

**SPOKANE CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND
RECOMMENDATION ON THE PROPOSED COMPREHENSIVE PLAN TEXT
AMENDMENT FOR REVISIONS TO MAP TR 2 AND
CHAPTER 4 TRANSPORTATION - MASTER BIKE PLAN - FILE NO. Z1500003COMP**

A recommendation from the City Plan Commission to the City Council to approve proposed Comprehensive Plan Amendments to revise the text of Chapter 4 Transportation and the Master Bike 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.** Spokane Municipal Code (SMC), Title 17G, Administration and Procedures, chapter 17G.020 Comprehensive Plan Amendment Procedure was used to prepare this proposed amendment to the Comprehensive Plan.
- D.** SMC chapter 17G.020 “Comprehensive Plan Amendment Procedure” identifies terms and conditions for Comprehensive Plan amendments. Under most circumstances, recommendations for amendments to the Comprehensive Plan may only take place on an annual basis.
- E.** SMC 17G.020.040 “Amendment Exceptions” outlines conditions under which the Comprehensive Plan may be amended more often than once a year. Provided that all of the amendment criteria have been met, the following type of amendment may be considered more frequently than once a year:
 - SMC 17G.020.040(D) Whenever an emergency exists. The plan commission will review a potential emergency situation, with advice from the city attorney’s office, to determine if the situation does, in fact, necessitate an emergency comprehensive plan amendment. Findings must demonstrate a need of neighborhood or community-wide significance, and not a personal emergency on the part of a particular applicant or property owner. Potential emergency situations may involve official, legal or administrative actions, such as those to immediately avoid an imminent danger to public health and safety, prevent imminent danger to public or private property, prevent an imminent threat of serious environmental degradation or address the absence of adequate and available public facilities or services.
- F.** The criteria for an emergency amendment require a demonstration of community-wide significance. The proposal addresses bicycling improvements throughout the city.
- G.** The criteria for an emergency amendment provide that one example of an emergency situation involves the absence of adequate and available public facilities or services. The proposal provides corrections to the outdated text and Planned Bikeway Network Map TR 2 of the Comprehensive Plan to include facilities that have been constructed since the Master Bike Plan’s adoption in 2009, some of which had not been designated in the Plan. In addition, the proposal would designate several bikeways considered as part of projects in the City’s 2015-2020 Six-Year Comprehensive Street Program and other contemplated projects where bicycle infrastructure is not adequate and available, either to provide safety for bicyclists or to encourage increased bicycling. Including these bikeways in the

Comprehensive Plan would ensure that Spokane is considered for potential federal or other funds allocated for bicycle improvements when the next opportunity becomes available. The proposal would therefore address an immediate absence of adequate and available public facilities and services by correcting insufficient information regarding constructed facilities and by assisting the completion of identified network gaps.

- H. City of Spokane Comprehensive Plan, Transportation Chapter, Goal TR 2, Transportation Options states: *Provide a variety of transportation options, including walking, bicycling, taking the bus, car pooling, and driving private automobiles, to ensure that all citizens have viable travel options and reduce dependency on automobiles.*
- I. City of Spokane Comprehensive Plan, Transportation Chapter, Goal TR 4, Efficient and Safe Mobility states: *Design and maintain Spokane's transportation system to have efficient and safe movement of people and goods within the city and region.*
- J. City of Spokane Comprehensive Plan, Transportation Chapter, Goal TR 5 Neighborhood Protection states: *Protect neighborhoods from the impacts of the transportation system, including the impacts of increased and faster moving traffic.*
- K. City of Spokane Comprehensive Plan, Transportation Chapter, Master Bike Plan Goal MBP 1 Citywide Bicycling Policies states: *Increase use of bicycling for all trip purposes and improve safety of bicyclists throughout Spokane.*
- L. City of Spokane Comprehensive Plan, Transportation Chapter, Master Bike Plan Policy MBP 1 Bikeway Network and Bicycle-friendly streets states: *Establish a bikeway network that serves all Spokane residents and neighborhoods and make Spokane's streets safe and convenient for bicycling while considering the current and future needs of all other modes of transportation.*
- M. City of Spokane Comprehensive Plan, Natural Environment Chapter, Policy NE 13.1 Walkway and Bicycle Path System states: *Identify, prioritize and connect places in the city with a walkway or bicycle path system.*
- N. City of Spokane Comprehensive Plan, Neighborhoods Chapter, Goal N 4 Traffic and Circulation states: *Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.*
- O. City of Spokane Comprehensive Plan, Neighborhoods Chapter, Goal N 5 Neighborhoods states: *Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.*
- P. The Spokane City Plan Commission held workshops to study the proposed amendment on December 17, 2014 and January 28, 2015.
- Q. Staff requested comments on the Environmental Checklist from City Departments and outside agencies on January 9, 2015. The comment period ended on January 23, 2015. No adverse comments were received from agencies or departments. Comments received from one agency and the chairs of two neighborhood councils suggested additional text for the amendment and inclusion of several bikeways identified in recently adopted neighborhood plans; these comments were provided to staff reviewing the LINK Spokane Transportation update for their consideration as part of that future update to Comprehensive Plan Chapter 4 Transportation.
- R. Notice of the proposed Comprehensive Plan Amendment application and State Environmental Policy Act (SEPA) review was sent to agencies, businesses, organizations and neighborhood councils on January 23, 2015. This initiated a 30-day minimum public

comment period. Notice was also published in the *The Spokesman Review* on January 24, 2015 and the *Official Gazette* of the City of Spokane on January 28, 2015 and February 4, 2015. Comments were provided by interested parties.

- S. On January 16, 2015, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed changes to the Spokane Comprehensive Plan. An acknowledgement letter from the Department of Commerce was received by the City on January 20, 2015.
- T. Staff presented the proposal to the Community Assembly on February 6, 2015. The Community Assembly voted unanimously to support the proposal.
- U. Announcement of the Plan Commission's February 25, 2015 hearing was published in *The Spokesman Review* on February 10, 2015 and February 17, 2015. Notice was also provided in the February 18, 2015 issue of the *Official Gazette*.
- V. A State Environmental Policy Act (SEPA) Determination of Non-Significance was issued on February 24, 2015 relating to this Comprehensive Plan Amendment.
- W. A Public Open House was held on February 17, 2015, in the Chase Gallery in the Lower Level of City Hall, to receive public feedback and respond to questions about the proposal.
- X. The proposal was presented at the Bicycle Advisory Board meeting on February 17, 2015. The Board voted unanimously to recommend approval of the proposed amendments to the Master Bike Plan with the stipulation that the very short multiuse path from Pettet Drive to TJ Meenach Bridge be built to a lesser slope according to ADA guidelines and appropriate signage, as well as the northwesterly extension of the Cincinatti Street Greenway north of North Foothills Drive to connect to the bikeway designated at Addison Street.
- Y. The City Plan Commission held a Public Hearing on February 25, 2015 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.
- B. The Plan Commission adopted the staff recommended findings for the decision criteria and review guidelines for Comprehensive Plan amendments, listed in SMC 17G.020.030.
- C. The Plan Commission concluded an emergency of community-wide concern exists that warrants the adoption of this amendment as an emergency amendment outside the City's annual comprehensive plan amendment process.
- D. The proposed amendments have been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Spokane Municipal Code Chapter 17G.020.

RECOMMENDATION:

By a vote of ___ to ___, the Plan Commission recommends to the City Council the approval of the proposed amendment to the Comprehensive Plan, with changes as deliberated.

**Dennis Dellwo, President
Spokane Plan Commission
February 25, 2015**

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