Francis Avenue in the northwest, in South Logan at Mission and Hamilton, near Spokane Community College, and near Ray Street, Regal, and other areas in South Spokane; separate bike lanes at Wellesley and Driscoll Boulevard, within Latah Valley, and in various locations near downtown and just south of I-90 in the southwest; bus route improvements near Vinegar Flats and within Latah Valley; bus shelters throughout Latah Valley and on Ray Street; speed management along Grand Boulevard; and new and improved crosswalks throughout the southwest. Additional improvements, largely in in the southwest, include emergency services, improving bridges, new sidewalks, fixing of roads, lighting, and new intersection.

## Station 7: Planning for Climate

Community members were asked to identify what actions they want the City of Spokane to take to support local climate resiliency. Those comments included:

- Create trails that are more like dog parks
- Support engaged and active citizenry for resiliency
- Expand safe bike and walking to grocery stores
- Responsible and equitable development
- Increase density and make it easier for residents to do that themselves
- More trees and shade along trails
- Ban wood burning fireplaces
- Create urban public garden inside parks
- Encourage TOD
- Encourage safe streets for bikes and pedestrians; protected bike lanes, more crosswalks
- Expand bike in infrastructure
- More walkable neighborhoods (i.e. 29<sup>th</sup> and Grand area)
- Canon area lost lots of trees, not replanted by new development
- People drink PFAS and then it moves through sewer pipes and treatment

- Sewer infrastructure in Canon is old and breaks often
- Lack of parking becomes a safety and resiliency issue
- Incentivize more tree canopy in lower areas but maintain aging tree canopy (especially in aging demographics)
- Water quality of PFAS in mystic falls/garden spring due to development
- More dense development so there is less cross through traffic to sprawling suburbs
- Enable neighborhoods to create more social capital and be able to take action and help issues
- Incentivize responsible development
- Solar on rooftops before green spaces
- Money, investment, and code is very car focuses and needs to be more holistic
- Toolkit for tactical urbanism (empower communities to improve areas themselves)
- Life flight should use major corridors to reduce residential and wildlife noise pollution
- Expand historic preservation, create culture like Canon
- Fix challenging areas for biking (hills make it impossible and dangerous to bike, even with e-bikes)
- NSC will bring more car infrastructure and needs to be more resilient and multimodal
- Development should not be in neighborhoods
- Maintain our strong tree canopies
- Need more protected bike lanes
- Extend existing bike lanes, don't just stop the bike lanes suddenly
- Development should not remove trees, plants, and Spokane's distinct environment
- Rain retention facilities requirements should be stronger
- Bike lanes with multiple lines helps enforce walking
- Ensure social capital is created during development
- Green roofs
- More walking paths
- Stronger codes to maintain tree canopy
- Need to have an acknowledgement of growth/our limits

## Station 8: Developing Climate Policies

In order to help develop climate and resiliency policies, community members were presented with top themes heard throughout the earlier phase of climate planning engagement. With those in mind, participants were then asked to identify any other topics of importance:

- Recognize limits to growth.
- Prioritize protection of mature trees and iconic basalt rocks.
- The new infill law is destroying mature trees and neighborhoods.
- No mixed-use growth in the middle of neighborhoods.
- Bike infrastructure
- Walkable neighborhoods
- Public Transportation in Latah Valley
- Protect trees
- Require parking spaces for all units, change setbacks to 5-feet, change lots from 20 to 50 foot minimum.
- Sponsor new windows for historic homes.
- Convert unused city property to public pea patches.
- Growth numbers should consider possibility of climate refugees.

## Station 9: Environmental Justice

Community members were presented with the definition and ways to assess environmental justice, in order to support state required policies within the Comprehensive Plan. Participants were then asked to provide ideas on how the City of Spokane can support environmental justice:

- Plant more trees
- More bike lanes in all communities
- Community infrastructure built now to we have it when growth occurs
- Sound walls along freeways to protect housing
- Reducing pollution in low-income areas
- Walkable neighborhoods for everyone

## Station 10: Prioritizing Climate Policies

In addition to identifying potential climate and resiliency policies, the climate planning effort will include a prioritization process. Community members were asked to identify the top criteria they believed should be weighted more heavily than others. Resilience received 6 votes, Equity received 3 votes, Climate Pollution Reduction received 4 votes, Logistics received 1 vote, and Risk received 2 votes.

Community members there then asked to identify any other criteria that should be considered:

- Without resilience, we will have a hard time delivering on the other policies
- Clear out underbrush in fire risk areas.
- Inequitable impact e.g. when you add a historic district, you reduce the value of the homes surrounding the historic district.
- Ban wood burning fireplaces.
- Tighten controls on vehicle emissions.
- Stop consolidating poverty; spread out affordable housing outside of poverty-stricken neighborhoods.
- Balancing costs and benefits to ensure prospective business ventures aren't too impacts.
- Stop allowing shelters in areas with no services.



# Memo

## Re: District 3 Future Growth and Guiding Policies Community Workshop

The District 3 Future Growth and Guiding Policies Community Workshop occurred on November 18, 2025 at Salk Middle School. **Approximately 20 community members attended.** Feedback received at each station activity is summarized below. A full engagement summary of the workshop series will be developed at a later date.

## Station 1: Guiding Policies

Community members were asked to write down what topics they want to make sure are addressed in the Comprehensive Plan to help identify potential gaps in the proposed amendments:

- Accessibility (housing and public space)
- Mixed-use housing in neighborhoods to make more “hubs” instead of strip malls
- More greenways and trails like Centennial; need north/south connections
- Protected bike lanes, not just painted ones
- Allow for more mixed use in established neighborhoods
- Allow for more walkable neighborhoods
- Sidewalks in existing development, not just new development
- Programs for homeless residents like jobs, including helping clean up neighborhoods
- Third spaces
- For elderly and disabled residents, walkable also means sittable
- Context sensitive design standards, especially in historic centers
- Sidewalk safety (e.g. electric scoots and conflicts with pedestrians)
- Require more design variety within new developments
- Create quality and beautiful places to live
- Less dependence on vehicles
- Allow for or encourage local services, restaurants, or grocery stores in neighborhoods
- Organize road construction planning so that if a main north/south roadway is under construction, you wait on further north/south projects

- Increase pedestrian safety at uncontrolled intersections on large roads, especially one way roads

## Station 2: Displacement

After being told about three different types of displacement (physical, economic, and cultural), community members were asked what causes to housing and small business displacement are they most concerned about. Additionally, how could the City address them?

The comments included:

- Lack of low friction transit
- Lack of public spaces free from oppression
- Please always consider small business impact when considering taxes
- Greater options in affordable housing (location, size, etc.)
- Density transition, no high-rise next to single unit homes
- Building getting torn down for parking lots or mall centers
- Mixed use housing can balance both
- Vacant lots/parking lots sitting unused

## Station 3: Land Use Schema

Community members were asked to provide feedback on proposed land use designations to implement the future growth of the Spokane. Specifically, they were asked what uses should be allowed in the different land uses and where should the land use be located. Participants reflected on the following land uses:

- Residential Low:
  - Consider impacts of less on-site parking
  - Allow small mixed uses (cafes, etc.) and embrace being an urban area
  - Allow mixed-use spaces, community spaces, community gardens, parks, and walkable third spaces.
  - No gas stations
  - Allow for small scale medical uses (e.g. dentist) near hospital district
  - Need transition between low- and high-density areas
- Residential High:
  - Needs to be expanded into existing lower scale residential, such as near transit or in close proximity to amenities
- Commercial:
  - Mixed use needs to be expanded
  - Take advantage of vacant commercial areas to add businesses or apartments
- Centers and Corridors:

- No hostile architecture
- Locate throughout Division once NSC is complete and traffic reduces
- Downtown:
  - Allow taller buildings and bigger business spaces
- Industrial:
  - Encourage adaptive reuse of existing spaces
- Open Space:
  - Undeveloped parks with trails, not every park needs big grass fields
  - Accessible open space
  - Mountain biking
  - 100% of the river should be public park

## Station 4: Growth Alternatives

Community members were presented with the three Growth Alternatives being evaluated as part of the PlanSpokane 2046 Periodic Update process. Alternative 1 (Stay the Course) represents the current growth strategy. To address recent state legislation, Alternative 2 (Distributed and Balanced) and Alternative 3 (Center City and Regional Hubs) were developed out of earlier visioning and scoping engagement. After reviewing the proposed maps and a snapshot of environmental impact evaluation comparisons between the three alternatives, community members were asked to vote on their preferred growth strategy. Alternative 1 received 0 votes, Alternative 2 received 5 votes, and Alternative 3 received 1 vote.

Participants who did not fully prefer one alternative over another, as well as those who did make a selected, were asked to identify their likes and dislikes of potential growth options, as well as other considerations for future growth. Those comments included:

- Development is currently happening below bluff, create transitional uses to reinvent the area.
- Alternative 2 plus downtown revitalization preferred.
- Allow Browne's Additional uses through the city/neighborhoods.
- Alternative 2 improves already existing sprawl in city limits, Alternative 3 avoids sprawl.
- Neighborhood hubs needed throughout, create economic areas in neighborhoods.
- Alternative 2 has housing more accessible to all parts of the city and spread impacts.
- Plan around future light rail.
- Balanced alternative allows for areas to grow and revitalize more.
- Do not focus on downtown, people do not visit as often as other parts of the city.
- To change behavior, give a better alternative; carrot needed first.
- Pedestrian only streets or golf cart/scooter only streets needed.
- Need easier access to bus routes like Division.

- Downtown focus creates opportunity for more housing and revitalization/reuse of existing buildings.
- Alternative 2 preferred, but with preservation of historic buildings, revitalize or reuse buildings.
- The investment downtown of Alternative 3 is a good priority to avoid businesses leaving.
- Like the mixed uses in north Spokane but want downtown focus as well.
- Housing does not fix homeless problems, need other solutions like centralized facilities.
- Take advantage of areas already changing – vacant areas, industries that moved.
- Downtown expansion plus the connectedness along the streets and transit lines.
- Reuse abandoned commercial buildings for housing.
- Increase middle housing everywhere.
- Job growth is important; make sure we are encouraging industries and not just mixed-uses.
- Like a multi-block approach to intensities (like Alt 3 downtown) over less depth along transit lines.
- Downtown as a primary working hub allows for investments to make it a safe and appealing destination.

## Station 5: Map Your Future Spokane – Mixed-Uses

Through a mapping exercise where different color pins represented different types of mixed-use designations, community members were asked to identify where they thought different sizes and scales of mixed-use development should be located throughout the City. In general, respondents wanted MU-TOD along Hamilton, North Monroe, and along the northernmost portion of Nevada Street; MU-1 between Northwest and Balboa/South Indian Trail neighborhoods, on North Monroe, and near the Shadle Library on Wellesley; MU-2 along Indian Trail Road; and MU-3 in the southwest corner of Manito/Cannon Hill, within Audubon/Downriver, and in Northwest.

## Station 6: Map Your Future Spokane - Transportation

Through a mapping exercise that included stickers that indicated preferred development types and street upgrades, community members were asked to identify what type of street improvements and destinations they want to see along major transit stops throughout Spokane. In general, community members indicated wanting more street trees along Ruby and Division, Browne's Addition, and near Illinois Avenue; wider sidewalks on Division in downtown; lighting on Grand and south of Wellesley; bus shelters along Division; increase bus times near Government Way; better connected areas in Northwest and Audubon/Downriver as well as just south of downtown; improved intersection at near Freya and 5<sup>th</sup> Avenue; wayfinding near Maple/Walnut; and reduced speeds new Wellesley and Driscoll Boulevard.

In addition to sticker placement, addition comments included:

- There is no access from housing to river between TJ Meenach and Seven Mile.
- Close some intersections along Driscoll at A and C streets, they are dangerous and confusing.
- Increased (bus?) access and frequency to airport.
- Better “barriers” needed for separated bike lanes.
- Browne’s Addition/Downtown need pedestrian and bike connection improvements at Maple and 1<sup>st</sup>/Pacific/Riverside.

## Station 7: Planning for Climate

Community members were asked to identify what actions they want the City of Spokane to take to support local climate resiliency. Those comments included:

- Provide good resilient tree types that don’t cause damage to pipes.
- Help connect homeowners with getting weatherization like insulation (both knowledge and resources).
- Discourage the purchasing of big gas guzzling trucks, SUVs, etc.
- Support the replacement of trees when they need replanted
- Make our neighborhoods more beautiful and bring community pride
- Tree maintenance subsidies
- Fire hazard mitigation for homeowners
- Ensure trees are watered, when people quit watering their yards in the summer, they also don’t water the trees
- Developers need to plant higher age and mature trees
- Equal investment opportunities into neighborhoods
- Work with local areas, including Idaho, to maintain/preserve climate
- Use more fire safe housing material in new developments
- Targeted partnerships to get better air filters for the community
- More signage about issues like heat islands, where/when they are happening
- Take a position as a city to go solar, provide information to connect to contractors or best products
- More coverage of trees throughout Spokane
- Need formal river access for non-car residents between TJ Meenach and 7-Mile
- More trail and native preservation little parks
- Look at housing ages to determine places to target aging tree replacement
- Quit encourage people to remove yards, instead of drought tolerant, most people are landscaping with rock and amplifying the problem.
- Do more that just Avista providing energy efficiency

- Urban re-forestation tree planting subsidies
- Raise subsidy help by a sliding scale
- Window upgrade help to reduce energy cost

## Station 8: Developing Climate Policies

In order to help develop climate and resiliency policies, community members were presented with top themes heard throughout the earlier phase of climate planning engagement. With those in mind, participants were then asked to identify any other topics of importance:

- No additional power to AI facilities, it will create more pollution
- More bus only lanes to make public transit faster, cheaper, and quicker
- SpokaneScape: incentive model is helpful, but businesses are exempt
- More improvements to bike infrastructure and consistent connectivity throughout neighborhoods
- Tree and native landscaping
- Better park and transit accessibility for walkable neighborhoods
- Tree canopy
- Promotion of local community solution for addressing climate
- Address financial barriers
- Low/zero friction public transit
- Shade
- Intersection of natural and built environment
- Mental and physical health
- Low-cost improvements to support biking
- Education around benefits of tree canopy
- Incentivize tree planting on the north side of the city
- Hold businesses more accountable
- Trees as physical barriers for bike lanes to improve safety
- Greenhouse gas emissions related to “dead internet”

## Station 9: Environmental Justice

Community members were presented with the definition and ways to assess environmental justice, in order to support state required policies within the Comprehensive Plan. Participants were then asked to provide ideas on how the City of Spokane can support environmental justice:

- Support bicycle use and protected bike lanes
- Fruit and nut trees in public spaces, not ornamental fruit trees
- Protected bike lanes and bus only lanes
- Supporting walkable neighborhoods for community development
- Fund solar panel
- Heat mitigation in neighborhoods, especially East Central

- City should provide funding opportunities for climate change mitigation activities
- Supporting pedestrian transportation
- Leaf removal should happen in West Central, equal access to resource
- More advertising for Spokaneopy and SpokaneScape
- 
- Safer roads
- Support equity in neighborhoods impacted by freeways through noise barriers, reinvestment without gentrifying
- More bus rapid transit throughout the city
- Stop watering public spaces that aren't parks

## Station 10: Prioritizing Climate Policies

In addition to identifying potential climate and resiliency policies, the climate planning effort will include a prioritization process. Community members were asked to identify the top criteria they believed should be weighted more heavily than others. Resilience received 8 votes, Equity received 5 votes, Climate Pollution Reduction received 7 votes, Logistics received 5 votes, and Risk received 1 vote.

Community members there then asked to identify any other criteria that should be considered:

- Legislative control to create solutions
- How to reduce homelessness/outdoor sleeping to make people less vulnerable
- Build equity into each criterion



# Memo

## Re: Citywide Future Growth and Guiding Policies Community Workshop

The Citywide Future Growth and Guiding Policies Community Workshop occurred on November 19, 2025 at the Central Library. **Approximately 35 community members attended.** Feedback received at each station activity is summarized below. A full engagement summary of the workshop series will be developed at a later date.

## Station 1: Guiding Policies

Community members were asked to write down what topics they want to make sure are addressed in the Comprehensive Plan to help identify potential gaps in the proposed amendments:

- Art districts
- Neighborhoods being distinct
- Overnight daycares
- Spark House
- Address land speculation
- Shopping District (Monroe, Garland)
- Indoor swimming pools for the winter
- Trails
- Action plan for incentivizing affordable, dense housing
- Daycare centers
- Conservation/migration corridors to connect to County corridors
- Promoting outdoor activities in the winter e.g. park use in the winter, SCC pool
- Addressing employment and job creation
- Ensuring adequate levels of transportation/transit opportunities to reduce single occupancy vehicles
- Aim to make all playgrounds and parks accessible
- Natural playgrounds
- Shoreline master planning

## Station 2: Displacement

After being told about three different types of displacement (physical, economic, and cultural), community members were asked what causes to housing and small business

displacement are they most concerned about. Additionally, how could the City address them?

The comments included:

- Faster permit processing
- City should be involved in public housing development
- High housing costs are a concern
- Mobile home park developments being replaced by affordable multi-family housing
- Business displacement due to neighborhood perception of safety
- Lack of housing inventory to keep up with population increases

## Station 3: Land Use Schema

Community members were asked to provide feedback on proposed land use designations to implement the future growth of the Spokane. Specifically, they were asked what uses should be allowed in the different land uses and where should the land use be located. Participants reflected on the following land uses:

- Urban Agriculture:
  - Allow flower growers, small vegetable and fruit farmers market-type food production
  - Locate to avoid impacts of potential pesticides
- Residential Low:
  - Human-scale and human serving design
  - Allow parking
  - Allow community gardens and indoor community pools
- Residential High:
  - Accessible housing (no stairs)
- Centers and Corridors:
  - Allow multi-family as well as trade/live work makerspaces
  - Do not allow drive throughs
- Institutional:
  - Incentives apartments
  - Community pools
- Open Space:
  - Allow indoor community pools
  - Provide enough parks/trails so those in dense areas/apartments have a place to go outside

## Station 4: Growth Alternatives

Community members were presented with the three Growth Alternatives being evaluated as part of the PlanSpokane 2046 Periodic Update process. Alternative 1 (Stay the Course) represents the current growth strategy. To address recent state legislation, Alternative 2 (Distributed and Balanced) and Alternative 3 (Center City and Regional Hubs) were developed out of earlier visioning and scoping engagement. After reviewing the proposed maps and a snapshot of environmental impact evaluation comparisons between the three alternatives, community members were asked to vote on their preferred growth strategy. Alternative 1 received 0 votes, Alternative 2 received 9 votes, and Alternative 3 received 3 votes.

Participants who did not fully prefer one alternative over another, as well as those who did make a selected, were asked to identify their likes and dislikes of potential growth options, as well as other considerations for future growth. Those comments included:

- North/South and East/West connection in Alternative 2 is a positive
- Diversity of locations is positive for clients/investors; “diversity of options”
- Use land along Government Way/West Hills
- Alt 2 creates bridge between neighborhoods
- Protect agricultural lands; encourage regenerative agricultural practices
- Like NW mixed use proposal
- East/West supported in Alt 2 along Wellesley and Francis
- Alt 3 plus Wellesley, E/W connection
- Like mixed use along NW Boulevard in Alt 2
- Alter 2 favors more positive distribution but also add corner stores
- Neither alternative focus on connecting smaller areas
- Encourage arts through home occupation
- Alternative 2 needs the medical focus and should include better transit for shift work for medical staff
- Watch out for community displacement in West Center/Broadway
- Push heavy industrial outside of city limits
- Health impact to neighborhoods should be analyzed
- Add home occupation for mix of jobs/uses
- Need traffic calming at Broadway in West Central
- Ensure professional buildings are also part of mixed-use areas, not just retail/food
- For industrial areas where residential areas can be allowed, expand the tree canopy
- Need to address transportation
- More mixed-use and corner stores with pedestrian emphasis
- Need code enforcement for parking in Cannon
- Maintain Center and Corridors

## Station 5: Map Your Future Spokane – Mixed-Uses

Through a mapping exercise where different color pins represented different types of mixed-use designations, community members were asked to identify where they thought different sizes and scales of mixed-use development should be located throughout the City. In general, respondents wanted MU-TOD near the Shadle Library on Wellesley, along Market Street in Hillyard, on North Monroe, along Mission, in parts of downtown and Cliff-Cannon, and in areas on 29<sup>th</sup>; MU-1 in north Five Mile Prairie, in parts of Audubon/Downriver and West Central, and downtown; MU-2 in Shiloh Hills, Northwest, and North Hill and in areas along 29<sup>th</sup>; and MU-3 in multiple areas spread out through Comstock, Latah/Hangman, Lincoln Height, East Central, Cliff-Cannon, Manito/Cannon Hill, Chief Garry, Audubon/Downriver, Bemiss, and Whitman.

In addition to pin placement, additional comments included:

- No more drive throughs
- Need parks and trails in Hillyard
- Design for less disruption in displacement
- Cannon's Addition concern over privacy with height differences
- Cannon's Addition needs transportation management
- More health and transportation access in West Central
- Trades academy
- 24-hour day care
- Designated business district/center/corridor down east Broadway of West Central
- Trade and maker spaces in West Central
- "Sparkhouse" at McKinley School, various locations throughout City
- Create protections against displacement in Chief Garry around City Line stops, including increasing resources for community
- Increase Pedestrian/Bike Infrastructure along Northwest Boulevard

## Station 6: Map Your Future Spokane - Transportation

Through a mapping exercise that included stickers that indicated preferred development types and street upgrades, community members were asked to identify what type of street improvements and destinations they want to see along major transit stops throughout Spokane. In general, community members indicated wanting increase bus access in downtown, along Grand Boulevard, out towards the airport, and near Northwest Boulevard; bus shelters on Wellesley in West Central; downtown wayfinding, seating along Wellesley, Northwest Boulevard, Division, Market, Grand Boulevard, and Regal; improved or new crosswalks on Northwest Boulevard and near Monroe Street, as well as near Trent Avenue and on Francis; intersections throughout northwest Spokane; street trees in East Center and downtown; and greater and safer bike connectivity along Division, between Division and Monroe, and on Grand.

In addition to sticker placement, addition comments included:

- On Grand Boulevard from 9<sup>th</sup> to 29<sup>th</sup>, add center turn lane, remove parking, and add bike lanes.
- Increase separated protected bike connectivity north/south away from Centennial Trail
- Double decker bus cut frequency of the 6, not frequent enough
- Slow down one-way couplets or remove them
- No in-town highways
- Potential for strong transit connectivity with Valley-BRT or light rail on Sprague Avenue
- Add pedestrian mall/mid lane island to Main Street
- Create school streets and shared streets
- Finish the envisioned boulevard plan for Regal Steet through Southgate District Center
- On Washington, Howard, and Post flip bike lane and parking
- Push Monroe Road Diet down to Kendall Yards
- Recommended bus routes, including to natural areas like Mt. Spokane, Little Spokane River, and Bowl and Pitcher
- Slow default neighborhood speeds to 20 MPH
- Climate town videos like park(ing) day
- Grand should have a different type of arterial status
- Micromobility designated spaces/use for daylighting off sidewalk parking
- Blue Moon Nursery will sell and develop
- Develop planned pedestrian natural surface trail along Latah Creek
- Make a one hour bus loop down to Latah through Cliff-Cannon
- Pedestrian path buried in park development
- Trail easement at 11<sup>th</sup> Ave and bridge

## Station 7: Planning for Climate

Community members were asked to identify what actions they want the City of Spokane to take to support local climate resiliency. Those comments included:

- Climate resilience education
- End wood burning fireplaces
- Real penalties for water use abuse
- Park and ride/multimodal transportation system
- Incentivize public transit use
- Encourage water conservation and restrict water use in dry months
- Extreme weather even shelters
- Adon't rely on air conditioners as they just displace heat, use good design

- Increase accessibility of recycling and composting
- Stop logging forests to make room for development, planting street trees does not replace natural forests
- Address growth at the edge of the UGA
- Stop over building lots and not leaving space for trees
- Park and ride as entry way into public transit use

## Station 8: Developing Climate Policies

In order to help develop climate and resiliency policies, community members were presented with top themes heard throughout the earlier phase of climate planning engagement. With those in mind, participants were then asked to identify any other topics of importance:

- Indoor spaces to escape to during weather extremes
- Water conservation
- More resources directed to conservation programs
- Street trees, including maintenance
- Food security
- Allow fruit trees near street/sidewalks
- City should partner with property owners to maintain trees to offset costs
- Support creation of more efficient building construction
- Restrict wood burning fireplaces to improve air quality

## Station 9: Environmental Justice

Community members were presented with the definition and ways to assess environmental justice, in order to support state required policies within the Comprehensive Plan. Participants were then asked to provide ideas on how the City of Spokane can support environmental justice:

- Low-income renters and homeowners can't easily afford maintenance of sidewalks/trees/bioswales, but these improve their environment; city needs to support neighborhoods by maintaining these elements
- Reduce light pollution
- Protecting elders from heat impacts through tree canopy and programs to reduce costs for AC units
- Land bridge for wildlife crossing (Thorpe and 195); don't just plan for humans
- Increase public indoor pools for year-round use for social and health benefits for kids and elderly
- Amenities like parks and other public places need to be designed to allow vulnerable populations to access during high temperatures

## Station 10: Prioritizing Climate Policies

In addition to identifying potential climate and resiliency policies, the climate planning effort will include a prioritization process. Community members were asked to identify the top criteria they believed should be weighted more heavily than others. Resilience received 6 votes, Equity received 7 votes, Climate Pollution Reduction received 3 votes, Logistics received 1 vote, and Risk received 0 votes.

Community members there then asked to identify any other criteria that should be considered:

- Emphasize natural environment as a component of resilience criteria

# Welcome!



The City of Spokane is working on a periodic update to the City's Comprehensive Plan as required by the State's Growth Management Act (GMA). This "periodic update" ensures the plan aligns with any changes to state law. The last periodic update was completed in 2017. Since then, the State has added new requirements, especially around climate and housing. Due in June 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city.

**2024**

- Climate Planning Kickoff
- Environmental Impact Statement (EIS) Scoping - Growth Alternative Identification

- Review of Growth Alternatives
- Draft EIS
- Draft Plan

- Growth Alternative Selection
- Refine Plan

**2026**

- Final EIS
- Final Plan

**FINAL ADOPTION**

**Continual Community Outreach and Engagement Throughout**

## What We're Planning For

### Population

Based on growth forecasts for Spokane County, the City of Spokane is expected to gain at least **23,357 new residents between 2023 and 2046**, bringing the City's total population to just over 256,000.



**23,357**

projected new residents by 2046

### Housing Needs

As part of the periodic update, the City of Spokane is seeking to better understand how to support existing housing while addressing future housing needs.

Per state requirements and County allocations, the City of Spokane is expected to need **22,359 additional permanent housing units** between 2020 and 2046. 13,415 of those units are to accommodate new residents, while the remaining units are intended to meet past housing underproduction needs. In addition to a total number of housing units, the City of Spokane is also required to plan for housing by affordability bracket.



**22,359**

additional permanent housing units needed between 2020 and 2046



Learn more at [PlanSpokane.org](https://PlanSpokane.org)



**PLAN SPOKANE**  
Resilient | Connected | Livable | 2046



# Environmental Impact Statement

## Background

As part of the PlanSpokane 2046 process, the City of Spokane is developing an Environmental Impact Statement (EIS), an informational document that provides the City, public, Tribes, and agencies with environmental information to be considered in the decision-making process.

An EIS is required under the State Environmental Policy Act (SEPA) for larger projects, such as significant updates to Comprehensive Plans. An EIS describes potential environmental impacts, reasonable alternatives, and ways to avoid or minimize negative impacts that could result from implementation of policies, informing the Comprehensive Plan Periodic Update.



## Draft EIS

The Draft EIS presents three alternatives to test different growth patterns and policies. The City of Spokane will then create a “preferred alternative” based on public input and the Draft EIS evaluation of the range of the alternatives.


The preferred alternative may include any features of the studied alternatives, including a combination of various elements from all of the alternatives. The preferred alternative will be evaluated in the Final EIS.

## Final EIS

After public feedback and the selection of a preferred alternative, a Final Environmental Impact Statement will be written that analyzes the chosen path forward.

The Final EIS will also respond to comments received on the Draft EIS.


## EIS Topics

 Earth, water quality, and water resources

 Air quality and greenhouse gas emissions

 Plants and animals, including critical areas and habitat


 Land use patterns and urban form, including historic and cultural resources

 Population, employment, and housing

 Relationship to plans, policies, and regulations

 Transportation, including multiple modes and city and state facilities

 Public services: police, fire and emergency medical services, parks, schools, libraries, solid waste

 Utilities: power, water, wastewater, and stormwater



# Growth Alternatives

The City is studying three alternatives in the Draft EIS. Each alternative describes different growth strategies.

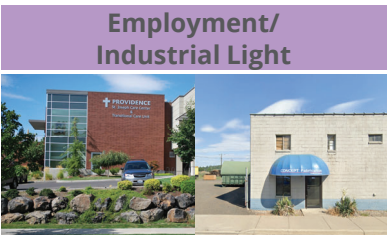
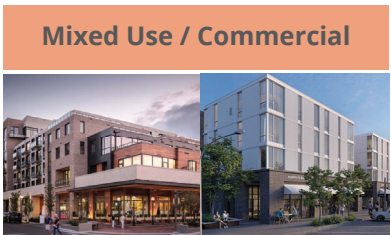
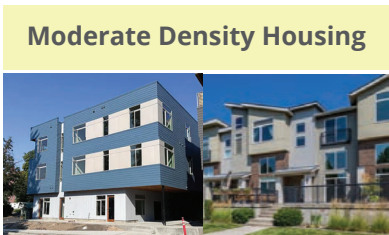
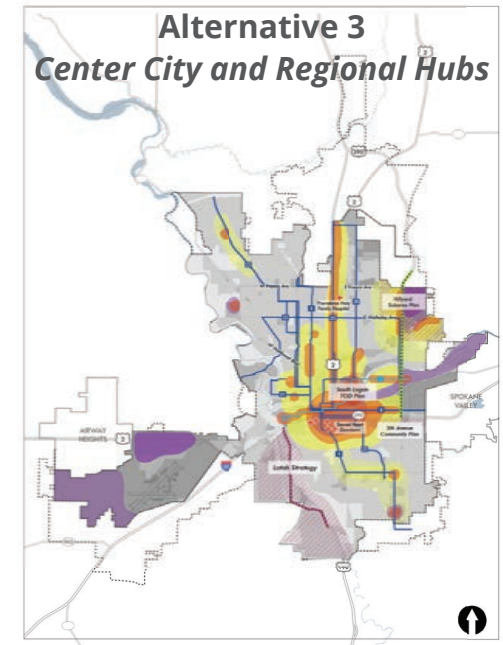
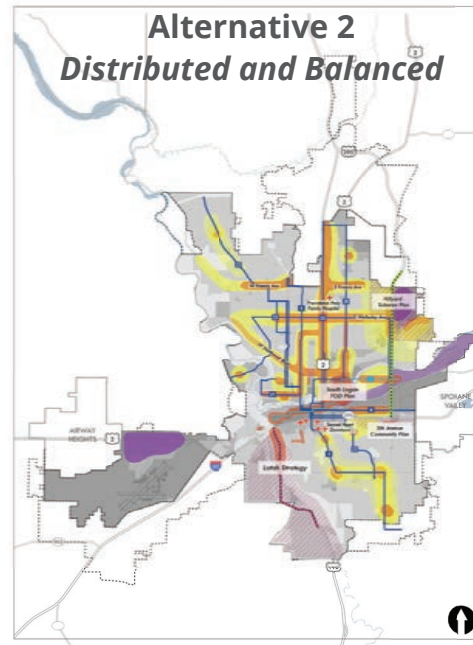
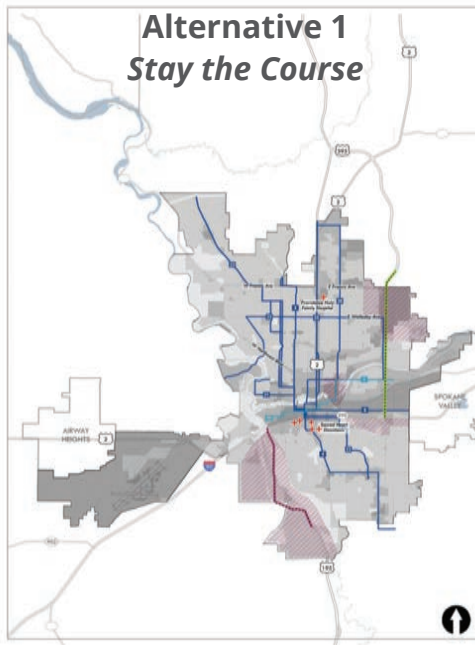
## Legend

### Growth Intensity (Alternative 1)

- Low
- Moderate
- Moderate-High
- High

### Growth Intensity (Alternatives 2 and 3)

- High Density Housing
- Moderate Density Housing
- Mixed Use / Commercial
- Employment/ Industrial Light
- Employment/ Industrial Heavy



# Alternatives Comparison *(Preliminary)*

This board shares preliminary environmental impact evaluation results on the natural and built environment. Each table has a table or “report card” with comparison symbols. Impacts may be greater or lesser, or there can be potential beneficial impacts/mitigation measures. The results may change with the completion of the Draft EIS.

There will be a public comment opportunity to weigh in on the alternatives and the Draft EIS evaluation. That will help the City of Spokane create a Preferred Alternative that mixes and matches alternative features and adds mitigation measures that can reduce impacts on the natural and built environment.

## Objectives

OBJECTIVES	ALT. 1	ALT. 2	ALT. 3
Meet Periodic Update Requirements	x	✓+	✓+
Accommodate Growth: Housing at All Affordability Levels	✓	✓+	✓+
Accommodate Growth: Jobs	✓	✓	✓+
Clarify the Plan	x	✓+	✓+
Simplify the Plan and Codes	x	✓+	✓+
Protect Critical Areas	✓	✓+	✓+
Fast-Track Desired Growth	x	✓+	✓+
Alignment with Vision Statement	x	✓+	✓+

**Ability to Meet Objectives**  
 x Less ✓ More ✓+ Most

## Report Card - Built Environment

BUILT ENVIRONMENT	ALT. 1	ALT. 2	ALT. 3
<b>Land Use Patterns and Urban Form</b>			
Land use and Urban Form compatibility: Changes in use type between adjacent areas and potential incompatibility.	▽	▼	▼
Environmental Justice: Increased exposure of overburdened populations to light or noise pollution, environmental hazards, or urban heat island effects	▼	▽	▽
<b>Population, Employment, and Housing</b>			
Capacity for Housing and Population Targets	▲	▲	▲
Housing Variety and Affordability	▼	▲	▲
Implementation of Housing Action Plan	△	▲	▲
Growth in Housing Displacement Risk Areas / Increased Housing Supply that Reduces Economic Displacement Pressure	▽,▼	▼,△	▼,△
Job types and quantity and ability to advance City and regional economic development strategies	▲	△	▲
Commercial business economic displacement	▼	▽	▼
Relationship to Plans, Policies, and Regulations	▼	△	△
<b>Public Services</b>			
Citywide demand for police, fire/emergency medical services, schools, parks, libraries, and solid waste	▼	▼	▼
Schools – Spokane School District	▽	▼	▼
Schools – Mead School District	▼	▽	▽
Environmental Justice – Growth in Areas with Health and Social Disparities and Greater Service Demand	▽	▼	▼,▼
<b>Utilities</b>			
Power, Water, Wastewater Demand	▼	▽	▽
Power, Water, Wastewater Infrastructure Upgrades	▽	▼	▼
Stormwater Generation	▼	▽	▽
Strength of Mitigation Potential – Plan and Code Updates	-	▲	▲

## Report Card - Natural Environment

NATURAL ENVIRONMENT	ALT. 1	ALT. 2	ALT. 3
Earth, water quality, and water resources: Potential for increased pollution and potential for increased rainfall runoff flows based on housing density distribution.	▼,▼	▼	▽
Plants and animals: Potential for habitat conversion, or loss of habitat connectivity			
Center City	△	△	▲
Northwest	▼,▼	▼	▼
Northeast	▼	▽	▽
South	▼,▼	▼,▼	▼,▼
West Plains	▼	▼	▼
Strength of Mitigation – Plan and Code Updates.	-	▲	▲

**Adverse Impacts** | **Potential Beneficial Impacts/Mitigation**  
 ▽ Less Impacts ▼ More Impacts ▼,▼ Most Impacts | - Neutral Impacts △ Moderately Positive ▲ Positive

## Your Ideas

What features of the different growth options do you like best? What could be improved?



# Map Your Future Spokane - Transportation!

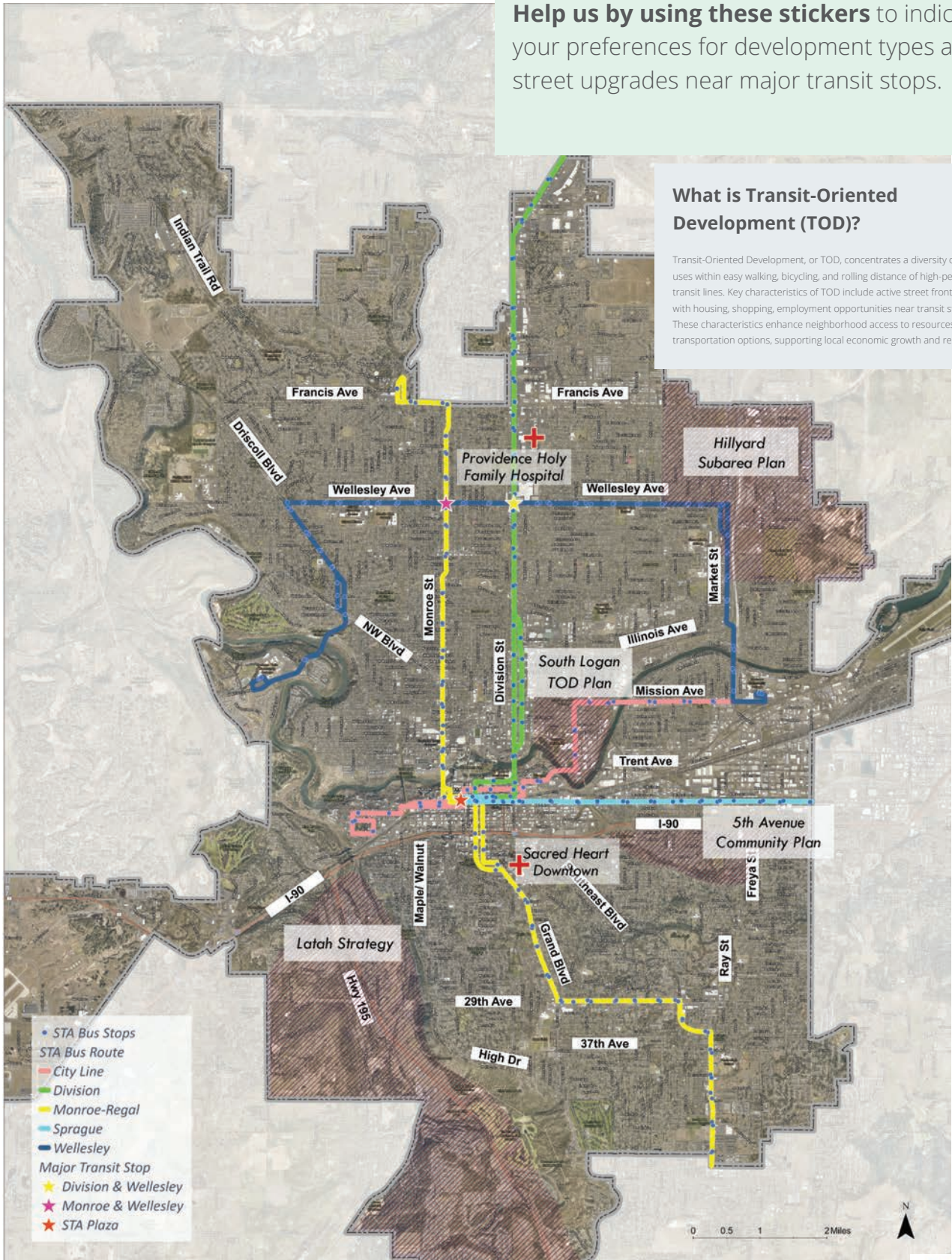


What type of street improvements and destinations do you want to see near transit throughout Spokane?

**Help us by using these stickers** to indicate your preferences for development types and street upgrades near major transit stops.

## What is Transit-Oriented Development (TOD)?

Transit-Oriented Development, or TOD, concentrates a diversity of land uses within easy walking, bicycling, and rolling distance of high-performance transit lines. Key characteristics of TOD include active street frontages with housing, shopping, employment opportunities near transit stations. These characteristics enhance neighborhood access to resources and transportation options, supporting local economic growth and resiliency.



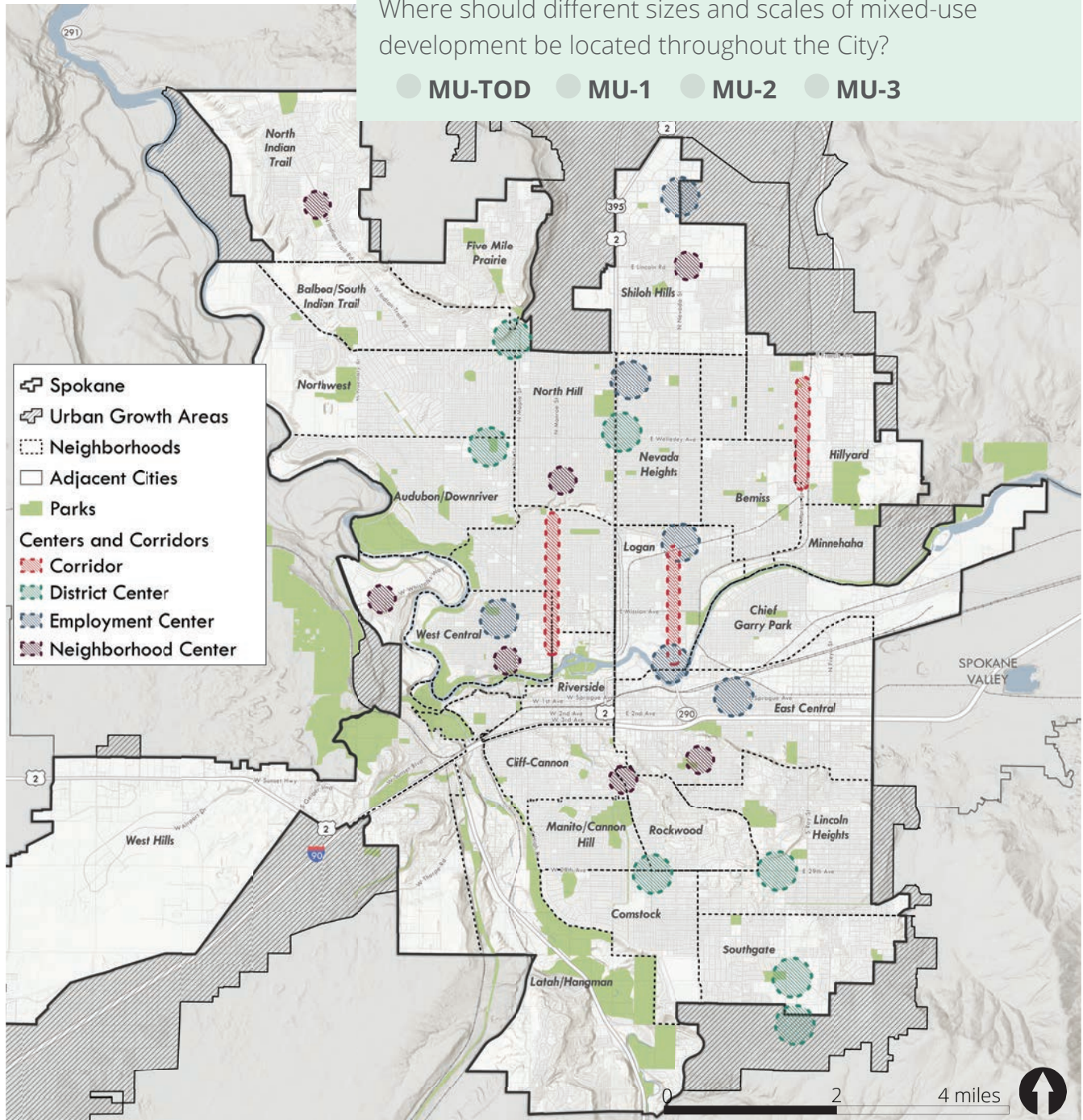
# Map Your Future Spokane!



Earlier community feedback indicated a desire for more mixed-uses throughout Spokane.

Where should different sizes and scales of mixed-use development be located throughout the City?

● MU-TOD ● MU-1 ● MU-2 ● MU-3



## MU-TOD

### Transit-Oriented



- Targeted towards vicinity of major transit stops (within 1/4 mile).
- Tallest heights (150).
- Avoids vehicle-serving uses (no drive-thrus, commercial parking lots, etc.).
- No mini-storage
- Greatest provisions for people walking, bicycling, or rolling with assistive devices to access transit.

## MU-1

### Maximum Flexibility



- "Base" type for Centers and Corridors.
- Maximum amount of land use flexibility.
- Taller heights (90).
- Allow industrial zones where uses are currently industrial.
- Greatest amount of accommodation for people driving (drive-thrus permitted).
- Entirely residential buildings allowed.

## MU-2

### Small Neighborhood Scale



- Smaller scale and lower intensity than MU-1 zone.
- High amount of land use flexibility, but no self storage
- Moderate heights (75).
- Moderate support for people driving, but no drive-thrus on storefront streets
- Replaces some areas currently zoned Neighborhood Retail.

## MU-3

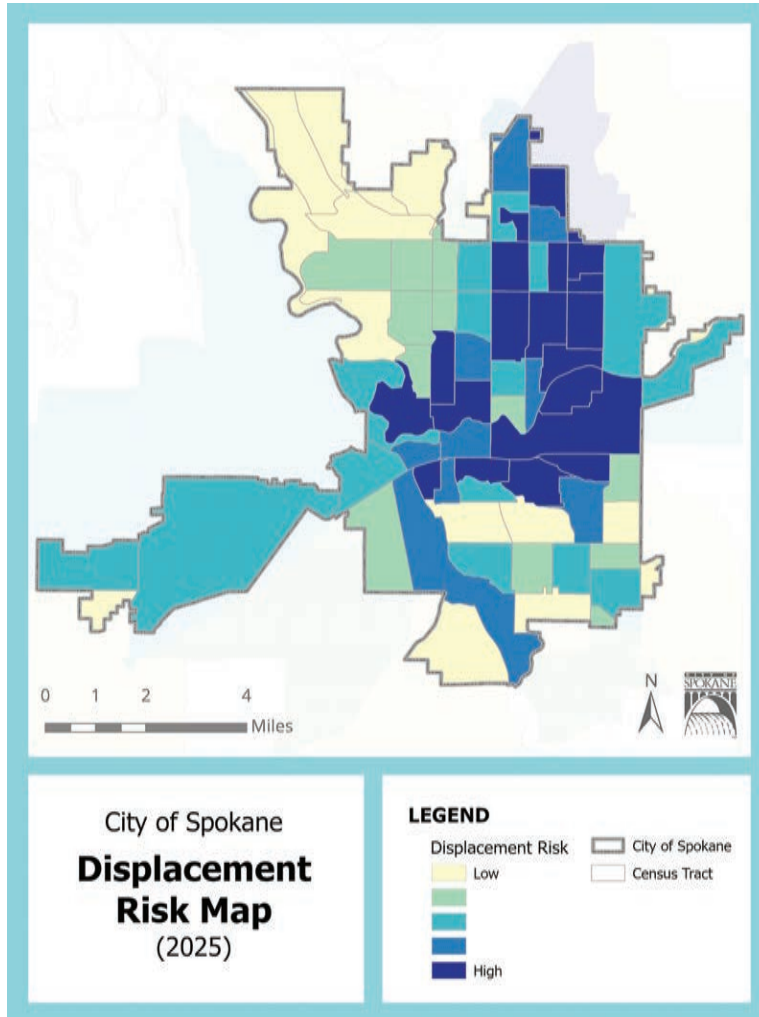
### Residential Mixed-Use



- Smallest scale and intensity, targeted towards neighborhood serving uses.
- Can be placed both inside Centers and in residential neighborhoods (limits on driveway spacing, street access)
- Heights similar to neighborhoods (40).
- Large-scale retail/services allowed but only in structures that also provide residential units.
- Focused on accommodating people walking, bicycling, rolling with assistive devices, and accessing transit.



# Displacement



As part of the PlanSpokane 2046 Periodic Update, the City of Spokane has completed analysis to understand displacement risk as we grow. As directed by recent state legislation (HB 1220), the City is working to establish anti-displacement policies.

Common anti-displacement policies include inclusionary zoning, tenant protections, public/private partnerships, tax incentives, community land banks, and development agreements.

## There are three primary types of displacement:

- **Physical displacement**, which occurs when a project — such as building demolition, renovation, or infrastructure — creates such adverse conditions that a resident can no longer physically stay in their unit.
- **Economic displacement**, which occurs when increasing housing costs create pressure, forcing a household or business to move to a less expensive location.
- **Cultural displacement**, which occurs when changes render a neighborhood quite different, as many cultural institutions leave, creating a sense of isolation for long-term residents.

(Source: MRSC)



## Your Ideas

What causes to housing and small business displacement are you most concerned about? How could the City address them?



Scan here



More information about the displacement analysis, as well as racially disparate impacts, can be found at the Housing Needs webpage



# What Can Be Built Where?












Provide feedback on proposed land use designations that will implement the future growth of our city.

What uses should be allowed and where?

## What is Land Use?

Land use is essentially **what kinds of uses can be built where**. It guides which uses are compatible in different parts of the City while ensuring the whole City has the right mix of residential, commercial, and industrial uses needed to support a thriving city and economy. For example, an area designated for “mixed use” can have an office, a restaurant, or living units on the same street, while an industrial land use will allow mostly manufacturing or warehouses. Each land use allows different zoning categories within it. Zoning determines the rules and regulations that apply for uses and development for each property.

Land use type	What uses should or should not be allowed?	Where should the land use be or not be located?
 <b>Urban Agriculture</b> <ul style="list-style-type: none"> <li>Low intensity residential with agricultural uses</li> <li>Intended for small portions of the City already with agricultural operations</li> </ul>		
 <b>Residential Low</b> <ul style="list-style-type: none"> <li>Single-unit homes and middle housing</li> <li>Small scale businesses and other public-serving uses allowed</li> </ul>		
 <b>Residential High</b> <ul style="list-style-type: none"> <li>Middle housing and taller/wider buildings with more units</li> <li>Larger commercial uses than Residential Low</li> </ul>		
 <b>Commercial</b> <ul style="list-style-type: none"> <li>Non-residential uses for living, working, and shopping</li> <li>Mixed-uses and multi-unit residential in some areas</li> </ul>		
 <b>Centers &amp; Corridors</b> <ul style="list-style-type: none"> <li>Core or “heart” of each Center or Corridor</li> <li>Other designations will likely be mixed in and around the core area</li> </ul>		
 <b>Institutional</b> <ul style="list-style-type: none"> <li>More intense residential and commercial uses to support colleges, medical centers, and other institutions</li> </ul>		
 <b>Downtown</b> <ul style="list-style-type: none"> <li>Taller buildings and higher density</li> <li>Range of uses</li> </ul>		
 <b>Industrial</b> <ul style="list-style-type: none"> <li>Range of industrial uses including light industrial like maker spaces and rapid prototyping</li> </ul>		
 <b>Open Space</b> <ul style="list-style-type: none"> <li>Active parks and open space protection in some areas</li> </ul>		



# Chapter Review

## Non-Technical Chapters Available for Public Comment

While there are many studies and projects in progress that will inform Comprehensive Plan updates through PlanSpokane 2046, a big part of any periodic update is a review and assessment of the many existing goals and policies. To this end, the City is undertaking a review of the current Comprehensive Plan, known as the Chapter Review process. Edits to the Community, Environment, and How We Grow Chapters have been made based on legislative requirements, direction from the Spokane Plan Commission, and community engagement.



**All comments and recommendations on the non-technical chapters can be sent to [PlanSpokane@spokanecity.org](mailto:PlanSpokane@spokanecity.org).**

We encourage the public to include the Chapter name and Goal/Policy number(s) as applicable.

NON-TECHNICAL CHAPTERS

### Community Chapters + *Climate*



Neighborhoods



Governance & Participation

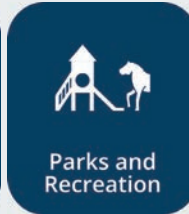


Community Health

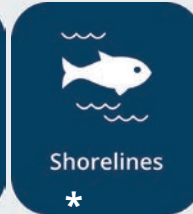
### Environment Chapters + *Climate*



Natural Environment



Parks and Recreation

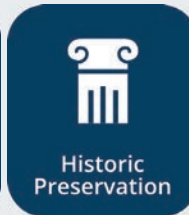


Shorelines  
\*

### "How We Grow" Chapters + *Climate*



Urban Design

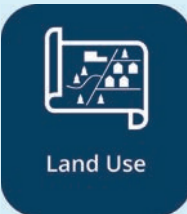


Historic Preservation

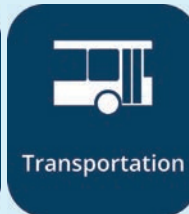


Economic Prosperity

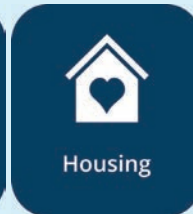
### Technical Chapters + *Climate*



Land Use



Transportation



Housing



Capital Facilities & Utilities

**Climate will be addressed throughout the update.**

*\*Per state regulations, Shorelines is not due to be updated until 2031.*



**Learn more at the Chapter Review webpage**



# Guiding Policies

As part of the Chapter Review process, seven non-technical chapters have been reviewed and updated to meet state legislative requirements, recent plans and studies, direction from the Spokane Plan Commission, and ongoing community engagement. These chapters are now out for public comment, with additional changes to each chapter are likely to occur as public feedback is collected, additional analysis is conducted, and a preferred alternative is selected for the final Plan and Environmental Impact Statement (EIS).



## Your Ideas

As the chapters of the draft Comprehensive Plan continue to evolve based on community feedback, what topics do you want to make sure are addressed?

Report cards summarizing the current edits to the non-technical chapters indicate how many new, removed, or changed policies are in each chapter.

**Learn more at [PlanSpokane.org](http://PlanSpokane.org).**

### Urban Design and Historic Preservation REPORT CARD

Action	Number of Policies
New Goals & Policies	8
Removed Goals & Policies	3
Changed Goals & Policies (Moved, Change in Direction)	8

### Community Health REPORT CARD

Action	Number of Policies
New Goals & Policies	7
Removed Goals & Policies	2
Changed Goals & Policies (Moved, Change in Direction)	5

### Economic Prosperity REPORT CARD

Action	Number of Policies
New Goals & Policies	9
Removed Goals & Policies	8
Changed Goals & Policies (Moved, Change in Direction)	5

### Local Governance REPORT CARD

Action	Number of Policies
New Goals & Policies	4
Removed Goals & Policies	0
Changed Goals & Policies (Moved, Change in Direction)	2

### Natural Environment REPORT CARD

Action	Number of Policies
New Goals & Policies	5
Removed Goals & Policies	3
Changed Goals & Policies (Moved, Change in Direction)	6

### Neighborhoods REPORT CARD

Action	Number of Policies
New Goals & Policies	1
Removed Goals & Policies	4
Changed Goals & Policies (Moved, Change in Direction)	5

### Parks REPORT CARD

Action	Number of Policies
New Goals & Policies	4
Removed Goals & Policies	2
Changed Goals & Policies (Moved, Change in Direction)	5





# Planning for Climate Change in the City of Spokane



The City of Spokane is embarking on a transformative journey to support community resiliency to growing climate hazards. As part of this effort, we're undertaking a major update to our Comprehensive Plan, a foundational document guiding the city's growth. This update, mandated by law and due in 2026, presents a unique opportunity to integrate climate considerations into every aspect of our city's future.

## What will the City of Spokane's climate planning do?

The City of Spokane's climate planning effort focuses on two main areas: reducing climate pollution and building local resiliency to climate impacts.



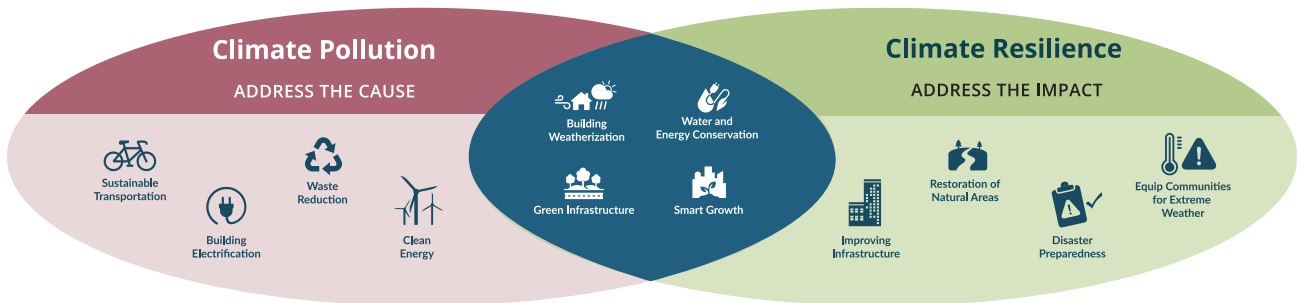
### Reduce Climate Pollution

- 1 Cut pollution from transportation, buildings, and other sources without shifting pollution elsewhere.
- 2 Expand walkable neighborhoods, bike infrastructure, and reliable public transit to reduce the need for driving.
- 3 Focus on pollution reductions that prioritize and benefit overburdened communities most impacted.



### Build Climate Resilience

- 1 Prepare for climate hazards like flooding, extreme heat, drought, and wildfire smoke.
- 2 Protect and enhance green spaces and natural areas.
- 3 Help everyone prepare and stay safe from the impacts of climate hazards, especially those who are most vulnerable and will feel the effects first and worst.



### What actions do you want the City to take to support local climate resiliency?

Write your ideas on a sticky note and place it below.



City of Spokane climate planning is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at [www.climate.wa.gov](http://www.climate.wa.gov).



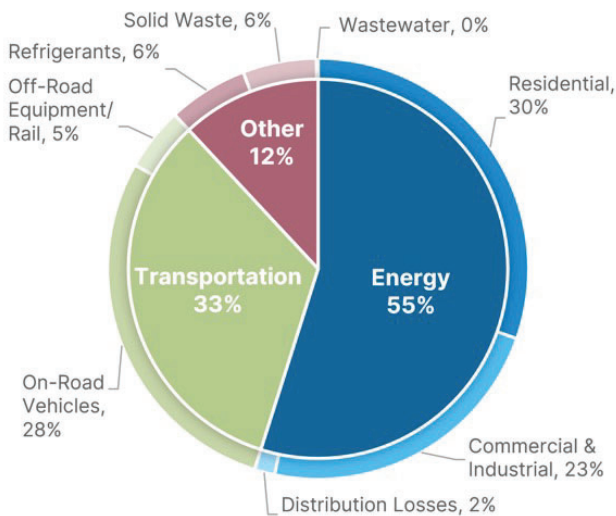
# Climate Pollution in Spokane



## What is Climate Pollution?

Climate pollution refers to the release of greenhouse gases and other pollutants that can affect the climate. It can cause serious effects on the environment, human health, farming, water supplies, and economies.

## Climate Pollution Here in Spokane



In 2022, the City of Spokane community emitted about 2.28 million metric tons of carbon dioxide (CO<sub>2</sub>e), a measure of climate pollution. This is equivalent to the smoke emissions released from 240 square miles of Washington forest burned! The pie chart below shows where this pollution comes from.

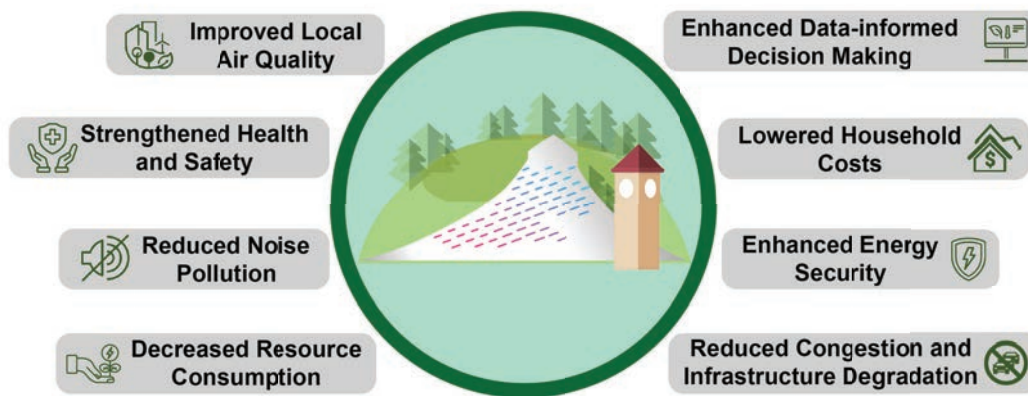
This information and your feedback will help Spokane set goals and create plans to reduce pollution from the biggest sources.



Scan the QR Code for more information about the City of Spokane's greenhouse gas emissions.

<https://my.spokanecity.org/publicworks/environmental/>

## Benefits of Reducing Climate Pollution



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# Spokane's Climate Vulnerability

The City of Spokane created a Climate Vulnerability Index mapping tool to better understand which areas, people, and resources are most at risk from climate impacts like extreme heat and wildfire smoke. The tool looked at over 30 factors, such as exposure to climate hazards and the ability to adapt.

The map shows that some parts of Spokane, like in Northeast Spokane and along the I-90 corridor, have higher overall climate vulnerability relative to other parts of the City. Meanwhile, some areas south of I-90 and on the north end of Spokane have lower vulnerability compared to other parts of the city. This can help inform the City about how to prioritize its resilience actions.

## City of Spokane's Climate Vulnerability Index

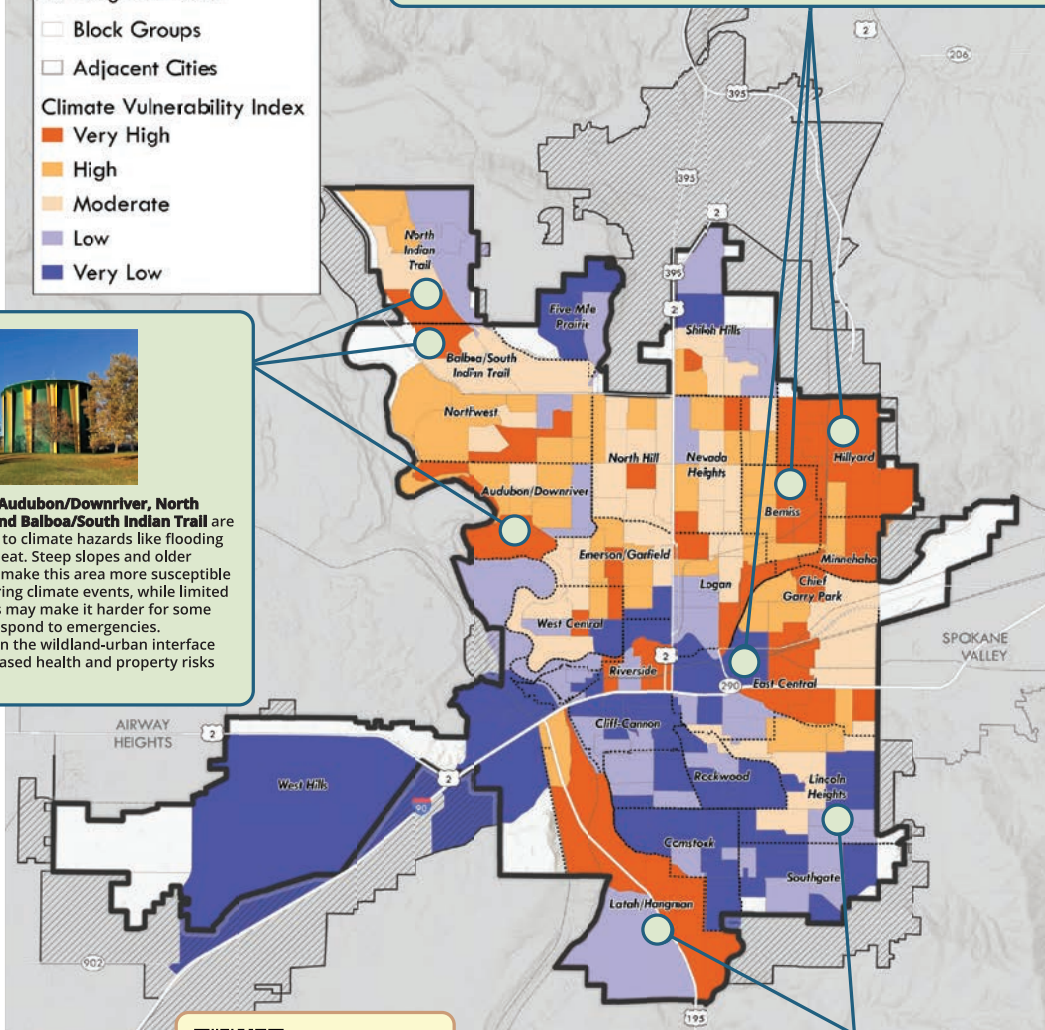
- ☒ Spokane
  - ☒ Urban Growth Areas
  - ☒ Neighborhoods
  - ☒ Block Groups
  - ☒ Adjacent Cities
- Climate Vulnerability Index
- Very High
  - High
  - Moderate
  - Low
  - Very Low



Neighborhoods like **Hillyard, Bemiss, and East Central** face higher exposure to multiple climate hazards, including extreme heat, flooding, wildfire and poor air quality from traffic and wildfire smoke. This area has high urban density and lower tree canopy coverage, along with a greater proportion of vulnerable populations and overburdened communities compared to the City average. These conditions make this area more sensitive to climate impacts relative to other regions.



Areas such as **Audubon/Downriver, North Indian Trail, and Balboa/South Indian Trail** are more exposed to climate hazards like flooding and extreme heat. Steep slopes and older infrastructure make this area more susceptible to damage during climate events, while limited transit options may make it harder for some residents to respond to emergencies. Communities in the wildland-urban interface also face increased health and property risks from wildfires.



Scan the QR code to explore the Climate Vulnerability Index on your own device or visit: [bit.ly/Spokane-Climate-Vulnerability-Index](http://bit.ly/Spokane-Climate-Vulnerability-Index)



Neighborhoods including **Latah/Hangman, Lincoln Heights, and areas along East 29th Avenue** may be more sensitive to climate hazards due to populations with health conditions that can worsen during heat or poor air quality events. Older housing in this area can be unsafe during heat and smoke events, while buildings located in flood- and wildfire-prone areas face higher risks of physical damage. Communities in the wildland-urban interface also face increased health and property risks from wildfires.



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# Developing Climate Policies with Community Input

The City of Spokane is integrating climate considerations into its Comprehensive Plan—the guiding document for how the city grows and develops. The first phase of this work focused on listening to community experiences, assessing how climate change may affect Spokane, reviewing existing plans and policies, and evaluating the city's climate risks and vulnerabilities. The current phase builds on that foundation by revising, adapting, and developing new climate policies to include in the Comprehensive Plan. Your input today will help shape these policies!

## Steps to Integrate Climate into the Comprehensive Plan

### Phase 1: June 2024–June 2025

#### Step 1

Cut pollution from transportation, buildings, and other sources without shifting pollution elsewhere.

#### Step 2

Audit Plan and Policies.

#### Step 3

Assess Risk and Vulnerability.

**Public Engagement:** Survey, focus groups, public workshop, tabling at events, meetings with community-based organizations, online Climate Vulnerability Index tool.

### Phase 2: June 2025–June 2026

#### Step 4

Revise, adapt, and develop new Climate Policy.

**We Are Here!**

#### Step 5

Integrate goals and policies.

**Public Engagement:** Survey, focus groups, public workshops, tabling at events, meetings with community-based organizations.

### What We've Heard from the Spokane Community So Far

To date the City has heard from community members about how climate change is affecting Spokane and what actions they want the City to take in response. Here's a summary of what we've heard so far:

- **Wildfire smoke and extreme heat** are the most immediate and concerning climate impacts for the Spokane community.
- **Some community members are especially vulnerable** to climate hazards, including low-income residents, unhoused individuals, elders, youth, people with disabilities and chronic health conditions, renters, outdoor workers, Urban Native American and Tribal communities, communities of color, and those with language barriers.
- **Financial barriers** limit residents' ability to prepare for and respond to climate impacts. Community members strongly support incentives, assistance, and equitable access to resilience programs.
- **Water conservation, human health, and food systems** are top community priorities.
- **Green spaces, urban tree canopy, and City-led pilot programs** are valued by community members as important public investments that model climate resilience.
- **Public transit, bike infrastructure, and active transportation options** are supported by community members as ways to reduce emissions and improve access.
- **Community collaboration, education, engagement, and disaster preparedness** are emphasized by community members as key to building local resilience.



### What other topics are important to you?

Tell us on a sticky note and leave it below.



City of Spokane climate planning is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at [www.climate.wa.gov](http://www.climate.wa.gov).



# Environmental Justice

The City of Spokane will conduct an environmental justice assessment of draft land use and transportation policies being considered for the Comprehensive Plan update. This assessment will focus on avoiding the creation or worsening of environmental health disparities.

## What is Environmental Justice?

As defined by state law, environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits. (RCW 36.70A.030)



## Why Assess Environmental Justice?

A changing climate impacts everyone, but some people face greater risks. These risks are influenced by where they live, their health, income, language barriers, and limited access to resources—factors often shaped by inequality. Environmental justice is a key part of efforts to ensure a clean and healthy environment for all, especially for communities of color and low-income households who are more likely to live near sources of pollution and other environmental burdens.

**The City is required by law to address environmental justice in the Comprehensive Plan by:**



Identifying, protecting, and enhancing community resiliency to climate impacts, including social, economic, and built environment factors, in ways consistent with **environmental justice**.



Prioritizing reductions that benefit overburdened communities, maximizing co-benefits such as reduced air pollution and **environmental justice**.



Giving special consideration to achieving **environmental justice** in Land Use goals and policies, including efforts to prevent creating or worsening environmental health disparities.



Using transportation and active transportation system standards as a gauge to measure system performance and success in supporting **environmental justice** goals.



### What can the City do to support environmental justice? ?

Write your thoughts on a sticky note and place it below.





# Prioritizing Climate Policies

The City is using a prioritization process to select key climate policies. This will help ensure that policies can be implemented and align with state requirements.

## Prioritizing Climate Policies

### 1 Pre-screening

Does the City have a **clear role?** (*lead, partner, communicator, or regulator*)

### 2 Scoring

- **Resilience**
- **GHG Reduction**
- **Equity**
- **Logistics** (*including cost, co-benefits, and feasibility*)
- **Degree of Certainty** (*including unintended impacts, public support, and momentum*)

### 3 Review

- Remove **redundancies**
- Ensure the list meets **State requirements, addresses key hazards, and includes a variety of topics, time frames, and responsible groups.**

After policies are prescreened, the City will score and rank policies using a set of evaluation criteria. **The criteria may include:**



#### Resilience

- Reduces risks from climate hazards
- Prepares communities and infrastructure to withstand and adapt to climate hazards
- Enhances natural environments

*Place stickers here.*



#### Equity

- Builds community power
- Improves community health and well-being
- Holds institutions accountable for inequitable impacts
- Prioritize benefits for overburdened populations

*Place stickers here.*



#### Climate Pollution Reduction

- Reduces climate pollution (greenhouse gas emissions)
- Conserves resources
- Improves air quality

*Place stickers here.*



#### Logistics

- Considers cost and cost-savings
- Provides additional social, economic, or environmental benefits
- Level of administrative and staff capacity

*Place stickers here.*



#### Risk

- Avoids unintended impacts
- Addresses level of community support

*Place stickers here.*



#### Which criteria are most important to you?

Place a sticker next to the **top 3** criteria you think should be weighted more heavily.

**Are there other criteria we should consider?** Write your ideas on a sticky note and place it below.





# **Accommodating Affordable Housing**

**in the City of Spokane, Washington**

*a requirement of the Growth Management Act (RCW 36.70A.70)*

**June, 2025**



**PLAN**SPOKANE

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## Executive Summary

The State of Washington has adopted new legislation that requires communities like Spokane to ensure they can accommodate needed housing in various affordability brackets when updating their Comprehensive Plans. As the City of Spokane is undertaking the next mandated Periodic Update to its Comprehensive Plan, the City must consider growth for the next twenty years. Sufficient capacity must exist in the City to accommodate housing development in these brackets.

The City has analyzed its housing unit capacity already as part of the adopted Land Capacity Analysis (LCA) for the City of Spokane. This report expands upon the findings of the LCA in order to differentiate the available land capacity by affordability bracket.

Affordability in Spokane is established by a percentage of the Area Median Income (AMI), set by the U.S. Department of Housing and Urban Development. Currently, the City of Spokane exhibits a median three-person family income of \$90,720 per year, through which the City can determine the various affordability brackets as follows:

- 0-80% AMI = \$0 and \$72,600
- 80-120% AMI = \$72,601 and \$108,864
- 120+% AMI = more than \$108,864

To determine where in the City units might be affordable for these incomes, the analysis used publicly available commercial price data from Zillow.com, Redfin.com, Rentcafe.com, and Apartments.com. Tenure information from the American Communities Survey (ACS) was then used to determine what proportion of units in a given part of the city might be rented or owned. By comparing the unit capacity in the LCA against the affordability information from the web-based sources *and* the tenure (rent vs. own) data from the ACS, the City has determined which units of capacity in the LCA are expected to fall within one of the three affordability brackets.

By applying the analysis outlined in this report, the City determined that even though there currently exists sufficient land capacity for 33,000+ units, the City cannot likely accommodate the needed units in the most affordable category, 0-80% AMI. The specific number of units in each category the City *can* accommodate is shown in **Figure 1** below.

Per the Washington Department of Commerce guidance on the subject, the City must now contemplate certain amendments to development strategies, code requirements, and policy towards raising the number of 0-80% AMI units the City can accommodate in the next twenty years. What those amendments might be will be a topic of the upcoming Environmental Impact Statement and Comprehensive Plan Periodic Update.

**Figure 1: Final Results–City of Spokane Housing Unit Capacity by Affordability**

	0-80%AMI Units	80-120%AMI Units	120+%AMI Units
Need (Commerce HAPT, 2020-2046)	15,347	2,588	4,424
Units Completed (2020-2024)	1,328	507	978
Capacity for Additional Growth (2025-2046)	9,654	8,036	12,475
<b>Comparison RESULT</b>	<b>-4,365</b>	<b>5,955</b>	<b>9,029</b>

*Source:* New Units Needed = Department of Commerce Housing Allocation Planning Tool (HAPT). Units Already Built: City of Spokane, Acella Data 2021 to 2024. Capacity for Additional Growth = Land Capacity Analysis for the City of Spokane, 2025.

*Notes:* RESULTS row represents the following calculation: (Units Already Built + Remaining Capacity) - New Units Needed. A negative number denotes a lack of sufficient capacity in that affordability bracket to accommodate the need identified by the State.

## **I. Introduction**

In 2021 the Washington State Legislature passed new legislation seeking to remedy the State's ongoing housing crisis. Described as a bill "supporting emergency shelters and housing through local planning and development regulations," House Bill 1220 (HB1220) was passed on April 14, 2021. Among other changes, HB1220 expanded the requirement for Cities and Counties planning under the Growth Management Act (GMA) to plan for and accommodate housing within their borders when conducting major updates to their comprehensive plan.

Prior to HB1220, Cities and Counties were only required to quantify and accommodate their total 20-year housing unit need. HB1220 expanded that requirement, calling on jurisdictions to consider and plan for housing units broken down by various affordability brackets, based on Area Median Income (AMI). Accordingly, the Washington Department of Commerce (Commerce) provided the Housing Allocation Planning Tool (HAPT) and various guidance documents to help jurisdictions meet the new requirements.

The following analysis conforms largely to the guidance provided by Commerce, primarily Commerce publications Establishing Housing Targets for your Community (Book 1) and Guidance for Updating your Housing Element (Book 2). While HB1220 also included the requirement that the City consider racially disparate impacts and displacement, those topics will be addressed in a separate study underway by the City of Spokane and are not explored in detail here. Additionally, HB1220 requires that City quantify their ability to accommodate emergency housing—a topic which will be addressed in a separate report from this one.

## **II. Report Preparation**

The following report was prepared by the Planning & Economic Development department at the City of Spokane, utilizing the following staff:

Project Manager & Chief Analyst: Kevin Freibott, Senior Planner

Planning Director: Spencer Gardner, AICP

Deputy Planning Director: Tirrell Black, AICP

Economic Development: Amanda Beck, Planner II

This report is a follow-up to the City's Land Capacity Analysis (LCA), adopted earlier in 2025. Readers are referred to that document for greater detail as to the available lands within the City and the development potential therein.

### **III. Defined Terms**

Prior to discussing the housing allocation and the City's capacity to accommodate those units, it's important to understand several key terms used by Commerce, the HAPT, and mentioned in GMA and HB1220. Those terms are as follows:

**Area Median Income (AMI):** The HAPT describes housing affordability by AMI, specifically as a percentage of the Spokane County AMI. AMI is established by the United States Department of Housing and Urban Development (HUD) and is updated annually for the use of housing providers and local government. HUD sets the AMI for the entire Spokane metropolitan area, not for cities specifically. For financial year 2025, HUD states the AMI for the Spokane area is \$100,800. Commensurately, a household making \$100,800 annually in Spokane would be a 100%AMI household. Conversely, a household with an annual income of \$50,400 would be in the 50%AMI bracket.

**Permanent Housing:** Permanent housing units provide permanent residence, whether or not those units are provided along with supporting services. A housing unit can be any type of unit, be it a standalone house, apartment, condo, middle housing, or some other type of housing. For the purposes of this analysis, group housing is not considered as part of the permanent housing number, commensurate with HB1220 requirements.

**Permanently Supportive Housing (PSH):** PSH units are subsidized housing units with no limit on the length of stay, prioritizing housing for people who require comprehensive support services to retain tenancy. Generally, PSH is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who either was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing. Simplified, PSH provides both housing *and* support to help prevent those in PSH from entering or returning to homelessness. PSH is quantified in the HAPT by unit.

### **IV. Housing Affordability Brackets**

The analysis required by HB1220 and GMA calls for the City to quantify and account for new housing in several affordability ranges, or brackets, based on AMI. The brackets are based on AMI, set by HUD, and represent a range of household incomes in the extremely-low-, very-low-, low-, and moderate-income ranges. Also included are higher incomes greater than the AMI, such as 120% AMI, but legislation has fewer requirements for planning for these housing types.

By calculating income as a percentage of AMI, the range of household incomes in each bracket can be determined. This is complicated somewhat by the fact that AMI changes by household size, rising as the number of people in the household rises. While most agencies and jurisdictions rely on the 4-person number, Commerce allows for jurisdictions to make adjustments according to local average household size.

The following table (Figure 2) provides the current AMI brackets, based on the region’s median family income of \$100,800. The table includes both the 3-person income limits and the 4-person income limits. While 4-person family limits are most often cited when discussing AMI, the current average household size in the City of Spokane is closer to 3-persons<sup>1</sup>. Per Commerce Guidance, when this is true the jurisdiction can consider home affordability by using the 3-person limit instead<sup>2</sup>. Accordingly, the analysis in this report will do so.

**Figure 2: Income Brackets in Spokane County (2025)**

Affordability Bracket	%AMI	3-Person Family Income Range (Annual)	4-Person Family Income Range (Annual)
Extremely Low Income	0-30% AMI	\$0 - \$27,250	\$0 - \$30,240
Very Low-Income	30-50% AMI	\$27,251 - \$45,400	\$30,241 - \$50,400
Low Income	50-80% AMI	\$45,401 - \$72,600	\$50,401 - \$80,640
Moderate Income	80-100% AMI	\$72,601 - \$90,720	\$80,641 - \$100,800
High Income	100-120% AMI	\$90,721 - \$108,864	\$100,801 - \$120,960
Highest Income	120% + AMI	\$108,865 and up	\$120,961 and up

*Source: 2025 Income Limits Documentation System, United State Housing and Urban Development Department (HUD). Retrieved online at [www.huduser.gov](http://www.huduser.gov).*

*Notes: Calculations of income range, maximum annual housing cost, and maximum monthly housing cost made by City staff from HUD income limits.*

The Commerce guidance directs Jurisdictions towards assuming that a household should expect 30 percent of its income to go towards housing costs. Incidentally, this is the threshold for “cost burdened” households used by the State and most local jurisdictions. Those households that pay more than 30 percent of their monthly income towards housing costs are considered “cost burdened.”

In order to analyze the relationship between rents in the City of Spokane and the income brackets offered by AMI, first the appropriate maximum monthly housing cost for each bracket must be calculated. Converting annual income to determine what comprises 30 percent of the monthly income requires a simple calculation:

$$\text{Maximum Monthly Housing Cost} = \text{Annual Income} / 12 * 0.30$$

However, an additional calculation must be made because housing cost, when considered by Commerce and the state, includes monthly utility costs in addition to rent or mortgage payments. The amount to subtract from housing cost for utilities is informed on a county by county basis by local housing authorities. In the case of Spokane County, the Spokane Housing Authority publishes worksheets for the allowances for certain household utilities. Spokane Housing Authority’s most current utility allowances are provided by housing type and the utilities involved (e.g. whether they be gas or electric, forced air or furnace). By using the most common utility types in Spokane, the following utility allowances can be assumed (see Figure 3).

Accordingly, the amounts in Figure 3 should be incorporated into the maximum monthly housing cost calculation by subtracting them from the total. For the purposes

<sup>1</sup> 2.35 according to the US Census American Communities Survey, 2023 5-year Average.

<sup>2</sup> See p. 35 of *Guidance for Updating Your Housing Element* by the Department of Commerce, August, 2023.

**Figure 3: Utility Allowances by Unit Type and Number of Bedrooms, Spokane County**

Unit Type	0 Bedroom	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5 Bedroom
High-Rise/Apartment	\$206	\$213	\$227	\$243	\$259	\$282
Middle Housing & Low Rise	\$216	\$224	\$243	\$263	\$282	\$300
Single-Unit, Duplex, Mobile Home	\$232	\$244	\$263	\$283	\$304	\$323
<b>AVERAGE VALUE</b>	<b>\$218</b>	<b>\$227</b>	<b>\$244</b>	<b>\$263</b>	<b>\$282</b>	<b>\$302</b>

*Source: Spokane Housing Authority, February 2025.*

*Notes: Assumes electric heating, electric cooking, and electric water heating, indicated by the source as the most common condition. The average value is a calculated value of the average of the values in the three unit types. It is not provided by Spokane Housing Authority.*

of this analysis, and consistent with the overall assumption of 3 persons per unit, this analysis will apply 2 bedroom average value of \$244. This results in the following calculation for maximum monthly rent or mortgage payment:

$$\text{Maximum Monthly Housing Cost} = \text{Annual Income} / 12 * 0.30 - \$244$$

By applying this formula, the maximum monthly housing cost for each affordability bracket result can be determined, as shown in **Figure 4** below. Note that the analysis in this report will utilize the three-person household data as discussed previously.

**Figure 4: Rent/Mortgage Payment Limits in Spokane County**

AMI Bracket	Persons Per Household					
	One	Two	Three	Four	Five	Six
30% AMI	\$312	\$378	\$437	\$559	\$678	\$797
50% AMI	\$665	\$782	\$891	\$1,016	\$1,098	\$1,181
80% AMI	\$1,195	\$1,387	\$1,571	\$1,772	\$1,916	\$2,058
100% AMI	\$1,546	\$1,789	\$2,024	\$2,276	\$2,459	\$2,642
120% AMI	\$2,192	\$2,477	\$2,780	\$3,003	\$3,226	\$3,448

*Source: Calculated values based on method in text.*

*Notes: Assumes 30 percent of monthly income calculated from annual Area Median Income, minus utility allowances.*

## V. The Housing Allocation Planning Tool (HAPT)

Commerce has provided a complex set of tools for Counties and Jurisdictions to utilize when determining their housing unit growth allocation through the planning horizon. This tool, known as HAPT, provides the countywide housing allocation based on the planning horizon and the County's overall population growth, as well as individualized jurisdiction housing growth based upon the share of the County's growth each jurisdiction expected to accommodate.

In the case of the Spokane County numbers, the County has adopted the middle housing forecast from OFM. This forecast is the most statistically supported option and provides for growth of 100,065 persons in the County by 2046. By using the regionally adopted projections, the entire county's allocation is provided (see **Figure 5** below).

**Figure 5: Countywide Housing Growth Allocation–Cities Included**

	TOTAL	Permanent Housing Needs by Income Level in Housing Units (as % of Area Median Income)						
		0-30%AMI		30-50%AMI	50-80%AMI	80-100%AMI	100-120%AMI	>120%AMI
		Non-PSH	PSH					
Current Estimated Housing	221,840	6,613	937	34,798	91,803	32,035	20,981	34,673
New Housing by 2046	297,024	26,518	6,651	48,418	100,647	36,807	24,918	53,065
<b>Additional Units Needed</b>	<b>75,184</b>	<b>19,905</b>	<b>5,714</b>	<b>13,620</b>	<b>8,844</b>	<b>7,772</b>	<b>3,937</b>	<b>18,392</b>

Source: Spokane County HAPT, January 2025.

Notes: AMI = Area Median Income, as set by the United State Housing and Urban Development Department (HUD). Current AMI is for FY2025.

Once countywide need is determined, HAPT divides up countywide growth by a number of possible methods. Spokane County and the Cities within it have chosen to use “Method C” in HAPT, as it provides for both a statistical division of the overall growth shown in **Figure 5**, but also accounts for housing need outside cities but within the Urban Growth Area (UGA). See **Appendix A** for more information on this method.

HAPT requires that Counties apportion housing need among the Cities as a percentage of regional housing growth each jurisdiction expects to accommodate. Ultimately, the region agreed on a method to convert projected population share into housing share, which was then input into HAPT (see **Appendix A**). Regarding the City of Spokane, while the city is expected to experience 23.34% of population growth, the City’s housing need represents 29.74% of the countywide housing growth. This is commensurate with recent development in Spokane that has exceeded 1,300 units annually since the recovery from COVID. By inputting 29.74 percent of countywide housing growth for the city into HAPT, the tool provides the following housing need in the city shown in **Figure 6** below.

**Figure 6: City of Spokane Housing Growth Allocation (2020 to 2046)**

	TOTAL	Permanent Housing Needs by Income Level (as % of Area Median Income)						
		0-30%AMI		30-50%AMI	50-80%AMI	80-100%AMI	100-120%AMI	>120%AMI
		Non-PSH	PSH					
Estimated Current Housing	99,938	3,534	937	19,479	47,090	11,873	7,118	9,907
<b>Additional Units Needed</b>	<b>22,359</b>	<b>6,452</b>	<b>1,851</b>	<b>4,413</b>	<b>2,631</b>	<b>1,418</b>	<b>1,170</b>	<b>4,424</b>

Source: Spokane County HAPT, January 2025.

Notes: AMI = Area Median Income, as set by the United State Housing and Urban Development Department (HUD). Current AMI is for FY2025.

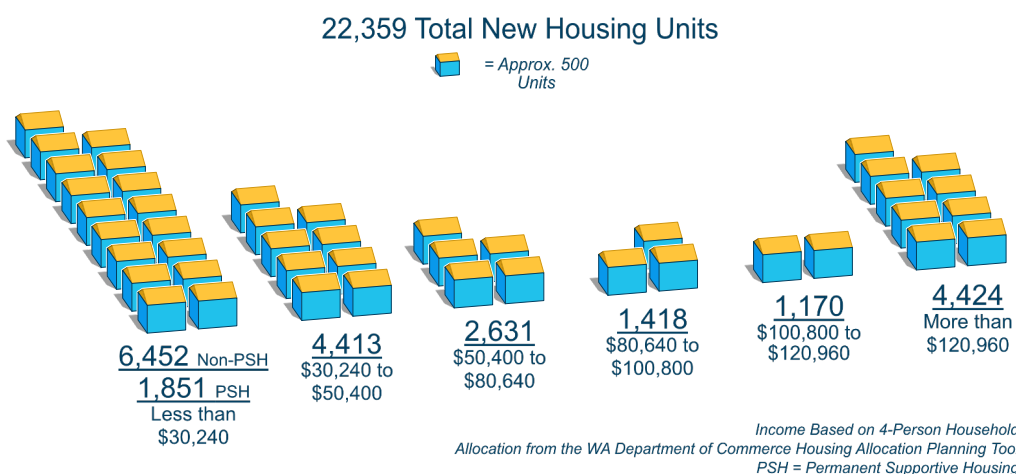
As shown above, the City is expected to require 22,359 additional permanent housing units between 2020 and 2046. While those units are spread among all the affordability brackets, that spread is not equal bracket to bracket. **Figure 7** on the following page provides a graphical depiction of that need by bracket.

**A Note On Housing Units Versus Population Growth**

The city is expected to grow by 23,357 people between 2020 and 2046<sup>3</sup>. Compared to a housing need of 22,359 homes (**Figure 6**) the two projections would seem incongruous,

<sup>3</sup> Land Capacity Analysis for the City of Spokane, 2025.

**Figure 7: City of Spokane New Housing Need by Household Income (2020-2046)**



**Source:** Spokane County HAPT, January 2025.

**Notes:** Income limits provided by United State Housing and Urban Development Department, FY2025 Income Limits Documentation System, retrieved online at [www.huduser.gov](http://www.huduser.gov).

as if the HAPT was assuming that most new residents will live alone in their home. This is not the case, however, as HAPT provides for more than the housing units needed to accommodate new population growth.

Per the Commerce guidance on the HAPT, the allocation accounts for three areas of housing need, as follows:

- **New Growth.** The housing units to accommodate new population growth in the city between 2020 and 2046. The proportion of new housing in the HAPT corresponding to this need is approximately 60 percent of the total.
- **Underproduction.** In its study of housing needs and production in Washington, Commerce identified that, overall, the state had under-produced housing by a significant degree. This was largely due to COVID and other economic factors outside the control of Cities and Counties, but the need is there regardless. To remedy this situation, 30 percent of the HAPT housing allocation is included to address issues with overpriced housing and historic underproduction. As a result, approximately 30 percent of the HAPT allocation addresses the housing needs of people who are already residing in Spokane.
- **Homelessness.** A small percentage of the overall HAPT allocation, approximately 10 percent, is intended to address the need of those experiencing homelessness or in danger of imminent homelessness. As with underproduction, much of this need is for people already in Spokane, not new growth.

While the City of Spokane has been allocated 22,359 units between 2020 and 2046, only about 13,415 of those units are to accommodate new residents. Regardless, HB1220 states that the City must have enough capacity to accommodate the *entire* allocation, thus this analysis in this report concerns the full number of units allocated (see **Figure 6**).

### **A Note on Housing Affordability Brackets and Grouping**

While HAPT provides for housing need in seven brackets (see **Figure 6**), difficulties arise in providing such a high level of differentiation in housing data. It is near impossible to divide housing costs into so many brackets due to the limited number of zoning types and the high number of variables involved. As such, most jurisdictions have decided to group the affordability brackets into the following three groups:

- **0-80% AMI** – The highest need bracket, requiring the most program/funding support.
- **80%-120% AMI** - The middle bracket, where some support is necessary, but some market-rate development may occur as well. Some organizations label this group as “workforce housing.”
- **120%+AMI** – The highest cost group, often called “market rate” housing. Commerce’s guidance assumes little to no support for these householders.

Not only are jurisdictions using these three groupings, but the example tables and calculations in Commerce’s own guidance group affordability thus. Accordingly, the City of Spokane analysis will use the same groups.

## **VI. Determining Affordability Bracket by Geographic Location**

As demonstrated above, the HAPT indicates the City must accommodate 22,359 additional housing units between 2020 and 2046. To determine what capacity exists in the city to accommodate those units, Commerce provides specific guidelines in their “Guidance for Updating Your Housing Element,” published August 2023. This guidance directs jurisdictions to consider their zoning and which housing types might be assumed in those zones. Additionally, the guidance from Commerce directs jurisdictions to use multiple data sources to determine what affordability can be expected from various housing types. The following analysis conforms substantially to the Commerce guidance.

### **Using Zoning to Inform Housing Affordability**

The Commerce guidance indicates that jurisdictions should compare the housing types allowed in individual zones to inform what level of affordability might be expected in given areas. To this end, the City analyzed all zones in which housing is allowed and compared the housing types and densities assumed for each, as shown in **Figure 8** on the following page.

The City of Spokane is somewhat unusual, in that the municipal code allows for the development of residential uses in *all* zones except industrial zones. Additionally, most housing types (single-unit and middle housing) are allowed everywhere. Save for the lower density residential zones (RA, R1, and R2), multi-unit housing is allowed in every zone. This makes it difficult to impossible to differentiate housing development in the city only by considering zoning.

**Figure 8: Zoning Classified by Housing Type and Maximum Density**

Zone	Housing Types Allowed	Maximum Density Allowed	Assumed Density	Density Group
RA	Single-Unit and Middle Housing	10 (approximate)	5-9 du/ac	Residential Low
R1		10 (approximate)		
R2	Middle Housing	20 (approximate)		
RMF	Middle Housing & Multi-Unit	30 (approximate)	29 du/ac	Residential High
RHD		No Limit		
NR	Middle Housing & Multi-Unit	No Limit	30.2 du/ac in 33% of the Area	Non-Residential
CB				
GC				
O				
OR				
CC#				
CA1	Middle Housing & Multi-Unit	No Limit	44.4 du/ac in 33% of the area	Downtown
DTC				
DTG				
DTU				
DTS				

**Source:** Spokane Municipal Code, SMC Title 17; Shaping Spokane, the Spokane Comprehensive Plan (Chapter 3); Land Capacity Analysis for the City of Spokane (2025).

**Notes:** Maximum density is approximate in residential zones due to the fact that lots under 2 acres are not restricted by density—rather the SMC uses height and setbacks to control for density in these zones. Assumed Density and Density Group conform to the City’s Land Capacity Analysis, adopted March 10, 2025, via resolution RES 2025-0015.

Further complicating matters, the City does not have sufficient data to correlate housing type with housing affordability as suggested by the Department of Commerce. This is not a failure by the City, rather the requirement to track such data did not exist historically, so these values weren’t collected. To remedy this, the Commerce guidance provides for the option for Cities to augment and adjust affordability assumptions using publicly available market data.<sup>4</sup>

**Sources for Housing Affordability for Rentals and Purchases**

Cities, Spokane included, often do not track the affordability of a given housing unit when permitting its construction. Accordingly, the City has limited internal sources that might indicate at what level of affordability housing development is occurring. As a result, the City must look outside it’s own data for this information.

Per the suggestion in the Commerce guidance, the City has utilized data from multiple sources to determine housing affordability by type, including the following:

- **Home Value (purchases) by neighborhood provided by Zillow.com.** Zillow provides a combination of self-reported and industry information on home purchases, assembling that data into ‘neighborhoods’ that generally conform to certain parts of the city.

<sup>4</sup> See p. 32 of *Guidance for Updating Your Housing Element* by the Department of Commerce, August, 2023.

- **Home Value (purchases) by neighborhood provided by Redfin.com.** Redfin is similar to Zillow, but follows a more industry-based approach for home value, lessening the impact of individual self-reported home values skewing the results. As with Zillow, Redfin data can be divided up roughly by neighborhood.
- **Median Rents by neighborhood provided by Apartments.com.** Like with Zillow but in this case concerning rentals, Apartments.com is somewhat weighted by self-reporting while also accounting for historic data related to past listings that may not currently be open for rent.
- **Median rents by neighborhood provided by Rentcafe.com.** Similar to Redfin, RentCafe's data is backed up by industry information in addition to current active listings. RentCafe also directly contacts management companies and real estate professionals to augment their data with additional confirmation.

### **Rent/Purchase Price by Affordability Bracket**

Before a comparison can be made between median house price and monthly housing costs, the home price must be converted to an assumed mortgage payment. Following the Commerce guidance, the City utilized the Fannie Mae mortgage calculator to determine what the approximate monthly mortgage payment might be for home purchases in the City. The Fannie Mae mortgage calculator<sup>5</sup> requires the user to input various assumed factors that affect the payment amount. The factors used for this analysis were the most common factors reported by Realtor.com for home purchases in Spokane County, namely:

- 5 percent down payment;
- 30-year fixed rate loan; and
- 6.8% interest.

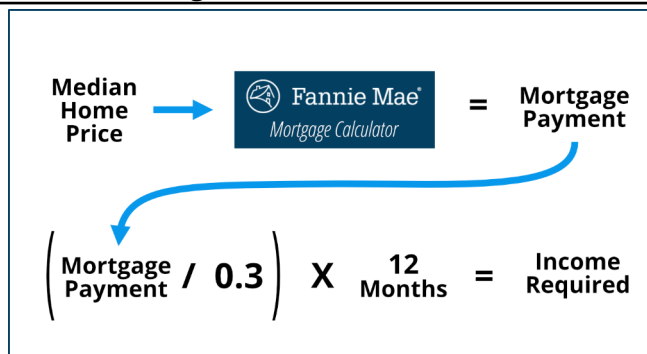
Plugging those factors into the Fannie Mae mortgage calculator returned a monthly payment for each neighborhood's median home price. That monthly value was then converted into the annual income necessary to maintain such a payment amount. For this, the Commerce assumption that 30 percent of annual income as the maximum that should go to home payments/rents was assumed. The calculation shown in **Figure 9** on the following page provided the income required for a given median home price.

The same base calculation was used to determine the income required for rentals, using the median rents provided by Apartments.com or RentCafe. Since those sources provide rents in a monthly form to begin with, the first step (using a mortgage calculator) was not necessary. Income required for a given median rent was calculated by dividing by 0.3 and multiplying by 12 only.

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<sup>5</sup> <https://yourhome.fanniemae.com/calculators-tools/mortgage-calculator>

**Figure 9: Process for Calculating Income from Median Home Price**



*Source: City of Spokane, based on WA Department of Commerce, "Guidance for Updating your Housing Element" (August 2023).*

*Notes: Fannie Mae mortgage calculator assumed a 5 percent down payment, 30-year fixed rate mortgage, and 6.8% interest, as averages provided by Realtor.com for Spokane County.*

Utilizing the calculations above, an affordability bracket can be assumed for each part of the City for both median home price (purchases) and median rent (rentals). As an example calculation for rental units, the following sample calculation utilizes the RentCafe reported average rent for the Cliff-Cannon neighborhood:

1. Average Rent = \$1,521
2. Assuming 30% of Income for Rent (Rent / 0.3) = \$5,070
3. Multiplied by 12 to convert from monthly to annual: \$60,840

Because \$60,840 falls within the 0-80%AMI bracket (see **Figure 2**), we can assume that rental units in the Cliff-Cannon neighborhood generally fall within that bracket. By using this same calculation for both sources of rental data (Apartments.com and RentCafe) the affordability bracket for each area in the city can be determined, as shown in **Figure 10** and **Figure 11** on following pages.

As an example calculation for units for purchase, the following sample uses the Zillow.com reported median home value in the Northwest Neighborhood:

1. Median Home Value = \$346,592
2. Mortgage Payment (Fannie Mae) = \$2,966
3. Assuming 30% of Income for Mortgage (Payment / 0.3) = \$9,887 a month
4. Multiplied by 12 to convert from monthly to annual = \$118,640

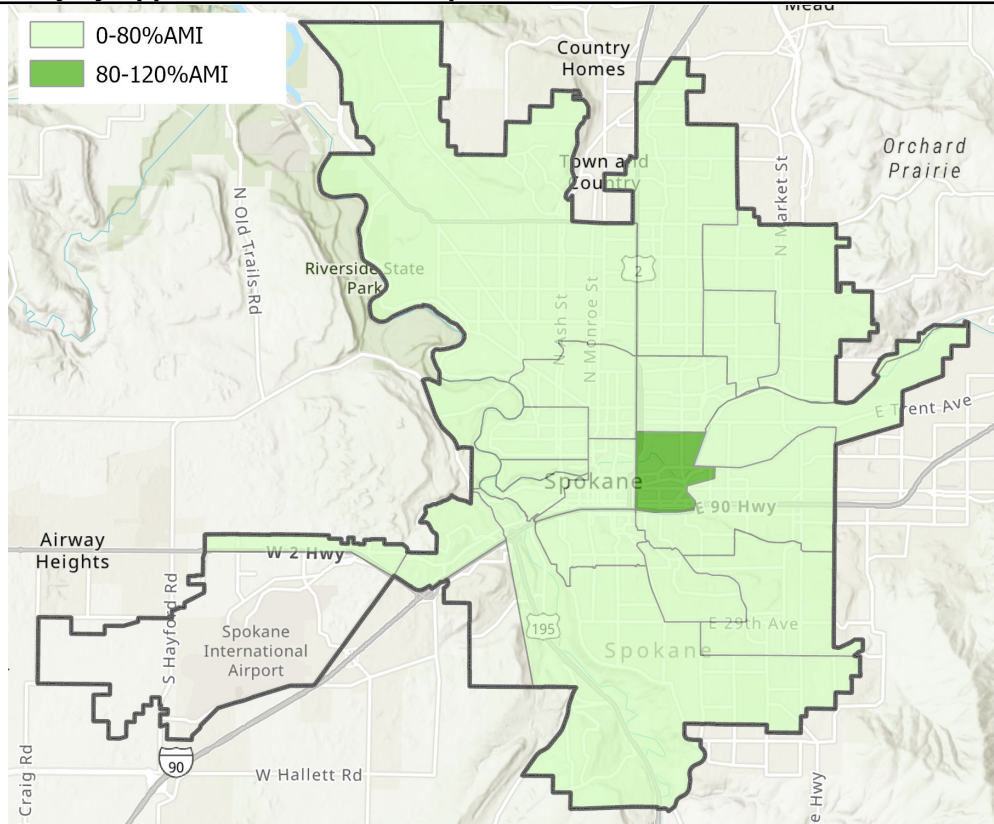
Because \$118,640 falls within the 120+%AMI bracket (**Figure 2**), we can assume that homes for purchase in the Northwest Neighborhood generally fall within that bracket. By using this method for both sources for sales data (Zillow and Redfin) the affordability bracket for each area can be determined, as shown in **Figure 12** and **Figure 13**.

Summary tables showing the calculations above for all four sources and all areas of the city are included at the end of this report. See **Appendix B** for more details.

**Figure 10: Rent Affordability by Approximate Location (Apartments.com)**

**Source:** Apartments.com, data from May 2025.

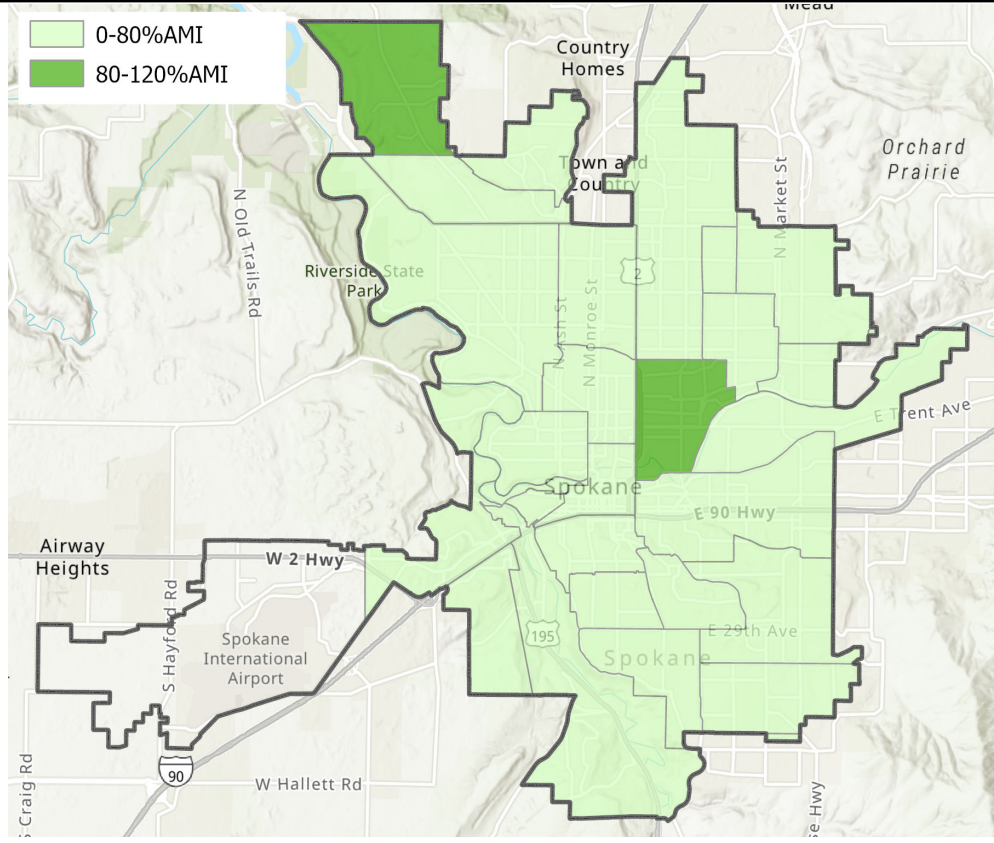
**Notes:** Areas used by the source do not necessarily match neighborhood boundaries, as shown. The source had no data for blank areas.



**Figure 11: Rent Affordability by Approximate Location (Rentcafe.com)**

**Source:** Rentcafe.com, data from May 2025.

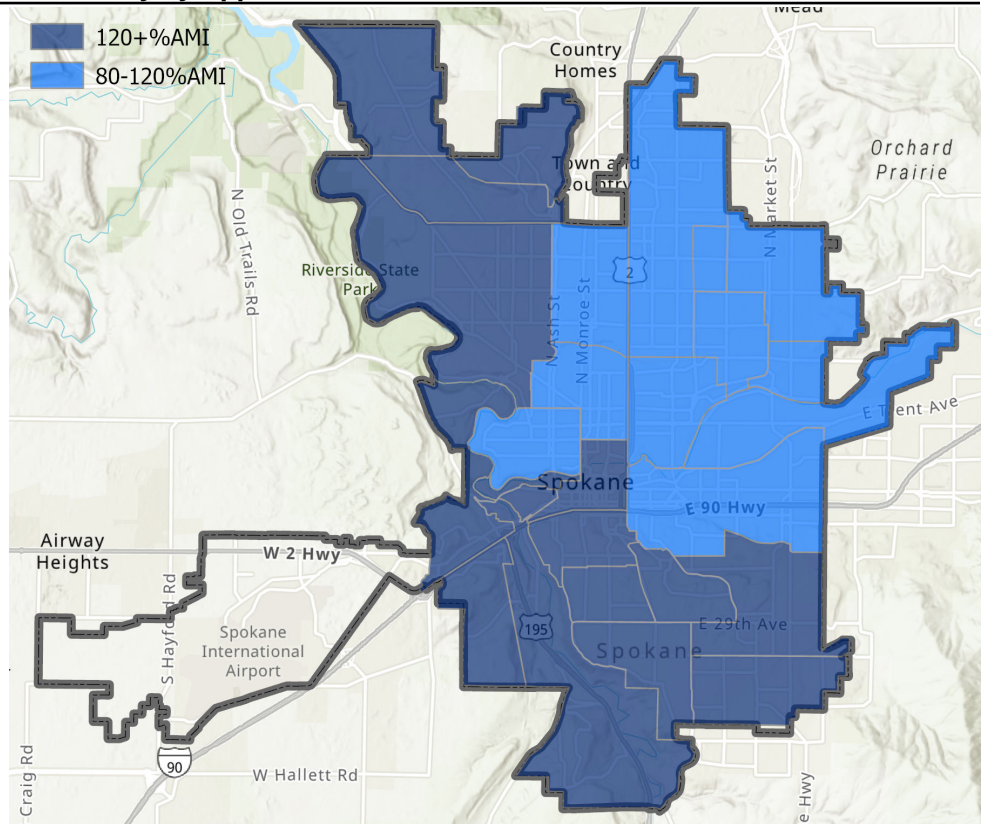
**Notes:** Areas used by the source do not necessarily match neighborhood boundaries, as shown. The blank area contains zero housing units, thus it is not shown here.



**Figure 12: Home Value Affordability by Approximate Location (Zillow.com)**

**Source:** Zillow.com, data from May 2025.

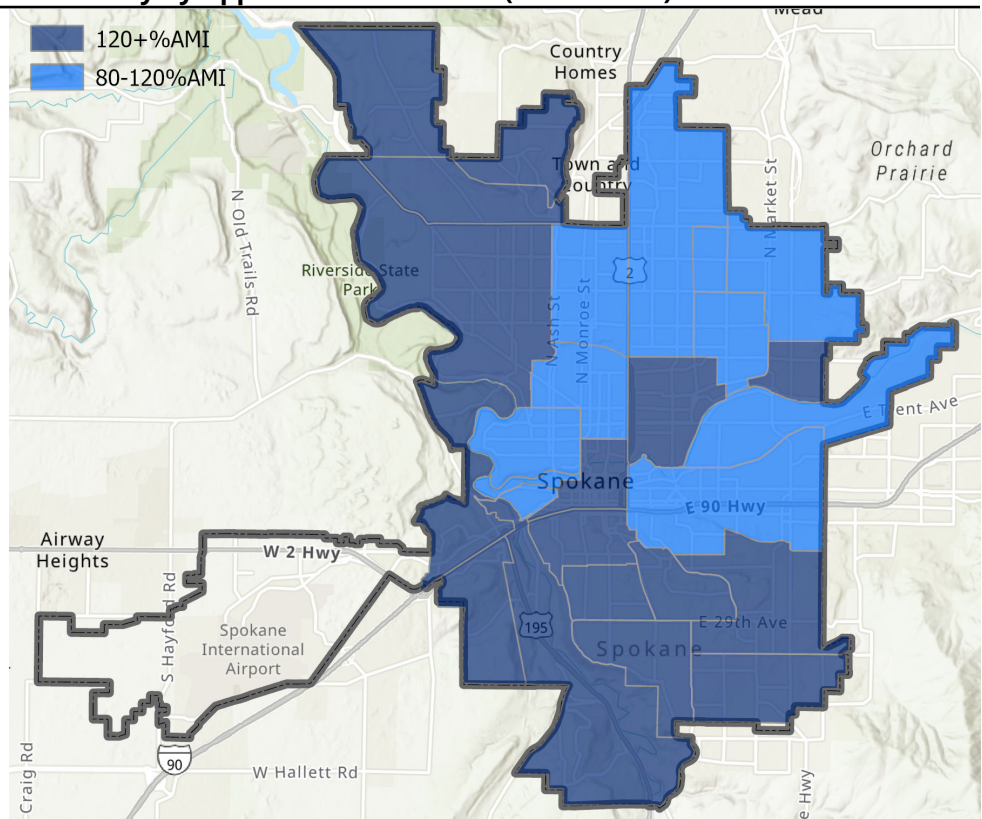
**Notes:** The source had no data for blank areas. Areas used by the source do not necessarily match neighborhood boundaries, as shown.



**Figure 13: Home Value Affordability by Approximate Location (Redfin.com)**

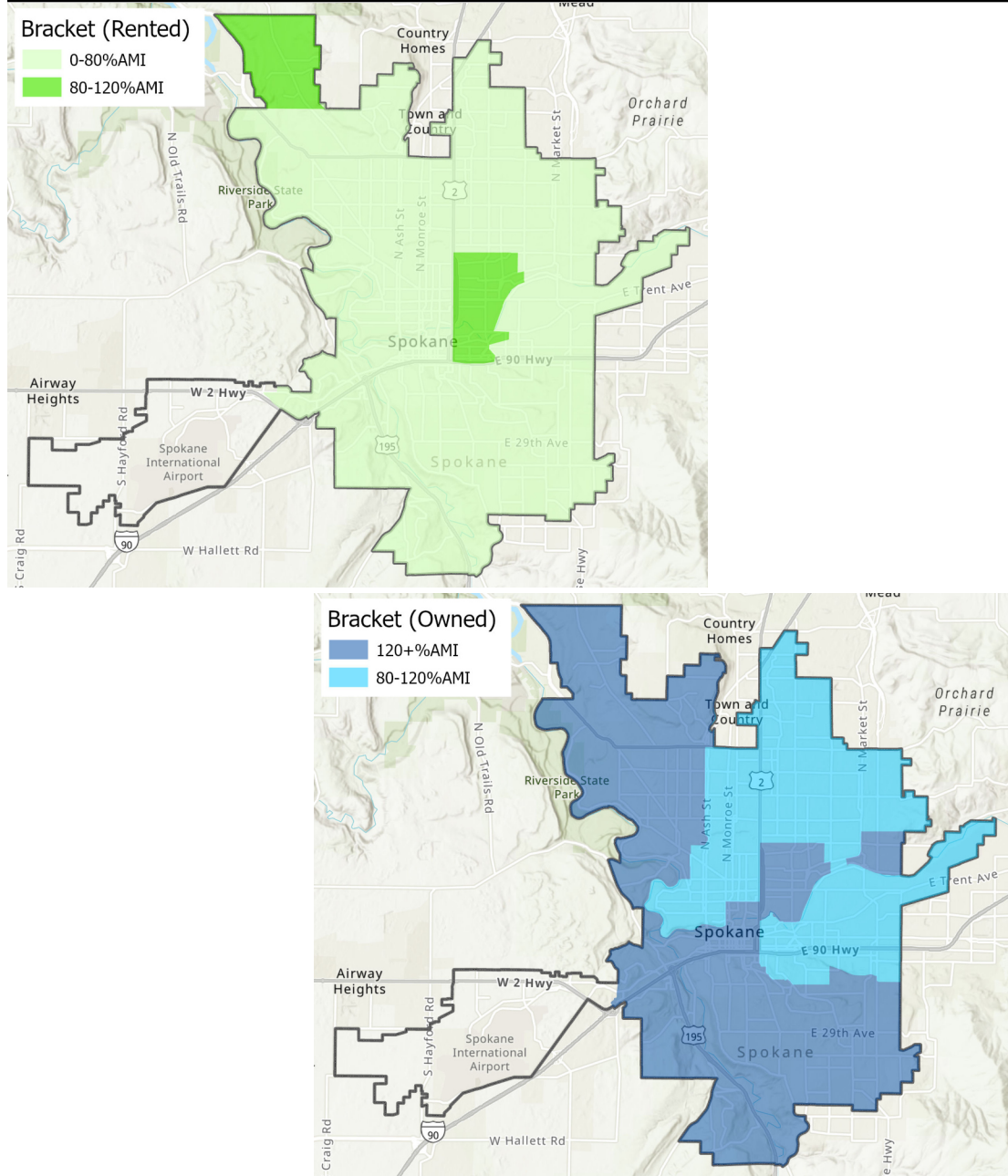
**Source:** Redfin.com, data from May 2025.

**Notes:** The source had no data for blank areas. Areas used by the source do not necessarily match neighborhood boundaries, as shown.



By comparing and combining the four maps above, general affordability assumptions can be made for both rental and purchase homes by location in the City, as shown in Figure 14. These assumptions were used by this analysis to assign assumed affordability to either rental units or homes for purchase in each part of the City.

**Figure 14: Assumed Affordability by Location—Rentals and Purchases**



*Source: City of Spokane, Synthesized from multiple sources.*

As shown above, rented units in the City generally fall within the 0-80%AMI bracket, though two smaller areas tend to be more expensive, falling within the 80-120%AMI bracket. The picture for housing units for purchase is more complex, with a somewhat even split between areas exhibiting 80-120%AMI units and areas in the 120+%AMI

bracket. By determining affordability by geography in this way, the analysis can be more nuanced as to the expected affordability of new units in the City over the next twenty years. Many jurisdictions can consider their affordability for the entire City, but the great size of Spokane (nearly 70 square miles) points to the need for a more refined analysis than simply one value for the entire city. The approach outlined above grants that higher level of detail.

### **Determining Housing Tenure**

Now that the areas of the City in which certain affordability brackets can be assumed has been established, the only remaining step is to determine which new units might be for rent and which might be for purchase. Of note, it is inaccurate to assume that all detached homes are for purchase, as the rental house market in Spokane is rather robust.

To determine the split of rented and purchase units expected in the city, this analysis utilized data from the American Communities Survey (ACS) 5-year average reports from 2023. ACS provides sample-based data to fill in between the decennial censuses, providing a relatively reliable data source for tenure (owned versus rented).

By polling ACS data, the City determined the mix of owned and rented homes in each Census Tract, resulting in the maps on the following pages (**Figure 15** and **Figure 16**). By utilizing the ratio of rented to owned homes in each tract, any capacity for new housing development in those tracts can be split accordingly into assumed rental units and units for purchase. For instance, assume a given Census Tract exhibits 60% owned and 40% rented units. That same Tract, say, shows an expected affordability of 80-120%AMI for rental units and 120%+AMI for purchased units (per Figure 14). If that tract has capacity for 100 units, 40 of those units could be assumed to be rented in the 80-120%AMI bracket and 60 units could be assumed to be sold in the 120%+AMI bracket. This is precisely the calculation used to determine final capacity in this report.

## **V. Unit Capacity by Affordability Bracket**

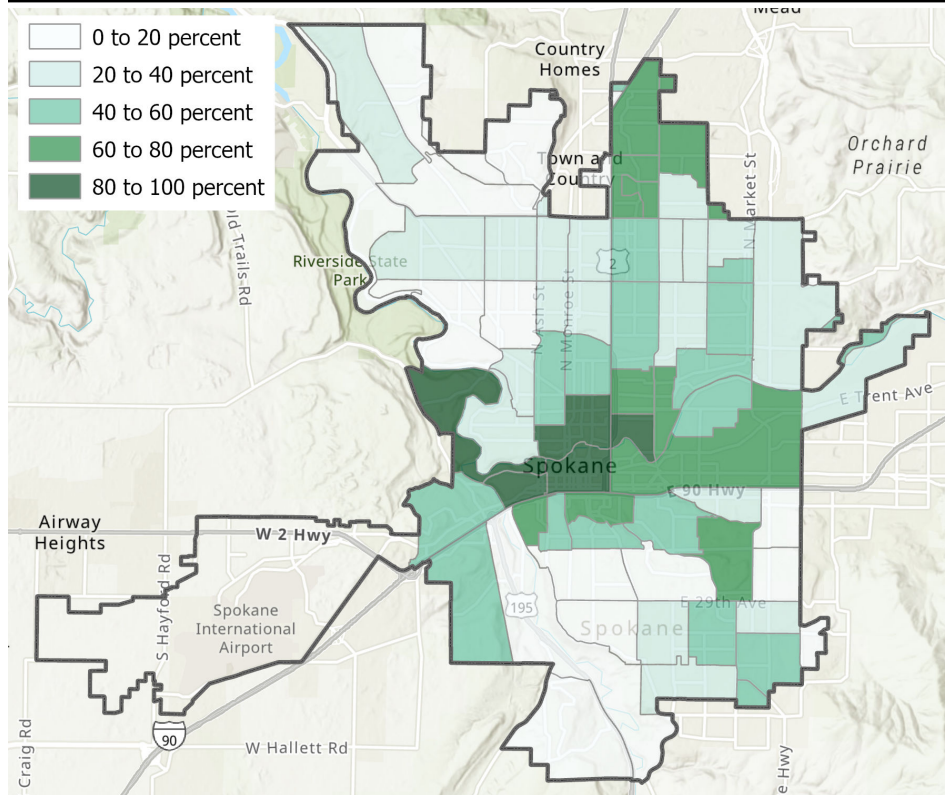
The Commerce guidance states that once a jurisdiction has determined the affordability of various housing types, zones, and locations, then the unit capacity in those areas should be incorporated into the analysis. As the City has completed its LCA<sup>6</sup>, that analysis provides a theoretical unit capacity in various locations throughout the city. Per Commerce's guidance, the unit capacity from the LCA was used in this analysis.

Because the LCA provides for potential units of capacity by geographic location within the city, each unit of capacity in the LCA can be compared to the tenure assumptions shown in **Figures 15 and 16**, producing an assumed number of rented units and owned units of capacity in each Census tract. For example, if the LCA found that 100 units of capacity exist in a tract of 60 percent owned and 40 percent rented homes, this analysis assumes that 60 units of capacity would be owned and 40 units of capacity would be rented.

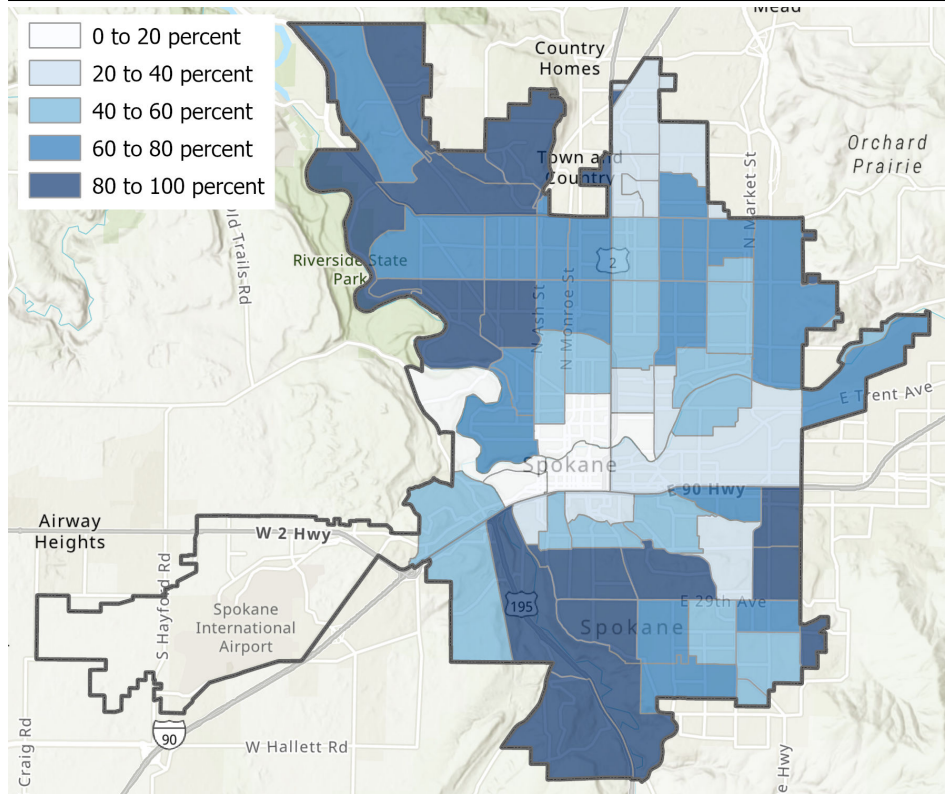
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<sup>6</sup> *Land Capacity Analysis for the City of Spokane, adopted March 10, 2025, via resolution RES 2025-0015.*

**Figure 15: Percent of Rented Homes by Census Tract (All Housing Types)**



**Figure 16: Percent of Owned Homes by Census Tract (All Housing Types)**

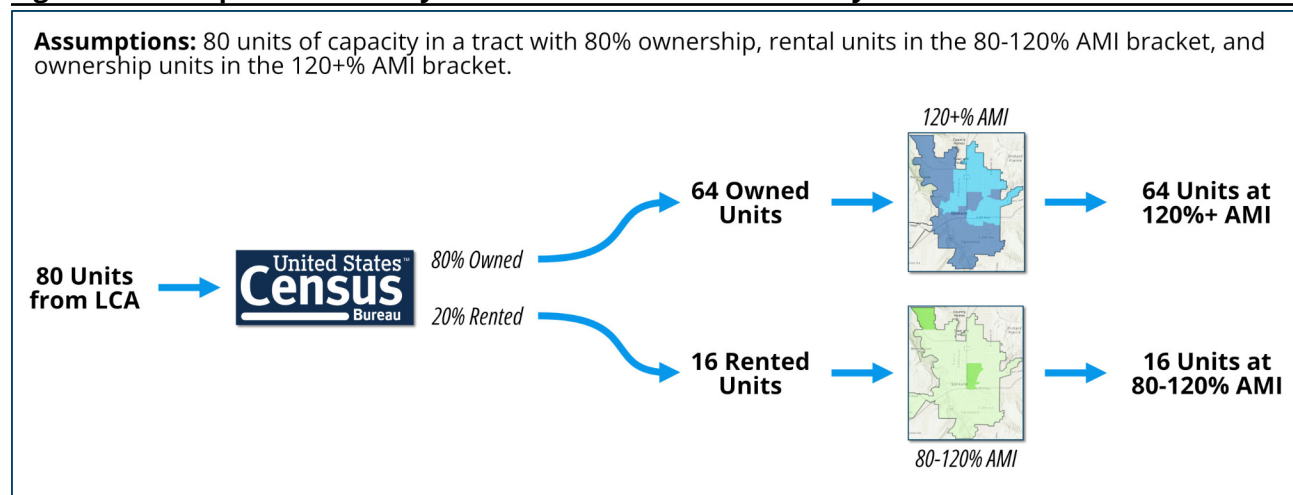


**Source (Both):** US Census Bureau, American Communities Survey, 2023 5-Year Average

**Note (Both):** Areas around the Spokane International Airport are blank due to a lack of any housing in this area.

Once the assumptions for tenure (owned versus rented) are applied to units of capacity in the LCA, the affordability of those units can be inferred by comparing the location to the affordability in Figure 14. A schematic example of this calculation is shown below (Figure 17).

**Figure 17: Example Affordability Calculation–LCA to Affordability Bracket**



### Special Cases in the Land Capacity Analysis

The LCA considers two special areas in its analysis, those of adopted Planned Unit Developments (PUDs) that have not yet completed platting all lots, and the South Logan Transit Oriented Development (South Logan TOD) subarea analysis. Readers are referred to the LCA itself for details on how these areas were handled in the LCA.

Following the process in the LCA, the analysis of affordability herein considers the PUDs and South Logan TOD area separately as well. This is for the same reason—a greater level of specificity is known about the development potential in these areas. Regarding the PUDs, these typically involve either single-unit homes or multi-unit buildings as part of a larger planned development with (generally) higher costs for residents, both rented or purchased. Accordingly, for any units of capacity within PUDs the analysis in this report assumes those units to occur at the more costly affordability bracket—namely 80-120% AMI for rental units and 120+% AMI for purchased homes. Additionally, most PUDs include covenants that restrict the renting of homes within PUDs. As a result, this analysis assumes that 100 percent of single unit homes in PUDs will be for purchase. Likewise, all multi-unit potential in PUDs is assumed to be for rent.

When considering the South Logan TOD area, the project area located in a part of the City with the least affordable brackets in both rentals and purchase homes. Accordingly, all units in the South Logan TOD area are assumed by this analysis to be in the 120+% AMI bracket for purchase and the 80-120%AMI bracket for rentals.

## VI. Housing Unit Development Since 2020

The housing allocation provided by Commerce via the HAPT establishes need between the years 2020 and 2046. Because development has continued since 2020 and the unity

capacity presented by the LCA is for 2025, housing units built between 2020 and 2025 should be accounted for. In essence, any unit constructed between 2021 and now would reduce the overall need identified by the HAPT.

To do this, all residential permits issued between January 1, 2021 and December 31, 2024 were pulled from the City’s permit database. All completed units--those issued a Certificate of Occupancy or indicating a successful final inspection--were geo-located and compared to the affordability assumptions in Figure 14, resulting in a tabulated number of completed units in each of the affordability brackets. These units were then subtracted from the “new” units called for in HAPT. This number of completed units is included in the final table of this report (see below).

**VII. RESULTS: Housing Unit Capacity by Affordability Bracket**

Overall, the LCA found that the City has sufficient theoretical capacity to accommodate slightly more than 30,000 dwelling units. By applying those units of capacity to the assumptions and calculations described in the sections above, those units are divided among the three affordability brackets as follows (see Figure 18):

According to this analysis, informed by and in compliance with the guidance of the

**Figure 18: Final Results–City of Spokane Housing Unit Capacity by Affordability**

	0-80%AMI Units	80-120%AMI Units	120+%AMI Units
Need (Commerce HAPT, 2020-2046)	15,347	2,588	4,424
Units Completed (2020-2024)	1,328	507	978
Capacity for Additional Growth (2025-2046)	9,654	8,036	12,475
<b>Comparison RESULT</b>	<b>-4,365</b>	<b>5,955</b>	<b>9,029</b>

*Source: Need = Department of Commerce Housing Allocation Planning Tool (HAPT). Completed Units: City of Spokane, Acella Data 2021 to 2024. Capacity for Additional Growth = Land Capacity Analysis for the City of Spokane, 2025, classified per the analysis outlined in this report.*

*Notes: Completed units represent those building permits issued by the City between January 1, 2021 and December 31, 2024, showing that either a certificate of occupancy was issued or a final inspection has been completed.*

*Resulting unit capacity represents the result of the analysis and calculations described in this report.*

*Comparison represents the following calculation: (Completed Units + Unit Capacity) - Need = Comparison RESULT. A negative number denotes a lack of sufficient capacity in that affordability bracket to accommodate the need identified by HAPT.*

Department of Commerce, **the City of Spokane does not currently contain sufficient capacity to accommodate needed growth in the 0-80%AMI bracket.** Concurrently, the City has excess capacity in both the 80-120% AMI bracket and the 120+% AMI bracket.

To comply with the requirements of House Bill 1220, the City must consider, as part of the overall Comprehensive Plan Periodic Update, actions sufficient to raise the capacity in the 0-80%AMI bracket by nearly 4,400 units. Those changes will likely be identified during the preparation of the Environmental Impact Statement for the Comprehensive Plan Update, as well as during preparation of the Update itself. For more information on these changes as they are developed, readers are encouraged to visit [www.planspokane.org](http://www.planspokane.org).



## **Appendix A: Housing Allocation Planning Tool Documentation**

*Appendix to Accommodating Affordable Housing in the City of Spokane, 2025*

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
OF SPOKANE COUNTY, WASHINGTON

IN THE MATTER OF CONSIDERING THE  
SPOKANE COUNTY STEERING COMMITTEE  
OF ELECTED OFFICIALS (SCEO)  
RECOMMENDATION RELATED TO THE  
HOUSING FOR ALL PLANNING TOOL (HAPT)  
METHODOLOGY FOR HOUSING  
ALLOCATIONS

**RESOLUTION**

**WHEREAS**, pursuant to the provisions of RCW 36.32.120(6), the Board of County Commissioners of Spokane County, Washington, hereinafter referred to as the "Board," has the care of county property and the management of county funds and business; and

**WHEREAS**, pursuant to the provisions of Chapter 36.70.040 RCW, the Board has created a Planning Department, hereinafter referred to as the "Department," and a Planning Commission, hereinafter referred to as the "Commission" (Resolution No. 76-698 as amended by Resolution 23-0057); and

**WHEREAS**, pursuant to RCW 36.70A.210, the Steering Committee of Elected Officials ("Steering Committee") was established by interlocal agreement (Resolution 1994-1686, and as amended thereafter from time to time) to assist in the development of the Countywide Planning Policies and perform other duties, including but not limited to providing recommendations to the Board of County Commissioners on the same; and

**WHEREAS**, the Planning Technical Advisory Committee (PTAC), consisting of technical staff from the various jurisdictions, is tasked with providing a report and recommendation to the Steering Committee on proposed amendments to the Countywide Planning Policies; and

**WHEREAS**, pursuant to the provisions of chapters 36.70 and 36.70A RCW, the Board adopted a Comprehensive Plan for Spokane County on November 5, 2001 (Board Resolutions 1-1059 and 1-1060), which has been thereafter amended from time to time; and

**WHEREAS**, pursuant to the provisions of chapters 36.70 and 36.70A RCW, the Board, on May 25, 2004, under Spokane County Resolution No. 04-0461, adopted a new Zoning Code to implement the goals and policies of the Comprehensive Plan, said regulation becoming effective June 1, 2004, which has been thereafter amended from time to time; and

**WHEREAS**, in accordance with RCW 36.70A.130, the county must review and update its comprehensive plan and development regulations every ten years, with the next update due by 2026; and

**WHEREAS**, SCEO held a public hearing on the proposed "A Prime" HAPT methodology on 9/25/24 and considered comments from the Planning Technical Advisory Committee (PTAC). No public comment or testimony in favor of or against the proposed methodology was received; and

**WHEREAS**, after deliberation, the Steering Committee unanimously recommended approval of the proposed Spokane County "A Prime" HAPT methodology for use in each constituent's 2026 comprehensive plans; and

**WHEREAS**, pursuant to RCW 36.70 A, the county and the cities within it must update their comprehensive

plans based on a countywide population for the 20-year planning period as projected by the Office of Financial Management; and

**WHEREAS**, as the regional government, the county is tasked with the adoption of the Countywide Planning Policies, a part of which includes the adoption of the Countywide Population Projection as well as sub-allocations of population to the cities within the county; and

**WHEREAS**, the Spokane County planning commission held workshops examining HAPT on 6/13/24 and 7/11/24; and

**WHEREAS**, SCEO held workshops examining HAPT on 5/15/24, 7/17/24 and 8/20/24; and

**WHEREAS**, the Board of County Commissioners received the SCEO recommendation on January 14<sup>th</sup>, 2025, and set January 21<sup>st</sup>, 2025, to consider the same; and

**WHEREAS**, at the January 21<sup>st</sup>, 2025, open public meeting the Board considered the recommendation of the SCEO, and the Department filed and voted on whether to adopt the same.

**NOW THEREFORE BE IT RESOLVED**, the Board hereby adopts the “A Prime” HAPT methodology for the purpose of allocating housing units for the planning period of 2026- 2046.

**PASSED AND ADOPTED** this 21<sup>st</sup> day of January 2025.



ATTEST:

*Ginna Vasquez*  
Ginna Vasquez, Clerk of the Board

BOARD OF COUNTY COMMISSIONERS  
OF SPOKANE COUNTY, WASHINGTON

*Mary L. Koney*  
Mary L. Koney, Chair

*Josh Kerns*  
Josh Kerns, Vice-Chair

*Al French*  
Al French, Commissioner

*Amber Waldref*  
Amber Waldref, Commissioner

*Chris Jordan*  
Chris Jordan, Commissioner

# MEMORANDUM

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**To:** Steering Committee of Elected Officials (SCEO)

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**From:** Planning Technical Advisory Committee (PTAC)

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**Via:** Spokane County Building and Planning

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**Date:** September 16, 2024

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**Re:** PTAC Recommendation, Housing for All Planning Tool methodology

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## Background Summary

Earlier this year, SCEO tasked PTAC with analyzing possible HAPT methodologies.

During this exploration, PTAC analyzed:

- Methods A and B
- Commerce’s update of method A (A Prime), wherein the county’s share is split between the unincorporated UGAs and rural areas.
- Custom methods created by other counties (Lewis, King, Skagit, and Snohomish)
  - Lewis, Skagit, and Snohomish’s custom methodologies were found to be not applicable to Spokane County.
  - King County’s custom methodology served as the basis for a Spokane County proposal that was brought before PTAC and SCEO.
- Two possible custom methods, including
  - Weighted transit
    - This methodology would have allocated low-income housing partially based on transit availability.
      - Was not carried forward, owing to a lack of support from PTAC.
  - Jobs to housing ratio
    - This methodology, based on King County’s custom method, adjusts 0-50% allocations based on the ratio of low-income jobs (under \$40,000) to low-income residents.
      - Was not carried forward, owing to a lack of support from PTAC.

## Options Going Forward

SCEO has two options:

1. Adopt one of the base Commerce methodologies (A, A prime, or B).
  - a. Adoption of A prime is recommended by PTAC.
2. Continue pursuing a custom methodology (method C).
  - a. Any potential custom method will require clear guidance from SCEO on what changes are desired. There is no readily available data to accommodate such an exploration, so it would likely require a significant commitment of staff time.

## Recommendation

PTAC recommends using HAPT Method A Prime. Method A Prime uses the same assumptions and calculations as Method A but allows for a distinction between rural County lands, unincorporated UGAs, and the incorporated jurisdictions. Additional details on this recommendation, along with the housing allocation numbers based on the current population allocation, can be found below.

## Methodology Pros/Cons

Method	Pros	Cons
A	Equally distributes housing levels among jurisdictions, based on growth projections; Simplicity and clarity	Allocates low-income and emergency housing to rural areas
A Prime	Reserves lower-income housing for urban areas; Avoids placing emergency housing in rural areas	None identified by PTAC
B	Accounts for existing housing by allocating fewer units per income band to jurisdictions that have a larger share of housing in said income band than other jurisdictions	Allocates low-income and emergency housing to rural areas; creates negative housing allocations, the implications of which are not well understood.
C: Low-income jobs to low-income residents' ratio	Accounts for an additional piece of local analysis that factors in housing and employment locations, identifying locations where lower wage jobs exist but not enough lower cost housing	What weight to give the analysis is unknown; Lack of support from jurisdictions; Concerns about the amount of time needed to perfect this methodology

## Housing Allocation Numbers (Corrected)

	Method A Prime									
	Housing Allocation Income Bands									
	0-30% AMI									Temporary
Total Countywide Allocation	Total	Non-PSH	PSH	30-50%	50-80%	80-100%	100-120%	>120%	Emergency Housing	
	75,184	19,905	5,714	13,620	8,844	4,772	3,937	18,392		3,037
Unincorporated UGA	22,946	6,375	1,830	4,362	2,699	1,456	1,202	5,022		973
Rural Outside UGA	3,534	0	0	0	416	225	185	2,708		0
Airway Heights	5,007	1,391	399	952	589	318	262	1,096		212
Cheney	2,535	704	202	482	298	161	133	555		107
Deer Park	1,023	284	82	194	120	65	54	224		43
Fairfield	0	0	0	0	0	0	0	0		0
Latah	0	0	0	0	0	0	0	0		0
Liberty Lake	6,601	1,834	526	1,255	776	419	346	1,445		280
Medical Lake	179	50	14	34	21	11	9	40		8
Millwood	36	10	3	7	4	2	2	8		2
Rockford	53	15	4	10	6	3	3	12		2
Spangle	0	0	0	0	0	0	0	0		0
Spokane (City)	17,550	4,875	1,400	3,336	2,066	1,115	918	3,840		744
Spokane Valley	15,713	4,365	1,253	2,987	1,848	997	823	3,440		666
Waverly	7	2	1	1	1	0	0	2		0

Note: Jurisdictions are NOT required to ensure that these units are built. They must simply have zoning, regulations and development codes that allow these units to be built.

## Housing Allocation Numbers (Original)

	Method A Prime									
	Housing Allocation Income Bands									
	0-30% AMI									Temporary
Total Countywide Allocation	Total	Non-PSH	PSH	30-50%	50-80%	80-100%	100-120%	>120%	Emergency Housing	
	75,184	19,905	5,714	13,620	8,844	4,772	3,937	18,464		3,037
Unincorporated UGA	22,946	6,375	1,830	4,362	2,699	1,456	1,202	5,022		973
Rural Outside UGA	3,534	0	0	0	416	225	185	2,780		0
Airway Heights	5,007	1,391	399	952	589	318	262	1,096		212
Cheney	2,535	704	202	482	298	161	133	555		107
Deer Park	1,023	284	82	194	120	65	54	224		43
Fairfield	0	0	0	0	0	0	0	0		0
Latah	0	0	0	0	0	0	0	0		0
Liberty Lake	6,601	1,834	526	1,255	776	419	346	1,445		280
Medical Lake	179	50	14	34	21	11	9	40		8
Millwood	36	10	3	7	4	2	2	8		2
Rockford	53	15	4	10	6	3	3	12		2
Spangle	0	0	0	0	0	0	0	0		0
Spokane (City)	17,550	4,875	1,400	3,336	2,066	1,115	918	3,840		744
Spokane Valley	15,713	4,365	1,253	2,987	1,848	997	823	3,440		666
Waverly	7	2	1	1	1	0	0	2		0

Note: These numbers, which were included in the original staff report, contain small errors that incorrectly represent the current HAPT allocation. These errors have been corrected in the table on the top of this page.

**SPOKANE COUNTY STEERING COMMITTEE OF ELECTED OFFICIALS**

1026 W Broadway • Spokane WA 99260-0170 • 509.477.1500 • bphelp@spokanecounty.org

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December 17, 2024

Mary Kuney, Chair  
Spokane County Board of County Commissioners  
1026 W. Broadway Ave.  
Spokane, WA 99260

RE: Steering Committee of Elected Officials Recommendation for the 2026-2046 Spokane County Housing for All Planning Tool (HAPT) methodology

Chair Kuney and Commissioners,

As required by the Spokane County Interlocal Agreement titled Growth Management Act (GMA Joint Planning) Section 3 D, I am forwarding the recommendation of the Steering Committee of Elected Officials (SCEO) regarding the adoption of the Spokane County Housing for All Planning Tool (HAPT) methodology for the planning period of 2026-2046 for use by the County and constituent communities in planning for future growth and housing allocations under the GMA.

The SCEO held a public hearing on the proposed amendment on September 25, 2024, and considered comments from the Planning Technical Advisory Committee (PTAC). There was no public comment or testimony in favor of or against the proposed amendment.

After deliberation, the Steering Committee unanimously recommended approval of the proposed Spokane County 2026-2046 HAPT methodology.

Sincerely,

Al French, Commissioner of Spokane County,  
Chair, Spokane County Steering Committee of Elected Officials

Submit to Clerk of the Board with available supporting materials (Resolutions, Agreements, Presentations, etc.)

**AGENDA SHEET**

**SUBMITTING DEPARTMENT:** *Building & Planning*

**CONTACT PERSON:** *Scott Chesney, Laurie Carver*

**PHONE NUMBER:** *477-7212, 509-477-7127*

**CHECK TYPE OF MEETING BELOW:**      **BELOW FOR CLERK'S USE ONLY:**

Regular Legislative Session Agenda

Clerk's Resolution No.	<u>25 - 0033</u>
Approved:	<u>Majority/Unanimous</u>
Denied:	<u>Majority/Unanimous</u>
Renews/Amends No.	<u>                    </u>
Public Works No.	<u>                    </u>
Purchasing Dept. No.	<u>                    </u>

**AGENDA TITLE** *(please provide a reasonably descriptive agenda title for this item:* Consider the SCEO Recommendation for the Housing for all Planning Tool Methodology (HAPT)

**DESCRIPTIVE SUMMARY** *(please provide anticipated fiscal and budgetary information & reason for request):* On September 25, 2024, the Steering Committee of Elected Officials voted to adopt HAPT method A-Prime based on the Planning Technical Advisory Committee recommendation. Method A-Prime allocates housing units based primarily on the share of growth each jurisdiction is projected to receive.

**FISCAL IMPACT** *(please provide anticipated fiscal and budgetary impact, with amount and source of funds, if applicable):* NA

**REQUESTED BOARD ACTION** *(if any):*

Other County Departments Impacted - List any other departments that were notified in advance of this agenda item: Legal

This Item will need to be codified in the Spokane County Code: No

# **Recommendation for HAPT: Housing Share**

**PLANNING TECHNICAL ADVISORY COMMITTEE**

*Report and Recommendation to the Steering Committee of Elected Officials*

Periodic Update under the Growth Management Act, 2026 to 2046

Written and Recommended by PTAC, January 2025

## Executive Summary

The Planning Technical Advisory Committee (PTAC) has identified a possible issue with previous runs of the Housing for All Planning Tool (HAPT), which all communities planning under the Growth Management Act have been advised to use when allocating housing by affordability for the region. The intended input for the tool—the data that is provided to the tool and then used to calculate each jurisdiction’s housing allocation—is the share of housing growth each jurisdiction is expected to accommodate. Unfortunately, due to unclear instructions, the previous HAPT outputs shared with the Steering Committee of Elected Officials (SCEO) used the share of population growth instead.

Following a review of the data and the HAPT itself, **the PTAC recommends that the region use housing growth share as the input for the HAPT**, specifically a housing growth share created by applying the same assumptions built into the HAPT tool itself to convert the adopted population share to housing share.

Of note, this recommendation does not affect which method within HAPT is utilized. The existing SCEO recommendation for the method known as “A Prime” is not affected by PTAC’s recommendation in this memo.

The full output of the HAPT, assuming that housing share generated in the way recommended by PTAC is used, is attached to the end of this memo.

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## Introduction

Following the SCEO vote to recommend Method “A Prime” when using the HAPT, the members of PTAC identified that there had been some confusion as to which inputs should be provided to the HAPT when calculating housing share. As a result, PTAC’s Housing Subcommittee met several times in the third and fourth quarters of 2024 to consider how this might affect the housing allocation output from HAPT. In essence, it appears to PTAC that the HAPT was intended to be provided with the share of housing growth each jurisdiction is expected to accommodate, while previous use of the HAPT utilized the share of population growth instead.

After discussing this at length, PTAC has developed a method for converting the currently adopted Population Share<sup>1</sup> to housing growth share, which can then be input into HAPT. This memo outlines the recommendation by PTAC for doing this, and provides the summary growth numbers for each jurisdiction that results.

## HAPT Method A Prime

At their meeting on September 25, 2024, the SCEO voted to recommend the use of the “A Prime” method in the HAPT. Throughout this discussion and recommendation by PTAC, no change to this method is anticipated or recommended. PTAC feels that SCEO’s original recommendation, adopted on September 24, 2024, does not require revision to accommodate PTAC’s recommendations herein.

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<sup>1</sup> Adopted by BOCC Resolution 24-0348 on June 18, 2024.

## Housing Share versus Population Share

When PTAC and SCEO previously saw the “A Prime” results, it was always using the share of population growth assigned to each jurisdiction per the adopted allocation<sup>2</sup>. However, after multiple conversations within PTAC and with Commerce staff, it was apparent that the instructions in HAPT were unclear and that the tool was instead asking for the share of housing growth.

The share of population growth and the share of housing growth *are* directly related to each other, but due to certain factors they are rarely the same number for a given jurisdiction. For instance, household size (people per household) in each jurisdiction is not the same nor does it stay static over time. Household size is continually changing from year to year. Furthermore, some jurisdictions contain a larger amount of group quarters housing (i.e. college dorms, prisons, treatment centers) and that rate changes over time. Those living in group quarters do not require additional housing units, thus they must be subtracted from the overall population growth share for each jurisdiction.

Because of these factors, it is important to develop a share of housing each jurisdiction for the entirety of the planning horizon (through 2046), not just today. Jurisdictions differ from each other and some attempt to differentiate their allocations accordingly should be made as well.

## A Note on the Underproduction of Housing

An additional factor has been raised by public commenters and PTAC members that is worth discussing here. That factor is the known historic underproduction of housing statewide. Commerce’s research has made it clear that development in jurisdictions across the state have been lower than what is required to house existing populations. As a result, many jurisdictions’ current housing stock is already too small to accommodate the need of the existing population, not to mention the growth that is coming.

It is important to note that HAPT factors this underproduction into its results. Accordingly, the number of housing units a jurisdiction may be allocated when using HAPT will appear high when compared to population growth. This is specifically because HAPT attempts to also allocate sufficient housing to accommodate the recent underproduction of housing *as well as* future growth. This condition is true regardless of which input is used for HAPT.

## Determining Housing Share

The Department of Commerce has not provided jurisdictions with a method for calculating housing growth share. Likewise, GMA does not mandate that Cities and Counties use a particular method to develop housing share. However, the PTAC subcommittee found that the HAPT itself provides one possible method.

While PTAC spent considerable time exploring other ways to convert population growth to housing growth, ultimately PTAC felt that because the resulting housing share would be input into HAPT, it was most defensible to use the assumptions already built into HAPT to calculate housing share. That way, the same set of assumptions would be applied to all parts of the tool and any unintentional bias or modification of results would be minimized.

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<sup>2</sup> Adopted by BOCC Resolution 24-0348 on June 18, 2024.

Essentially, the housing share for each jurisdiction would be calculated directly from the population share already adopted by the BOCC. While it is more sophisticated than can be expressed simply here, the method for calculating housing share from population share is generally<sup>3</sup> as follows:

$$[(\text{Population Share} - \text{Group Quarters Population}) / \text{Household Size}] + 6\% \text{ to Account for Vacant Homes}$$

For the purposes of the HAPT, the tool assumes that household size is shrinking over time and that each jurisdiction will see the same share of group housing in the County as they are in 2020. The resulting housing share for each jurisdiction and area is as shown in the following table. Again, when considering the resulting housing share, the following should be kept in mind:

- Population share and housing share are not the same thing, though they are related to one another.
- Housing share in the tool is somewhat elevated to account for historic underproduction of housing.

**Table 1: Population and Housing Share Compared**

Jurisdiction	Share: Population Growth	Share: Housing Growth	Jurisdiction	Share: Population Growth	Share: Housing Growth
Spokane County (Whole)	100.00%	100.00%	Airway Heights	6.66%	5.26%
All Unincorporated Areas	35.21%	31.14%	Cheney	3.37%	2.76%
Unincorporated Rural	4.70%	8.24%	Deer Park	1.36%	1.44%
Unincorporated UGA	30.51%	22.81%	Fairfield	0.00%	0.00%
Incorporated County	64.79%	68.95%	Latah	0.00%	0.00%
			Liberty Lake	8.78%	6.89%
			Medical Lake	0.24%	0.44%
			Millwood	0.05%	0.14%
			Rockford	0.07%	0.09%
			Spangle	0.00%	0.02%
			Spokane	23.34%	29.74%
			Spokane Valley	20.90%	22.16%
			Waverly	0.01%	0.02%

As shown in the table, when comparing population share to housing share, some jurisdictions are expected to accommodate a lower share of housing growth than population growth (e.g. Liberty Lake) while others are shown to expect a higher share of housing than population (e.g. the City of Spokane). Why this happens is complex and due to the fact that HAPT uses multiple factors from multiple sources to determine these amounts.

Because the HAPT only has one input for each jurisdiction—share of housing growth—those jurisdictions where the housing share is larger than population share can expect their housing number output from HAPT to increase when compared to the sample outputs discussed by SCEO previously. Conversely,

<sup>3</sup> The assumptions in HAPT are more sophisticated than this, accounting for changes over time and each jurisdiction’s share of certain values. Replication of the numbers herein by using this simplified equation should not be considered when evaluating this recommendation.

jurisdictions with smaller housing share than population share can expect their HAPT output to decrease over earlier results.

### Comparing HAPT Results from Prior Versions and Now

As a handy comparison of how overall housing allocations would change when housing share is input into HAPT rather than population share, the table at right lists the total housing allocation using both inputs. Also shown is whether the total housing units would increase or decrease for each jurisdiction when using housing share, as the tool intended.

While housing share is the intended input for HAPT, using housing share would increase the housing allocation to the rural areas (outside the UGA). To a greater degree, the larger jurisdictions would also be subject to a larger allocation.

It’s important to note that while this represents a large change for some jurisdictions, increased allocations to those communities in the center of the UGA (City of Spokane, Spokane Valley) is consistent with the requirements of GMA, wherein growth should be concentrated in the UGA and limited on the edges.

**Table 2: Comparison of HAPT Total Housing by Jurisdiction**

Jurisdiction	Total New Units		Change if Using Housing Share
	Using Pop Share	Using Housing Share	
Unincorporated Rural	3,534	6,195	Higher
Unincorporated UGA	22,946	17,142	Lower
Airway Heights	5,007	3,955	Lower
Cheney	2,535	2,076	Lower
Deer Park	1,023	1,083	Higher
Fairfield	0	0	Higher
Latah	0	0	Higher
Liberty Lake	6,601	5,180	Lower
Medical Lake	179	329	Higher
Millwood	36	106	Higher
Rockford	53	68	Higher
Spangle	0	15	Higher
Spokane	17,550	22,359	Higher
Spokane Valley	15,713	16,661	Higher
Waverly	7	15	Higher

While the allocation for unincorporated rural areas would be more than 3/4 larger, that increase would be spread throughout a very large area (all parts of the County outside the UGA), tempering the effects of that growth somewhat. Furthermore, urban scale services to those additional homes would not be required due to their location.

### PTAC Recommendations: Housing Share and HAPT

Following multiple discussions on the differences between population share and housing share, PTAC generally feels that housing share, created using the same assumptions already built into the HAPT, is the most defensible and effective input for the HAPT. The following benefits of using housing share discussed were as follows:

- The assumptions used to generate housing share from population share are identical to those in the HAPT now.
- The HAPT model is sophisticated—an adjustment in one variable can have unintended consequences.
- The data used to generate housing share have already been considered and adopted by the BOCC.

## Final Results

If the share of housing growth indicated in Table 1 is input into the HAPT, and the method previously described as Method A Prime in the SCEO recommendation is utilized, then the final housing allocation shown in the attached spreadsheet is provided.

**Spokane County**

	Permanent Housing Needs by Income Level (% of Area Median Income)								Emergency Housing Needs (Temporary)
	Total	0-30%		>30-50%	>50-80%	>80-100%	>100-120%	>120%	
Countywide Estimated Housing Supply (2020)	221,840	6,613	937	34,798	91,803	32,035	20,981	34,673	1,192
Countywide Total Housing Needs (2046)	297,024	26,518	6,651	48,418	100,647	36,807	24,918	53,065	4,229
Countywide Additional Units Needed (2020-2046)	75,184	19,905	5,714	13,620	8,844	4,772	3,937	18,392	3,037

**68.09%** ← Minimum allocation to urban areas (cumulatively) to accommodate needs at all affordability levels. This varies by county and population target.

**91.77%** ← Urban area combined % allocation from user inputs

		User Input - % Share of Countywide Housing Growth. Values must sum to 100%	HOUSING ALLOCATION FROM SELECTED SHARES							Emergency Housing Needs (Temporary) *	
			Total Units Allocated (2020-2046)	0-30%		>30-50%	>50-80%	>80-100%	>100-120%		>120%
		<b>User Input</b>									
Unincorporated County	Existing Combined (Estimate)	-	59,013	1,179	0	5,981	14,559	9,421	9,603	18,270	30
	Future Inside UGA	22.81	17,149	4,948	1,420	3,385	2,017	1,088	898	3,393	755
	Future Outside UGA	8.23	6,188	0	0	0	728	393	324	4,743	0
Airway Heights	Existing (Estimate)	5.26	3,626	67	0	685	1,997	545	134	198	0
	Future Allocation		3,955	1,141	328	781	465	251	207	782	174
Cheney	Existing (Estimate)	2.76	5,354	256	0	935	3,097	690	153	223	0
	Future Allocation		2,076	599	172	410	244	132	109	410	91
Deer Park	Existing (Estimate)	1.44	1,902	45	0	434	804	275	99	245	0
	Future Allocation		1,083	312	90	214	127	69	57	214	48
Fairfield	Existing (Estimate)	0.00	228	5	0	79	104	23	5	12	0
	Future Allocation		0	0	0	0	0	0	0	0	0
Latah	Existing (Estimate)	0.00	88	0	0	35	41	6	2	4	0
	Future Allocation		0	0	0	0	0	0	0	0	0
Liberty Lake	Existing (Estimate)	6.89	4,915	39	0	208	1,133	1,238	930	1,367	0
	Future Allocation		5,180	1,494	429	1,023	609	329	271	1,025	228
Medical Lake	Existing (Estimate)	0.44	1,828	184	0	159	839	329	96	221	0
	Future Allocation		329	95	27	65	39	21	17	65	15
Millwood	Existing (Estimate)	0.14	820	27	0	147	413	142	37	54	0
	Future Allocation		106	30	9	21	12	7	6	21	5
Rockford	Existing (Estimate)	0.09	195	0	0	62	85	25	7	16	0
	Future Allocation		68	20	6	13	8	4	4	13	3
Spangle	Existing (Estimate)	0.02	127	6	0	42	56	12	3	8	0
	Future Allocation		15	4	1	3	2	1	1	3	1
Spokane	Existing (Estimate)	29.74	99,938	3,534	937	19,479	47,090	11,873	7,118	9,907	1,134
	Future Allocation		22,359	6,452	1,851	4,413	2,631	1,418	1,170	4,424	983
Spokane Valley	Existing (Estimate)	22.16	43,751	1,265	0	6,515	21,579	7,456	2,792	4,144	0
	Future Allocation		16,661	4,806	1,380	3,289	1,960	1,058	872	3,296	733
Waverly	Existing (Estimate)	0.02	55	6	0	37	6	0	2	4	0
	Future Allocation		15	4	1	3	2	1	1	3	1



**Appendix B:  
Assembled Affordability by SubArea from  
Public Market Data Sources**

*Appendix to Accommodating Affordable Housing in the City of Spokane, 2025*

**Affordability Data by Subarea - Purchase Costs**

**Home Prices**

*from fanniemae mortgage calculator*

Source: Zillow	Subarea	Median Value	Mortgage		Bracket
			Payment	Income Required	
Balboa-South Indian Trail	\$424,754	\$3,635	\$145,400	120+%AMI	
Bemiss	\$280,200	\$2,398	\$95,920	80-100%AMI	
Browne's Addition	\$354,056	\$3,031	\$121,240	120+%AMI	
Chief Garry Park	\$268,467	\$2,298	\$91,920	80-100%AMI	
Cliff-Cannon	\$405,652	\$3,473	\$138,920	120+%AMI	
Comstock	\$448,209	\$3,836	\$153,440	120+%AMI	
East Central	\$307,951	\$2,636	\$105,440	80-100%AMI	
Emerson-Garfield	\$292,084	\$2,500	\$100,000	80-100%AMI	
Five Mile-Prairie	\$565,299	\$4,839	\$193,560	120+%AMI	
Hillyard	\$280,517	\$2,401	\$96,040	80-100%AMI	
Latah Valley	\$566,119	\$4,846	\$193,840	120+%AMI	
Lincoln Heights	\$391,469	\$3,351	\$134,040	120+%AMI	
Logan	\$303,672	\$2,599	\$103,960	80-100%AMI	
Manito-Cannon Hill	\$535,315	\$4,582	\$183,280	120+%AMI	
Minnehaha	\$314,370	\$2,690	\$107,600	80-100%AMI	
Moran Prairie	\$494,428	\$4,232	\$169,280	120+%AMI	
Nevada-Lidgerwood	\$299,131	\$2,560	\$102,400	80-100%AMI	
North Hill	\$310,829	\$2,661	\$106,440	80-100%AMI	
North Indian Trail	\$496,470	\$4,249	\$169,960	120+%AMI	
Northwest	\$346,592	\$2,966	\$118,640	120+%AMI	
Peaceful Valley	\$329,062	\$2,817	\$112,680	120+%AMI	
Riverside	\$400,099	\$3,424	\$136,960	120+%AMI	
Rockwood	\$619,562	\$5,303	\$212,120	120+%AMI	
Thorpe-Westwood	\$442,224	\$3,785	\$151,400	120+%AMI	
West Central	\$299,526	\$2,563	\$102,520	80-100%AMI	
West Hills	\$405,951	\$3,475	\$139,000	120+%AMI	
Whitman	\$280,856	\$2,404	\$96,160	80-100%AMI	

**Home Prices**

*from fanniemae mortgage calculator*

Source: Redfin	Subarea	Median Value	Mortgage		Bracket
			Payment	Income Required	
Balboa-South Indian Trail	\$382,450	\$3,274	\$130,960	120+%AMI	
Bemiss	\$295,750	\$2,532	\$101,280	80-100%AMI	
Browne's Addition	\$310,000	\$2,654	\$106,160	80-100%AMI	
Chief Garry Park	\$296,956	\$2,542	\$101,680	80-100%AMI	
Cliff-Cannon	\$430,000	\$3,681	\$147,240	120+%AMI	
Comstock	\$435,475	\$3,728	\$149,120	120+%AMI	
East Central	\$300,000	\$2,568	\$102,720	80-100%AMI	
Emerson-Garfield	\$302,500	\$2,589	\$103,560	80-100%AMI	
Five Mile-Prairie	\$565,530	\$4,841	\$193,640	120+%AMI	
Grandview Thorpe	\$463,000	\$3,962	\$158,480	120+%AMI	
Hillyard	\$285,000	\$2,439	\$97,560	80-100%AMI	
Latah Valley	\$574,950	\$4,921	\$196,840	120+%AMI	
Lincoln Heights	\$403,000	\$3,449	\$137,960	120+%AMI	
Logan	\$318,000	\$2,722	\$108,880	120+%AMI	
Manito-Cannon Hill	\$540,000	\$4,622	\$184,880	120+%AMI	
Minnehaha	\$330,000	\$2,825	\$113,000	120+%AMI	
Moran Prairie	\$634,656	\$5,432	\$217,280	120+%AMI	
Nevada-Lidgerwood	\$302,000	\$2,585	\$103,400	80-100%AMI	
North Hill	\$305,000	\$2,611	\$104,440	80-100%AMI	
North Side	\$335,000	\$2,868	\$114,720	120+%AMI	
Northwest Spokane	\$340,000	\$2,910	\$116,400	120+%AMI	
Peaceful Valley	\$310,000	\$2,654	\$106,160	80-100%AMI	
Riverside	\$460,000	\$3,937	\$157,480	120+%AMI	
Rockwood	\$635,000	\$5,435	\$217,400	120+%AMI	
West Central	\$280,500	\$2,400	\$96,000	80-100%AMI	
West Hills	\$415,000	\$3,552	\$142,080	120+%AMI	
Whitman	\$291,000	\$2,491	\$99,640	80-100%AMI	

NOTE: The subareas above do not necessarily correspond to Spokane Neighborhood Council boundaries.

**Affordability Data by Subarea - Rental Costs**

**Rental Costs**

**Source: RentCafe**

Subarea	Average Rent (May 2025)	Income Required	Bracket
Balboa - South Indian Trail	\$1,330	\$53,200	0-80%AMI
Bemiss	\$1,442	\$57,680	0-80%AMI
Browne's Addition	\$1,546	\$61,840	0-80%AMI
Chief Garry Park	\$1,426	\$57,040	0-80%AMI
Cliff - Cannon	\$1,441	\$57,640	0-80%AMI
Comstock	\$1,373	\$54,920	0-80%AMI
East Central Spokane	\$1,345	\$53,800	0-80%AMI
Emerson - Garfield	\$1,521	\$60,840	0-80%AMI
Five Mile Prairie	\$1,328	\$53,120	0-80%AMI
Grandview - Thorpe	\$1,540	\$61,600	0-80%AMI
Hillyard	\$1,366	\$54,640	0-80%AMI
Latah Valley	\$1,467	\$58,680	0-80%AMI
Lincoln Heights	\$1,149	\$45,960	0-80%AMI
Logan	\$2,009	\$80,360	80-120%AMI
Manito - Cannon Hill	\$1,139	\$45,560	0-80%AMI
Minnehaha	\$1,366	\$54,640	0-80%AMI
Moran Prairie	\$1,329	\$53,160	0-80%AMI
Nevada - Lidgerwood	\$1,237	\$49,480	0-80%AMI
North Hill	\$1,072	\$42,880	0-80%AMI
North Indian Trail	\$1,759	\$70,360	80-120%AMI
Northwest Spokane	\$1,382	\$55,280	0-80%AMI
Peaceful Valley	\$1,546	\$61,840	0-80%AMI
Riverside	\$1,466	\$58,640	0-80%AMI
Rockwood	\$1,139	\$45,560	0-80%AMI
Southgate	\$1,529	\$61,160	0-80%AMI
West Central Spokane	\$1,546	\$61,840	0-80%AMI
West Hills	\$1,425	\$57,000	0-80%AMI
West Meadows	\$1,277	\$51,080	0-80%AMI
Whitman	\$1,335	\$53,400	0-80%AMI

**Rental Costs**

**Source: Apartments.com**

Subarea	Average Rent (May 2025)	Income Required	Bracket
Bemiss	\$1,202	\$48,080	0-80%AMI
Chief Garry Park	\$1,555	\$62,200	0-80%AMI
City Center	\$1,460	\$58,400	0-80%AMI
Cliff Cannon	\$1,359	\$54,360	0-80%AMI
Comstock	\$1,330	\$53,200	0-80%AMI
Dartford	\$1,394	\$55,760	0-80%AMI
Downtown	\$1,410	\$56,400	0-80%AMI
Emerson Garfield	\$1,374	\$54,960	0-80%AMI
Lincoln Heights	\$1,127	\$45,080	0-80%AMI
Logan	\$1,360	\$54,400	0-80%AMI
Moran Prairie	\$1,380	\$55,200	0-80%AMI
Nevada Lidgerwood	\$1,202	\$48,080	0-80%AMI
North Spokane	\$1,311	\$52,440	0-80%AMI
Palisades Park	\$1,282	\$51,280	0-80%AMI
Rockwood	\$1,157	\$46,280	0-80%AMI
South Spokane	\$1,265	\$50,600	0-80%AMI
Town and Country	\$1,369	\$54,760	0-80%AMI
U-District	\$1,659	\$66,360	80-120%AMI
West Central	\$1,326	\$53,040	0-80%AMI
West Spokane	\$1,274	\$50,960	0-80%AMI

NOTE: The subareas above do not necessarily correspond to Spokane Neighborhood Council boundaries.



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CITY OF SPOKANE CLIMATE RESILIENCE & SUSTAINABILITY BOARD  
RESOLUTION RECOMMENDING SUPPORT OF THE CLIMATE POLICY  
INTEGRATION DOCUMENT IN THE 2026 PERIODIC UPDATE

Resolution to the City of Spokane Plan Commission to include Climate Policy Integration in the 2026 periodic update of the City of Spokane Comprehensive Plan.

WHEREAS, the Climate Resilience and Sustainability Board (CRSB) spent 2025 working with staff and consultants to evaluate and develop goals and policies to integrate climate planning into the Comprehensive Plan as part of the PlanSpokane 2046 Periodic Update, and;

WHEREAS, the City of Spokane has developed climate planning under HB 1181 to enhance community resilience, reduce greenhouse gas emissions, and prioritize environmental justice to avoid worsening environmental health disparities, which has been supported by a Washington Department of Commerce climate planning grant which is funded from Washington’s Climate Commitment Act, and;

WHEREAS the CRSB serves as the Climate Policy Advisory Team for the climate planning element within the City of Spokane’s Comprehensive Plan and its members have evaluated and reviewed the draft climate policy integration document; and

WHEREAS, the CRSB held a hearing on whether to recommend approval of the Climate Policy Integration document to the City of Spokane Plan Commission on February 12, 2026; and

WHEREAS, during the public hearing the CRSB received comment from Kirsten Angell and deliberated over including an additional recommendation for consideration by the Plan Commission to amend NE 11.4 Forest Inventory Database as follows:

“Create and maintain an inventory of existing and potential natural lands and fish and wildlife habitat, evaluated for their ecological and climate resilience values, using Best Available Science. A Natural Area and Habitat Connectivity Network database in the city’s geographic Information System would disseminate the information for decision makers and the public in a usable, interactive format.”

WHEREAS, the CRSB, by a vote of 12 Ayes 0 Nays recommends the following:

NOW, THEREFORE --- it is hereby resolved by the Spokane Climate Resilience & Sustainability Board to

1. Recommend to the City of Spokane Plan Commission inclusion of the final climate policies listed in the February 12, 2026 memorandum titled "CRSB Draft Final Climate Policies" in the 2026 periodic update of the City of Spokane Comprehensive Plan.
2. Further recommend to the City of Spokane Plan Commission consideration of amended language of NE 11.4 Forest Inventory Database, as outlined above.
3. Authorize the Chair prepare and sign on the Board's behalf a written decision consistent with CRSB Rule 6.5 and attached as Attachment A.

ADOPTED by the Spokane Climate Resilience & Sustainability Board by a vote of 12 Ayes & 0 Nays on this 12<sup>th</sup> day of February, 2026.



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Brian G. Henning, CRSB Chair

Approved as to form:

*Michael J. Piccolo*

Michael J. Piccolo (Feb 19, 2026 14:40:40 PST)

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City Attorney

**CITY OF SPOKANE CLIMATE RESILIENCE AND SUSTAINABILITY BOARD  
FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS  
ON CLIMATE POLICIES RECOMMENDATIONS FOR THE PLAN SPOKANE 2046  
COMPREHENSIVE PLAN PERIODIC UPDATE**

A recommendation of the City of Spokane Climate Resilience and Sustainability Board to the Spokane Plan Commission for integration of climate policies within the PlanSpokane 2046 periodic update consistent with state laws.

**FINDINGS OF FACT:**

- A. The City of Spokane (City) is required to amend and adopt a Comprehensive Plan that complies with the requirements of the Growth Management Act (GMA) under RCW 36.70A.040.
- B. The City is undertaking a periodic update to the Comprehensive Plan, which is the guiding document for future growth and includes actions by the City, due at the end of 2026. PlanSpokane 2046 will identify policies and future regulations to direct the next 20 years of growth for the City.
- C. In 2023, the Washington State Legislature passed HB1181 which added a climate goal to the GMA under RCW 36.70.70A and requires local comprehensive plans to have a climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and enhance resiliency to and avoid the adverse impacts of climate change, to include efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.
- D. The Washington State Department of Commerce (WA Commerce) published the Climate Element Planning Guidance to help counties and cities planning under the state's GMA develop the comprehensive plan climate element with goals and policies that align with the requirements outlined in RCW 36.070.70A.
- E. City Council adopted Resolution 2024-0038 to initiate climate planning consistent with the requirements of HB 1181 under the comprehensive plan periodic update.
- F. During the 2023-2025 state biennium, WA Commerce made available through the Washington Climate Commitment Act (CCA) approximately \$30 million in statewide grants to help counties and cities prepare for the impacts of climate change through 2029. The City was allocated \$700,000.
- G. For the 2023-2025 biennium, City Council accepted \$420,000 of the allocation (OPR 2024-0142) for Phase 1 of climate planning, which focused on early community engagement, climate impacts analysis, policy gap analysis, and the development of a climate risk and vulnerability assessment with a focus on equity and climate justice.
- H. For the 2025-2027 biennium, City Council accepted the remainder \$280,000 of the allocation (OPR 2025-0500) for Phase 2 of climate planning, which focused on ongoing community engagement, policy development and prioritization, environmental justice review, and integration into the PlanSpokane 2046 periodic update.

## Findings of Fact, Conclusion, and Recommendation

- I. In 2024, the Spokane City Council created the Climate Resilience and Sustainability Board (CRSB) by Ordinance C36557 to provide advice and recommendations to the Mayor, City Council, and community on the actions necessary to achieve the community's sustainability and climate goals consistent with the City's Comprehensive Plan, Sustainability Action Plan, environmental stewardship policies of the City as adopted by the City Council, and within the requirements and parameters set forth in state law.
- J. The CRSB serves as the Climate Policy Advisory Team in alignment with Commerce's guidance to assess climate-related hazards and local emissions, consider public input, and provide goal and policy recommendations.
- K. Outreach and public communication began in 2024 and continued throughout 2025 and into 2026 with online and in-person methods, a project website, community surveys, in-person and virtual workshops, in-person and virtual focus groups, email updates, and online information sharing through story maps, blog posts, social media, and regular project updates. Key engagement activities reached over 3,300 Spokane residents.
- L. The Tribal Engagement Workgroup (TEW) was launched to ensure that Indigenous voices and knowledge systems were included climate planning and to inform the City's 2026 Comprehensive Plan.
- M. The Climate Technical Advisory Committee (CTAC) was formed as an interdisciplinary committee of City divisions and departments to gather input and feedback throughout the process on priorities, related work, and ideas to inform and shape the climate policies.
- N. The draft final climate policies were developed, amended, and refined by the CRSB, CTAC, TEW, and community engagement between August 2025 and January 2026.
- O. The CRSB and Spokane Plan Commission hosted two joint special meetings to discuss climate planning and integration into the Comprehensive Plan in October 2025 and January 2026.
- P. The Draft Final Climate Policy Memo (Memo) provided on February 12, 2026 includes revisions to and documentation of the draft final policies discussed at the joint meeting on January 28, 2026. The Memo provides the draft policies for consideration by the CRSB at the scheduled hearing on February 12, 2026.
- Q. The draft final climate policies outlined in the February 12, 2026 Memo and corresponding policy list include 97 policies aligned with the 11 climate sectors outlined by the WA Commerce: Agriculture & Food Systems; Built Environment & Energy; Cultural Resources & Practices; Economic Development; Emergency Management; Health & Well-being; Ecosystems; Transportation; Waste Management; Water Resources; Zoning.
- R. On February 12, 2026, the CRSB held a public hearing on the Draft Final Climate Policies Memo, including taking of verbal testimony, and closed the public record on that date.
- S. Public comment, as well as agency and department comments, received prior to the February 12, 2026 CRSB public hearing were included for consideration. On February 12, 2026, the CRSB conducted its deliberations on this Memo and voted 12-0 to recommend to the Spokane Plan Commission the following:

## Findings of Fact, Conclusion, and Recommendation

1. Recommend to the Spokane Plan Commission inclusion of the final climate policies listed in the February 12, 2026 memorandum titled “CRSB Draft Final Climate Policies” in the 2026 periodic update of the City of Spokane Comprehensive Plan.
- T. During deliberations by the CRSB, recommendations were further made by vote on the following additional request.
1. Adopt the Draft Final Climate Policy List with an additional amendment to add point three to the draft Resolution in the packet to further recommend to the Plan Commission to modify or supplement NE 11.4 to include the considerations in the public comment received from Spokane Urban Nature (SUN) as attached (attached as page 3 in the minutes).
- U. Except as otherwise indicated herein, the CRSB recommends the final climate policies to the Plan Commission with above referenced amendment to NE 11.4.

### **CONCLUSIONS:**

Based upon review of the Packet materials, staff analysis and CRSB Draft Final Climate Policies, which is incorporated into these findings, conclusions and recommendation, agency and public comments received, and public testimony provided, the CRSB makes the following conclusions for Climate Policy Integration in the 2026 periodic update of the City of Spokane Comprehensive Plan.

1. The Draft Final Climate Policies, as contained in the CRSB Draft Final Climate Policies Memo are consistent with state law requirements, are designed to enhance community resilience, reduce greenhouse gas emissions, and prioritize environmental justice to avoid worsening environmental health disparities.
2. The CRSB, as the Climate Policy Advisory Team for the climate planning element within the City of Spokane’s Comprehensive Plan, evaluated and reviewed the draft climate policies and recommends to the Spokane Plan Commission integration of the Final Climate Policies in the 2026 Periodic update.

### **RECOMMENDATION:**

The CRSB recommends the Spokane Plan Commission include the final climate policies listed in the February 12, 2026 memorandum titled “CRSB Draft Final Climate Policies” in the 2026 periodic update of the City of Spokane Comprehensive Plan on a vote of 12-0.

The CRSB further recommends the Spokane Plan Commission consider the written comment received from Kirsten Angell and attached to these findings and the hearing minutes. Specifically the recommendation for consideration of amended language to NE 11.4 which calls for a “Forest Inventory Database” in the Ecosystem section of the Climate Resilience Policy:

“Create and maintain an inventory of existing and potential natural lands and fish and wildlife habitat, evaluated for their ecological and climate resilience values, using Best Available Science. A Natural Area and Habitat Connectivity Network database in the city’s geographic Information System would disseminate the information for decision makers and the public in a usable, interactive format.”

Findings of Fact, Conclusion, and Recommendation

These Findings and Conclusions are prepared and signed pursuant to CRSB Rule 6.5 and approved by a vote of 12 to 0 by the CRSB on the 12th day of February, 2026.



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**Brian G. Henning, Chair**  
**Climate Resilience and Sustainability Board**

Date: Feb 20, 2026

Kirsten Angell, here to represent myself, as well as Spokane Urban Nature (SUN). My goal today is to be helpful. I am deeply grateful for the work of this Board.

Language for identifying and protecting interconnected natural areas and systems is in this document, thankfully. But, if our city doesn't have data about these areas and systems, collected and accessible, or a rubric for the assessment of ecological values, which goes above and beyond habitat connectivity to include human health and flood mitigation, waste water filtration, etc., it will be much more difficult to protect the ecological services and cultural riches we currently enjoy or could potentially establish.

If we have suggested language that creates a database for identifying our urban canopy, as the language states in NE 11.4, which calls for a "Forest Inventory Database," why wouldn't we also prioritize the gathering of data highlighting our city's existing and potential habitat connectivity? We need to be careful with places that are undervalued simply because we have no rubric, yet, to define and highlight their value (ecological + cultural value = resilience). This additional database and evaluation criteria would get us one step closer to our city's capacity to "identify" these areas of significant ecological and cultural value.

So, suggested new language in the Ecosystem section of Climate Resilience Policy could read:

"Create and maintain an inventory of existing and potential natural lands and fish and wildlife habitat, evaluated for their ecological and climate resilience values, using Best Available Science. A Natural Area and Habitat Connectivity Network database in the city's Geographic Information System would disseminate the information for decision makers and the public in a usable, interactive format."

This suggestion is highly compatible with other language used in the updated climate resilience policies. For example, in the Land Use section updates, Policy 2-4 specifically states, "Protect, restore, acquire and maintain urban forests, critical areas, shorelines and open spaces as interconnected natural systems that provide flood protection, heat reduction and carbon sequestration benefits." You will also find compatibility in the suggested policy updates for Health and Wellness and in existing chapters, NE 13 and NE 7, Connectivity and Natural Land Form.

To conclude, we encourage you to go a step further and create language that supports a clear pathway for collecting and evaluating important habitat and connectivity data so that the other goals and policies towards building climate resilience in our community will be more likely to be implemented. Without data, and a solid evaluation rubric, changes to policy are much more difficult to support. As a guiding document, this language addresses climate resilience and would be an important addition to our CP.

Policies that meet the Climate GMA requirements  
Supportive policies

Unique ID	Policy	Sector
MCPA_0055	Establish and maintain publicly accessible community gardens on city property, as appropriate, in partnership with local organizations to support traditional Indigenous food gardens and culturally specific growing practices as well as to increase access to local and culturally diverse food for all residents.	Agriculture & Food Systems
MCPA_0054	Incentivize rooftop and ground-level gardens, community composting, and food forest projects within new and existing development to strengthen local food security and access to nature, prioritizing access for renters, residents without private yards, and overburdened communities.	Agriculture & Food Systems
MCPA_0021	Support farmers’ or public markets, fruit and vegetable stands, food production services, small-scale farms, and other avenues for local food production and access such as with simpler permitting processes or financial incentives, as a means of local food security and diversity in business opportunities.	Agriculture & Food Systems
MCPA_0058	Support culturally relevant programs and partnerships that offer educational resources for healthy cooking, community gardening, mental and physical health, and other skills related to community health and resiliency.	Agriculture & Food Systems
MCPA_0019	Incentivize and enable uses that provide healthy, affordable, and locally produced food in parts of the city with limited food access, including by amending land use and zoning designations, as well as updating code requirements.	Agriculture & Food Systems
MCPA_0057	Identify and designate areas that are suited for ongoing agricultural production, while also permitting smaller-scale urban agricultural uses such as community gardens, home gardens, and small livestock throughout the city, recognizing urban agriculture as a community and economic asset that supports food security, local resiliency, and public health.	Agriculture & Food Systems
MCPA_0059	Partner with food banks, farmers’ markets, and other organizations to provide resources, services, and information to improve food access.	Agriculture & Food Systems
MCPA_0053	Encourage the use of alternative and emerging agricultural tools and practices that support regional resiliency to climate change, such as hydroponics and regenerative farming.	Agriculture & Food Systems

Unique ID	Policy	Sector
MCPA_0066	Partner with energy providers, other regional partners, and state regulators to offer incentives or rebates for property owners who make energy-efficient improvements, such as heating, ventilating, air conditioning and refrigerating installations, operations, and maintenance, on the condition that cost savings are shared with tenants.	Buildings & Energy
MCPA_0065	Implement and support building and energy codes and policies amendments that reduce energy and fossil fuel use, and air quality impacts for existing and new residential, commercial, industrial, and other buildings in a manner that equitably considers energy transition cost and benefits for overburdened communities.	Buildings & Energy
MCPA_0069	Encourage the development of heat mitigating roofs and other passive cooling site and building features by exploring code updates and incentives in Downtown and other high intensity areas of the city to reduce energy use and improve resilience.	Buildings & Energy
MCPA_0070	Expand renewable energy production and storage opportunities through code updates and incentives.	Buildings & Energy
MCPA_0068	Regularly monitor progress and update interim targets for the City's net zero greenhouse gas emissions goal as set in municipal code.	Buildings & Energy
MCPA_0067	Preserve and expand renewable energy sources and reduce energy use, air quality impacts, refrigerant emissions, and potable water consumption in City buildings and operations.	Buildings & Energy
MCPA_0062	Protect, enhance, and restore ecosystems in order to support Tribal rights and conserve culturally important consumptive and non-consumptive resources including foods, medicinal plants, and materials that could be adversely impacted by climate change.	Cultural Resources & Practices
MCPA_0061	Protect and enhance sacred areas and cultural sites within the growing urban setting through collaboration with local Tribes, historians, organizations, and residents to identify features to be protected.	Cultural Resources & Practices
MCPA_0063	Protect significant historic and cultural sites prone to floods or other hazards worsened by climate change.	Cultural Resources & Practices
MCPA_0009	Provide a range of financial and regulatory incentives to encourage the reuse, renovation, and preservation of historic structures while disincentivizing demolition.	Cultural Resources & Practices

Unique ID	Policy	Sector
MCPA_0073	Collaborate with colleges, schools, technical programs, labor organizations, and other agencies to encourage the development of an environmentally focused jobs pipeline that benefits overburdened communities and supports a circular economy.	Economic Development
MCPA_0075	Incentivize brownfield redevelopment projects that incorporate resilient and sustainable features through City investments and technical assistance, particularly in overburdened communities.	Economic Development
MCPA_0076	Support the long-term usability of commercial buildings in economically disadvantaged areas through targeted investments and incentives such as technical assistance, grants, or loans for revitalization of facades and storefronts, security and accessibility improvements, and other renovations.	Economic Development
MCPA_0074	Support, incentivize, and encourage purchasing from businesses that primarily employ local people, use local materials ,and produce and sell their products and/or services locally to preserve existing businesses and reduce Vehicle Miles Travelled and Greenhouse Gases.	Economic Development
MCPA_0080	Collaborate with Tribal partners to leverage traditional ecological management strategies for natural areas.	Ecosystems
MCPA_0156	Identify, purchase, preserve, restore, and maintain existing and potential links between wildlife habitats, seeking to form a network of wildlife habitats while partnering with regional, community, and state agencies and programs.	Ecosystems
MCPA_0146	Establish and support programs, codes, and standards that support the long-term health and maintenance of the urban canopy on public and private lands, including public awareness campaigns, incentives, and funding opportunities, prioritizing areas with high heat risk and overburdened communities.	Ecosystems
MCPA_0083	Implement programs, codes, and standards that increase aquatic and upland habitat resilience by protecting water quality, increasing water residence time in streams, implementing natural landscaping to slow, filter, and store stormwater, conserving water, protecting groundwater, and keeping waters cool.	Ecosystems
MCPA_0149	Provide educational resources and volunteer opportunities for environmental stewardship on City-owned property, including with clean-up events for trails, parks, and swales, and the planting of street and park trees.	Ecosystems

Unique ID	Policy	Sector
MCPA_0093	Develop resilience hubs — community-serving facilities that are designed to support residents, coordinate communication, distribute resources, and reduce carbon pollution while enhancing quality of life — throughout the city, prioritizing investments in areas with vulnerable and overburdened communities.	Emergency Management
MCPA_0095	Collaborate with Tribes and Native organizations to facilitate and identify places where Tribal members and Indigenous people can interact before, during, and after emergencies that serve as clean air and cooling centers, charging stations, and evacuation centers.	Emergency Management
MCPA_0086	Work with Tribes and Native organizations to identify evacuation routes and tailored emergency management strategies addressing wildfire, flooding, and other extreme events.	Emergency Management
MCPA_0091	Develop a comprehensive, communitywide wildfire resilience strategy that improves emergency response capabilities, promotes a fire-adapted community, and fosters short- and long-term wildfire recovery, while building community awareness of the strategy.	Emergency Management
MCPA_0092	Provide residents living in Wildland-Urban Interface (WUI) areas information about fire prevention and Firewise best practices while applying WUI best practices to new development through building code, ventilation, and landscaping provisions.	Emergency Management
MCPA_0148	Work with community-based organizations to identify, update, and maintain emergency evacuation routes, locations, and strategies, focusing on neighborhood and block-level plans tailored to the meet the needs of the most vulnerable residents.	Emergency Management
MCPA_0088	Engage with community members and organizations to provide resources that help residents plan and practice actions that make evacuation quicker and safer.	Emergency Management
MCPA_0150	Ensure timely emergency notifications for wildfire, smoke, flooding, and other extreme events that provide both digital and non-digital outreach materials in multiple languages.	Emergency Management
MCPA_0089	Ensure redundancy in emergency routes accessible by multiple transportation modes including vehicular, non-motorized routes, and transit services to reduce transportation barriers to effective evacuation under different climate hazard scenarios.	Emergency Management

Unique ID	Policy	Sector
MCPA_0101	Support Tribes and Native organizations in strengthening community connectedness and social and economic vitality to help communities improve their economic prosperity and resilience to climate impacts, such as by prioritizing funding for Native-led centers that host multi-generational knowledge sharing, recreation, and health and wellness services.	Health & Well-being
MCPA_0100	Foster stronger community connectedness and economic vitality that helps improve economic prosperity and community resilience to climate impacts, such as through equitable investments in libraries, parks, recreation programs, urban green space and ventilation corridors, multimodal connections and other such areas, prioritizing overburdened and vulnerable communities.	Health & Well-being
MCPA_0096	Allocate resources to help all community members, including low-income residents, in remaining in their homes during extreme climate events, including extreme heat and wildfire smoke, through infrastructure and services such as the installation of cooling devices or high-quality portable air cleaners, utility bill assistance, or community and Tribal partner collaborations and educational opportunities.	Health & Well-being
MCPA_0139	Equitably expand the City's programming and park maintenance and preservation activities to increase amenities that address comfort and protection from extreme weather such as shade and drinking fountains and improve safety, education, and community resources at parks, prioritizing investments in the most vulnerable parts of Spokane.	Health & Well-being
MCPA_0103	Provide all residents with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience to promote environmental justice and support physical and mental health and well-being.	Health & Well-being
MCPA_0098	Develop and implement an urban heat resilience strategy that includes land use, urban design, urban greening, and waste heat reduction actions that benefit overburdened communities.	Health & Well-being
MCPA_0102	Allocate resources at a consistent and meaningful level for programs and events focused on Spokane's youth (18 and under) and their specific needs for social and emotional health, and cultural belonging.	Health & Well-being
MCPA_0111	Apply resilience-focused development standards in high-risk zones, including the wildland-urban interface (WUI) and flood-prone areas.	Zoning & Development

Unique ID	Policy	Sector
MCPA_0113	Protect, restore, acquire, and maintain urban agricultural lands, urban forests, critical areas, shorelines, habitats, and open spaces as interconnected natural systems that provide flood protection, heat reduction, and carbon sequestration benefits, including through codes, capital investments, and regional partnerships.	Zoning & Development
MCPA_0110	Incorporate climate hazard risk and environmental justice criteria and mitigation into land use and infrastructure planning before major land use plan or policy changes, or when siting, replacing, or relocating community assets, such as transportation, civic facilities, and parks.	Zoning & Development
MCPA_0157	Reduce impervious surfaces in the city, in areas of drainage concern mapped by the City, to address urban heat island mitigation, and promote groundwater recharge and infiltration.	Zoning & Development
MCPA_0107	Foster transit-oriented development and accessible neighborhoods by increasing intensity around multimodal transportation options in order to reduce VMT and GHG emissions and promote community resiliency.	Zoning & Development
MCPA_0106	Prioritize infill development, while expanding, protecting, and maintaining the City's tree canopy, through zoning regulations and permitting processes.	Zoning & Development
MCPA_0105	Plan for and accommodate diverse, affordable, and attainable housing types to meet demand while avoiding sprawl in order to decrease emissions and infrastructure costs and preserve open space.	Zoning & Development
MCPA_0147	Designate neighborhood- and regional-scale mixed-use areas on the Land Use Plan Map and provide a compatible mix of housing, commercial uses, and activities to focus growth, and support complete, walkable places.	Zoning & Development
MCPA_0151	Apply parking maximums and consider using parking pricing to discourage solo driving and encourage shifts to off-peak travel or other transportation modes.	Zoning & Development
MCPA_0152	Develop and administer parking policies that encourage shared parking, reduce excess parking, and reflect the high value of curb and street right-of-way.	Zoning & Development
MCPA_0125	Promote natural tree cover, built shade, and cooling infrastructure along new and existing sidewalks, streets, transit stops, and public spaces to enhance resilience to extreme heat, prioritizing urban heat islands and locations where populations susceptible to health impacts gather.	Transportation

Unique ID	Policy	Sector
MCPA_0116	Prioritize public transit expansion, frequency, capacity, reliability, and coordinated land use and transportation planning that improves service especially for transit-dependent populations and lower-income and overburdened neighborhoods.	Transportation
MCPA_0140	Alter traffic patterns and enhance neighborhood streets to provide a complete transportation network for all users in line with the Complete Streets Ordinance, ensuring equitable distribution of innovation, access, choice, and options, and freight and emergency access throughout the four seasons for people walking, biking, and rolling, transit riders, and people driving motor vehicles.	Transportation
MCPA_0117	Develop zero-emission vehicle infrastructure and incentives including E-bikes, prioritizing workplaces, lower-income residents, and renters.	Transportation
MCPA_0123	Design and site new and expanded roads, rail infrastructure, and water-crossing structures to minimize environmental impacts, protect public access, and incorporate climate-resilient features such as fish-friendly passage.	Transportation
MCPA_0124	Improve street connectivity and walkability, including sidewalks and street crossings, to support everyday mobility and access to potential evacuation routes.	Transportation
MCPA_0141	Enhance and maintain sidewalks, trails, and low traffic stress bicycle facilities to prioritize the safety of the most vulnerable road users traveling by foot, bicycle and other adaptive or assistive devices.	Transportation
MCPA_0122	Install updated stormwater controls on roadways when capital improvements are implemented and where surrounding development is less likely to contribute stormwater improvements.	Transportation
MCPA_0118	Maintain bicycle and pedestrian connectivity during construction of development or projects that block the right of way.	Transportation
MCPA_0119	Improve active transportation and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	Transportation
MCPA_0126	Support federal, state, and regional actions, and implement City actions that align with, direct, and model zero waste principles and state goals in partnership with the regional solid waste management system.	Waste Management

Unique ID	Policy	Sector
MCPA_0072	Support a circular economy that increases demand for reused and recycled materials, reduces demand for new raw materials and their embodied carbon emissions, and fosters community education and participation through regulations, incentives, and collaboration.	Waste Management
MCPA_0129	Encourage and expand home and commercial composting to increase waste reduction and diversion, reduce the generation and disposal of organic waste, and increase soil health.	Waste Management
MCPA_0127	Collaborate with regional and community partners to provide equitable outreach and engagement and clear and consistent messaging around waste reduction (including reuse and repair), recycling, and composting among homes and businesses.	Waste Management
MCPA_0128	Strengthen and expand programs that enable and incentivize reuse and recycling of construction, deconstruction, and demolition materials and waste and the incorporation of such materials into building and construction designs.	Waste Management
MCPA_0138	Encourage and support residents and businesses to optimally manage rainwater, water use, and stormwater on their properties such as through modeling practices on public properties, adopting codes and standards that enable and encourage rain gardens, drought tolerant plants, or permeable pavements.	Water Resources
MCPA_0134	Strengthen and implement a water conservation strategy that leads to decreases in household, commercial, industrial, and agricultural water use citywide, commensurate with the true available capacity of the City's water supply and effects of a changing climate, including expanded incentives for drought-tolerant, native plantings and the use of innovative incentive, communication, and education programs.	Water Resources
MCPA_0136	Develop, implement, and regularly review a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages in municipal code.	Water Resources
MCPA_0132	Manage water resources for all users sustainably through a "One Water" concept that manages all forms of water, including through retaining rainwater strategies, smart irrigation, stormwater management, preventative maintenance, water conservation, infiltration and groundwater recharge, plant selection, landscape management, utility rate structures, and other methods that respect water rights regulations while supporting a resilient and effective urban water system.	Water Resources

Unique ID	Policy	Sector
MCPA_0135	Set and regularly monitor progress for short- and long-term targets for water conservation goals set in municipal code.	Water Resources
MCPA_0133	Develop a program to allow municipal reclaimed water systems, where feasible considering water rights, and allow onsite non-potable water systems to reduce water demand in private-sector commercial and residential buildings.	Water Resources










# CRSB Resolution and Findings of Fact

Final Audit Report

2026-02-21

Created:	2026-02-19
By:	Emily King (eking@spokanecity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAArVVKRsrJ7cNPTQKYIbVDSiEt92Qeo1YK

## "CRSB Resolution and Findings of Fact" History

-  Document created by Emily King (eking@spokanecity.org)  
2026-02-19 - 10:37:49 PM GMT
-  Document emailed to mpiccolo@spokanecity.org for signature  
2026-02-19 - 10:38:49 PM GMT
-  Document emailed to Brian Henning (bhenning@spokanecity.org) for signature  
2026-02-19 - 10:38:49 PM GMT
-  Email viewed by mpiccolo@spokanecity.org  
2026-02-19 - 10:39:39 PM GMT
-  Signer mpiccolo@spokanecity.org entered name at signing as Michael J. Piccolo  
2026-02-19 - 10:40:38 PM GMT
-  Document e-signed by Michael J. Piccolo (mpiccolo@spokanecity.org)  
Signature Date: 2026-02-19 - 10:40:40 PM GMT - Time Source: server
-  Email viewed by Brian Henning (bhenning@spokanecity.org)  
2026-02-21 - 3:18:11 AM GMT
-  Document e-signed by Brian Henning (bhenning@spokanecity.org)  
Signature Date: 2026-02-21 - 3:22:08 AM GMT - Time Source: server
-  Agreement completed.  
2026-02-21 - 3:22:08 AM GMT