

**Spokane City Plan Commission  
Findings of Fact, Conclusions, and Recommendations  
Proposed West Plains Subarea Transportation Plan**

**A recommendation by the Spokane Plan Commission to accept The West Plains Transportation Subarea Plan.**

**Findings of Fact:**

**A.** The Washington State Legislature passed the Growth Management Act (GMA) in 1990, requiring among other things, the development of a Comprehensive Plan (RCW 36.70A).

**B.** The City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act.

**C.** The City of Spokane, the City of Airway Heights, Spokane County, Spokane International Airport, Fairchild Air Force Base, the Eastern Region of the Washington State Department of Transportation, the Spokane Regional Transportation Council and other partners have engaged in collaborative planning in order to coordinate the orderly provision of adequate transportation facilities for anticipated and desired development in the West Plains subarea of Spokane County. This effort has resulted in the West Plains Transportation Subarea Plan (the Plan) that is intended to be incorporated into subsequent updates of partner agencies respective comprehensive plan, master plan and improvement plan updates.

**D.** Under the Interlocal Agreement Act (RCW 39.34) public agencies may contract with other public agencies via interlocal agreements that enable cooperation among governments to perform governmental activities and deliver public services. An interlocal agreement to formally recognize the Plan and identify the collaborative next steps for implementation of the Plan is proposed for adoption by the City of Spokane, the City of Airway Heights and Spokane County.

**E.** City of Spokane Comprehensive Plan, Land Use Chapter, Policy LU 1.12 Public Facilities and Services states: *Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.* Policy LU 4.1 Land Use and Transportation states: *Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the transportation chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.* Policy LU 7.4 Sub-Area Planning Framework states: *Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively.* Additionally, Policy LU 8.2 Urban Growth Area states: *Plan with Spokane County for the unincorporated portions of the urban growth area.*

**F.** City of Spokane Comprehensive Plan, Transportation Chapter, Policy TR 2.10 Pedestrian and Bicycle Linkages across Barriers states: *Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.* Policy TR 4.4 Arterial Location and Design states: *Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass.* Policy TR 4.8 Freight and Commercial Goods states: *Accommodate moving freight and commercial goods in ways that are safe, cost efficient, energy efficient, and environmentally friendly.* Policy TR 3.1 Transportation and Development Patterns states: *Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.* Policy TR 7.1 Character and Pride states: *Create transportation improvements that promote Spokane's character, enhance the character of its neighborhoods, and foster community pride.* Finally, Policy TR 8.2 Efficient Regional Transportation states: *Coordinate with SRTC to ensure efficient, multimode transportation of people and goods between communities regionally.*

**G.** The Spokane City Plan Commission held a workshop to study the proposed projects and design concepts on February 26, 2014.

**H.** Stakeholder interviews and meetings with staff from stakeholder agencies were held early in the planning process to determine the current conditions and future needs of the area. The City of Spokane and its partners conducted two public workshops, and one public open house, to elicit community feedback and provide guidance on the draft plans. The public was kept informed about and provided input and feedback on planning efforts through regular updates to the project website, notices in the Cheney Free Press and the Spokesmen Review, email notices, two online surveys, Facebook page updates, postcards mailed to property residents, owners and taxpayers of record, and communication with the West Plains Chamber of Commerce.

**I.** Throughout this planning process, the city held technical advisory committee (TAC) meetings to draw on the professional expertise of staff from partner agencies. The TAC met seven times over the course of the planning process.

**J.** A State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance were released on March 12, 2014 for the Plan. The public comment period for the SEPA determination ended on March 28, 2014 at 4pm.

**K.** The City Plan Commission held a Public Hearing on March 26, 2014 to obtain public comments on the proposed amendments; deliberations followed.

**Conclusions:**

**A.** The Plan Commission has reviewed all public testimony received during the public hearings and has made changes to the draft documents during deliberations to address the testimony as considered appropriate.

**B.** The Plan Commission has reviewed the West Plains Transportation Subarea Plan and found it to be in conformance with the goals and policies of the City’s 2001 Comprehensive Plan.

**Recommendations:**

By a vote of \_\_\_ to \_\_\_, the Plan Commission accepts the proposed West Plains Transportation Subarea Plan, with changes as deliberated, and recommends its consideration in The Plan of Spokane, transportation chapter.

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**Dennis Dellwo, President  
Spokane Plan Commission  
March 26, 2014**