



## STAFF REPORT FOR FILE Z23-039COMP (APPENDIX D)

Department of Neighborhood and Planning Services

*The following staff report concerns a proposed amendment to the City's current Comprehensive Plan. The proposal is to amend the impact fee project list found within Appendix D. Amendments to the Comprehensive Plan are enabled by Spokane Municipal Code (SMC) 17G.020 and Revised Code of Washington (RCW) 36.70A.130.*

### I. PROPERTY SUMMARY

<b>Parcel(s):</b>	N/A – Various locations citywide
<b>Address(es):</b>	N/A – Various locations citywide
<b>Property Size:</b>	N/A
<b>Legal Description:</b>	Not applicable
<b>General Location:</b>	N/A – This proposal affects existing and future rights-of-way throughout the city.
<b>Current Use:</b>	N/A – This proposal affects existing and future rights-of-way throughout the city.

### II. APPLICANT SUMMARY

<b>Staff Contact:</b>	Tim Thompson, Planning Services Inga Note, Integrated Capital Management
<b>Applicant:</b>	City of Spokane
<b>Property Owner:</b>	City of Spokane

### III. PROPOSAL SUMMARY

<b>Current Land Use Designation:</b>	N/A – This proposal affects existing and future rights-of-way throughout the city.
<b>Proposed Land Use Designation:</b>	N/A
<b>Current Zoning:</b>	N/A – This proposal affects existing and future rights-of-way throughout the city.
<b>Proposed Zoning:</b>	N/A
<b>SEPA Status:</b>	An Addendum to existing environmental documents was issued on February 7, 2023. Existing Environmental Documents: EIS

	issued for City of Spokane Comprehensive Plan Final Environmental Impact Statement and Draft Comprehensive Plan and Draft Environmental Impact Statement an integrated GMA and SEPA Document 2000-2020, in 2001; as amended in 2006, and as additionally amended in 2017 for the City's 2017-2037 Comprehensive Plan Periodic Update (201700881). .
<b>Plan Commission Hearing Date:</b>	February 22, 2023
<b>Staff Contact:</b>	Tim Thompson, Principal Planner, <a href="mailto:tthompson@spokanecity.org">tthompson@spokanecity.org</a>
<b>Staff Recommendation:</b>	<b>Approve</b>

#### IV. BACKGROUND INFORMATION

1. **General Proposal Description:** Pursuant to the procedures established by SMC 17G.020, enabled by RCW 36.70A.130, this request is to amend the Capital Facilities Plan, specifically the transportation impact fee project list within Appendix D of the Comprehensive Plan. The original text can be found in Exhibit A. The proposed language can be found in Exhibit B.

The proposal seeks to update the transportation impact fee project list to coincide with an update to traffic impact fees within the identified area. The proposal is necessary for consistency within the transportation impact fee program as established in Chapter 17D.075 of the Spokane Municipal Code.

RCW 82.02 authorizes the use of impact fees to pay for public facilities necessary to serve new development. The purpose of the Transportation Impact Fee Program is to help fund necessary transportation capacity improvements reasonably related to the new development. The fees must be a proportionate share of the cost of the public facilities and be used for facilities that reasonably benefit the new development.

City Council adopted the original impact fee ordinance in November 2008. This established the impact fee program and allowed collection of impact fees once the necessary studies were completed. The final amended Impact Fee ordinance was passed on February 10, 2011.

The Impact Fee Program was amended in November 2019. (West Plains, Bike/Ped credits, fee structure, project list).

Impact fees may be collected and spent only for public facilities which are addressed in the City's comprehensive plan.

2. **Site Description and Physical Conditions:** The proposal concerns an update to the impact fee project list found in Appendix D of the Comprehensive Plan. The impacted projects are located throughout the city.
3. **Property Ownership:** The proposed changes to the transportation impact fee project list within Appendix D impact will affect existing and future right-of-way throughout the city.
4. **Adjacent Property Improvements and Uses:** Property uses are of various types, including residential, industrial, and commercial uses.

5. **Street Class Designations:** N/A
6. **Current Land Use Designation and History:** N/A
7. **Proposed Land Use Designation:** N/A
8. **Current Zoning and History:** N/A
9. **Proposed Zoning:** N/A

## V. APPLICATION PROCESS AND PUBLIC COMMENT

1. **Key Steps:** The application is being processed according to SMC 17G.060, including the following steps:

Transportation Impact Fee Advisory Committee Meeting #1 Topic: District Boundaries	November 15, 2022
Transportation Impact Fee Advisory Committee Meeting #2 Topics: Project List, Rate Calculations, Cost Index	December 13, 2022
Transportation Impact Fee Advisory Committee Meeting #3 Topics: Rates, Boundaries, Options, Member Feedback	January 10, 2023
Notice of Plan Commission Public Hearing and SEPA Addendum Notice Issued	February 7, 2023
Plan Commission Workshop	February 8, 2023
Plan Commission Hearing Date	February 22, 2023
Public Infrastructure, Environment & Sustainability Committee	February 27, 2023
City Council Hearing Date (Anticipated)	March 13, 2023

2. **Comments Received:** A request for comments was issued to City departments, local agencies, and departments, along with pertinent application details, on February 7, 2023. The comment period extends to February 22, 2023. However, City Council may receive comments until final action has been taken.
3. **Public Workshop:** A public workshop with the Spokane Plan Commission was held on February 8, 2023, during which the particulars of the proposals were presented to the Plan Commission for their consideration and discussion.

## VI. APPLICATION REVIEW AND ANALYSIS

1. **Guiding Principles:** SMC 17G.020.010 provides the following guiding principles for amending the comprehensive plan:

- A. Keep the comprehensive plan alive and responsive to the community.
  - B. Provide for simultaneous review of proposals to allow for cumulative impact analysis of all applications on a City-wide basis and in conjunction with budget decisions.
  - C. Make map adjustments based on a foundation in policy language, consistently applying those concepts citywide.
  - D. Honor the community's long-term investment in the comprehensive plan, through public participation and neighborhood planning processes, by not making changes lightly.
  - E. Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically, and socially sustainable manner.
  - F. Amendments to the comprehensive plan must result in a net benefit to the general public.
2. **Emergency Amendment.** Under GMA, the City is generally limited to amending its comprehensive plan once per year. See also SMC 17G.020.040D. GMA provides, however, that after appropriate public participation a city may adopt amendments to its comprehensive plan whenever an emergency exists. Here, the Spokane City Council previously declared an emergency in adopting Ordinance No. C36276 imposing a moratorium on building permit applications for residential structures in the Latah/Hangman and Grandview/Thorpe Neighborhoods. The primary purpose of the moratorium was to give the City time to update its capital facility plan and transportation impact fee project list and associated fees. With advice from the City Attorney's Office, the Planning Department is satisfied that the current situation qualifies as an emergency of neighborhood or community-wide significance and is appropriate to process as an emergency amendment. As outlined above, there has been appropriate public participation and the public has had ample opportunity to comment on the proposal.
3. **Review Criteria:** SMC 17G.020.030 provides a list of considerations that are to be used, as appropriate, by planning staff in analyzing a proposal, by the Plan Commission making a recommendation on a proposal, and by the City Council in making a decision on the proposal. Following each of the considerations is staff's analysis relative to the proposed amendment.
- A. Regulatory Changes:** *Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.*

Staff Analysis: Staff reviewed and processed the proposed amendment under the most current regulations contained in the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. Staff is unaware of any recent federal, state, or legislative actions with which the proposals would be in conflict, and as of the date of this staff report, no comments were received to this effect from any applicable agencies receiving notice of the proposals.

The proposal satisfies this criterion.

- B. GMA:** *The change must be consistent with the goals and purposes of the State Growth Management Act.*

Staff Analysis: The Growth Management Act (GMA) details 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, “Planning Goals”), and these goals guided the City’s development of its comprehensive plan and development regulations. No comments received or other evidence in the record indicates inconsistency between the proposed plan map amendment and the goals and purposes of the GMA.

One of GMA’s goals is to ensure that public facilities are adequate to serve new development, and by enacting RCW 82.02.050 *et seq* the legislature intended to enable cities to plan for new growth and development and to recoup from developers a predictable share of the infrastructure costs attributable to anticipated growth, and further intended that impact fees are to be a proportionate share of the costs of system improvements, including roads and other public infrastructure identified in the capital facilities elements of cities’ comprehensive plans, that are reasonably related to and reasonably benefit new growth and development. The current proposal seeks to update the City’s comprehensive plan to include transportation improvements that are needed to accommodate new growth and development anticipated in the City.

The proposal satisfies this criterion.

- C. Financing:** *In keeping with the GMA’s requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.*

Staff Analysis: The proposed amendment to the transportation impact fee program is intended to provide an updated project list along with revised impact fee structure to ensure capacity improvement funding is keeping pace with inflation and current construction cost estimates. The update to Appendix D ensures the impact fee program is consistent with the comprehensive plan.

The proposal satisfies this criterion.

- D. Funding Shortfall:** *If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.*

Staff Analysis: The purpose of the Transportation Impact Fee Program is to help fund necessary transportation capacity improvements reasonably related to the new development. The fees must be a proportionate share of the cost of the public facilities and be used for facilities that reasonably benefit the new development. Other funding sources may be necessary to address any potential funding shortfall.

The project list currently found in Appendix D does not include projects that are necessary to accommodate anticipated growth in certain areas in the City, and the impact fees currently being collected by the City in these areas are inadequate to cover the new developments’ proportionate share of the cost of necessary new system improvements that will be reasonably related to and that will reasonably benefit the new development. It is necessary to update the City’s

transportation impact fees so that the fees (i) are adequate to cover the cost of system improvements that are reasonably related to new growth and development occurring and anticipated in the City, (ii) do not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development, and (iii) will be used for system improvements that will reasonably benefit the new development.

The proposal satisfies this criterion.

**E. Internal Consistency:**

1. *The requirement for internal consistency pertains to the comprehensive plan as it relates to all its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.*

Staff Analysis: The proposals are internally consistent with applicable supporting documents of the Comprehensive Plan as follows:

- *Capital Facilities Program.* As described in the staff analysis of Criterion C above, the proposed amendment to the transportation impact fee program is intended to provide an updated project list along with revised impact fee structure to ensure capacity improvement funding is keeping pace with inflation and current construction cost estimates. The update to Appendix D ensures the impact fee program is consistent with the comprehensive plan.
- *Miscellaneous Comprehensive Plan Goals and Policies.* TR Goal 3, found in the Transportation Element of the Comprehensive Plan, states the city will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - equitably across the city by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the city will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds. The proposal is also consistent with Goal CFU 2.4 within the Capital Facilities and Utilities Element of the Comprehensive Plan.

The proposal satisfies this criterion.

2. *If a proposed amendment is significantly inconsistent with current policy within the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.*

Staff Analysis: The proposal is consistent with current comprehensive plan policies, as described in further detail in other criteria in this report. Therefore, no amendment to policy wording other than the current proposal is necessary and this criterion does not apply.

The proposal satisfies this criterion.

- F. Regional Consistency:** *All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.*

Staff Analysis: There are no proposed land use changes associated with this amendment. The proposed amendment would simply amend capital facilities plan revising the transportation impact fee project list within Appendix D of the comprehensive plan. There are no foreseeable implications to regional or inter-jurisdictional policy issues. No comments have been received from any agency, City department, or neighboring jurisdiction which would indicate that these proposals are not regionally consistent.

The revised project list incorporates many of the capacity increasing improvements identified in the US 195/I-90 Transportation Study and projects from several studies of the US 2 corridor. These projects will implement the regional vision of providing parallel routes to the state highways and will provide additional capacity that is needed to accommodate and that will reasonably benefit the new growth and development anticipated in this part of Spokane

The parallel routes are identified on the City's Comprehensive Plan Map TR 12 as proposed arterials.

The fee schedule is calculated using the project list and forecasts of traffic growth from 2019 to 2045. The traffic growth data comes from the official population growth forecasts and trip patterns from the SRTC regional travel demand model.

The proposal satisfies this criterion.

- G. Cumulative Effect:** *All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.*

1. **Land Use Impacts:** *In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.*
2. **Grouping:** *Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.*

Staff Analysis: This proposal is a text amendment, modifying the transportation impact fee project list within Appendix D, and not a land use plan map amendment. The proposal



is in concert with proposed amendments to Chapter 17D.075 of the Spokane Municipal Code.

The proposal satisfies this criterion.

**H. SEPA:** *SEPA Review must be completed on all amendment proposals and is described in Chapter 17E.050.*

1. **Grouping:** *When possible, the SEPA review process should be combined for related land use types or affected geographic sectors to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.*
2. **DS:** *If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle to allow adequate time for generating and processing the required environmental impact statement (EIS).*

Staff Analysis: The application is under review in accordance with the State Environmental Policy Act (SEPA), which requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. Based on the information contained in the environmental checklist, written comments from local and State departments and agencies concerned with land development within the City, and a review of other information available to the Director of Planning Services, an Addendum to an existing environmental document was issued on February 7, 2023. The Addendum was issued based on the City of Spokane Comprehensive Plan Final Environmental Impact Statement and Draft Comprehensive Plan and Draft Environmental Impact Statement an integrated GMA and SEPA Document 2000-2020, in 2001; as amended in 2006, and as additionally amended in 2017 for the City's 2017-2037 Comprehensive Plan Periodic Update (201700881). As the lead agency for the proposal, the Director determined that the proposal does not have a probable significant adverse impact on the environment and does not have an environmental impact substantially different from the original project list.

The proposal satisfies this criterion.

**I. Adequate Public Facilities:** *The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.*

Staff Analysis: The proposal does not adversely affect the City's ability to provide necessary public facilities. Instead, the proposal will enhance the City's ability to provide transportation facilities needed to accommodate anticipated growth in the City. The proposal seeks to update the transportation impact fee project list to coincide with an update to traffic impact fees within the identified area. The proposal is necessary for consistency within the transportation impact fee program as established in Chapter 17D.075 of the Spokane Municipal Code. The proposed amendment to the transportation impact fee program is intended to provide an updated project list along with revised impact fee structure to ensure capacity improvement funding is keeping



pace with inflation and current construction cost estimates. The update to Appendix D ensures the impact fee program is consistent with the comprehensive plan.

The proposal satisfies this criterion.

- J. **UGA:** *Amendments to the urban growth area boundary may only be proposed by the City Council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.*

Staff Analysis: The proposals do not include an expansion to the UGA.

This criterion does not apply.

K. **Demonstration of Need:**

1. **Policy Adjustments:** *Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. The need for this type of adjustment might be supported by findings from feedback instruments related to monitoring and evaluating the implementation of the comprehensive plan.*

Staff Analysis: The proposals do not include a policy adjustment. The proposal seeks to update the transportation impact fee project list to coincide with an update to traffic impact fees within the identified area. The proposal is necessary for consistency within the transportation impact fee program as established in Chapter 17D.075 of the Spokane Municipal Code. The proposed amendment to the transportation impact fee program is intended to provide an updated project list along with revised impact fee structure to ensure capacity improvement funding is keeping pace with inflation and current construction cost estimates. The update to Appendix D ensures the impact fee program is consistent with the comprehensive plan.

This criterion does not apply.

2. **Map Changes:** *Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:*

Staff Analysis: The proposal does not include a policy adjustment.

This criterion does not apply.

3. **Rezones, Land Use Plan Amendment:** *Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that the comprehensive plan remains internally consistent and to preserve consistency between the comprehensive plan and supporting development regulations.*

Staff Analysis: The proposal does not include an amendment to the land use plan map, meaning no concurrent rezone is required.

This criterion does not apply.

## VII. CONCLUSION

The proposal has been processed and considered according to the requirements of the Spokane Municipal Code. The proposal is necessary to address an emergency of neighborhood and/or community-wide significance, and there has been ample opportunity for stakeholder and public input on the proposal. According to the information provided above and the whole of the administrative record, the proposal appears to meet the criteria for a comprehensive plan amendment as provided in SMC 17G.020.030.

Pursuant to Chapter 17G.020 SMC, at the close of public testimony and deliberations, the Plan Commission is charged with making a recommendation to the City Council. The Plan Commission's recommendation is based on the guiding principles, final review criteria, public input, conclusions from relevant studies, the staff report, and the SEPA determination. The Plan Commission may recommend approval and may decide to condition its approval recommendation on modification of the proposal. In this case the Plan Commission has been presented with several options regarding service area boundaries and project costs and it would be helpful if the Plan Commission's recommendation indicates its preference for the options presented. The Plan Commission may also recommend denial of the proposal.

## VIII. STAFF RECOMMENDATION

Staff recommends the Plan Commission and City Council **approve** the city-sponsored proposal.

## IX. LIST OF EXHIBITS

- A. Existing Impact Fee Project List (Page 41 of Appendix D)
- B. Proposed Impact Fee Project List
- C. Transportation Impact Fee Advisory Committee Members
- D. SEPA Documentation
- E. Draft Ordinance

# Exhibit A

## Appendix D - Impact Fee Project List for Capital Facilities Plan

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

**Total Project Cost**

\$88,138,125

# Exhibit B

## 2017 DRAFT Capacity Improvement Project List

Project	Description	Estimated Cost	Region
5th Ave / Sherman St	Intersection - Install new traffic signal	\$700,000	D
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC	\$1,000,000	D
Downtown Bike Share	Paid bike share program	\$200,000	D
D Bicycle Improvements	stripe bike facilities on arterials	\$500,000	D
D Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	D
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	\$250,000	D
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	\$3,000,000	NW
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	\$4,100,000	NW
Francis/Alberta	modify NB and SB lanes to allow protected phasing	\$500,000	NW
Francis/Maple	add WBR lane	\$500,000	NW
NW Bicycle Improvements	stripe bike facilities on arterials	\$250,000	NW
NW Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	NW
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	\$1,500,000	S
29th Ave TWLTL	between Martin and Strong	\$300,000	S
37th Ave / Freya st	Construct traffic signal	\$250,000	S
37th Ave / Ray St	Construct traffic signal and WBR channelization	\$250,000	S
Ray-Freya Crossover	Segment - construct road project	\$4,056,000	S
44th Ave from Crestline to Altamont	new collector road section	\$500,000	S
44th/Regal	Widen northbound approach to 2 lanes	\$150,000	S
Freya / Palouse Hwy	roundabout (or turn lanes)	\$1,000,000	S
S Bicycle Improvements	stripe bike facilities on arterials	\$250,000	S
S Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	S
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'	\$1,000,000	NE
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.	\$0	NE
Mission/Havana	signal	\$800,000	NE
Nevada / Magnesium	left turn phasing, additional lanes	\$1,000,000	NE
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)	\$200,000	NE
NE Bicycle Improvements	stripe bike facilities on arterials	\$250,000	NE
NE Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	NE
US 2 / Deer Heights Signal	new signal	\$1,200,000	W
21st Avenue: Deer Heights to Flint/Granite	segment - construct new 3-lane arterial	\$2,583,000	W
Deer Heights Road: south end to 18th/21st	segment - construct new 2-lane arterial	\$610,000	W
12th Avenue: Deer Heights to Flint/Granite	segment - construct new 2-lane arterial	\$1,865,000	W
US 2 Bike Path	bike path from Deer Heights to Sunset Hill	\$0	W
W Bicycle Improvements	stripe bike facilities on arterials	\$100,000	W
W Pedestrian Improvements	install pedestrian facilities on arterials	\$100,000	W

Total Downtown =	\$2,650,000
Total Northwest =	\$8,600,000
Total South =	\$8,506,000
Total Northeast =	\$3,500,000
West Plains =	\$6,458,000
Grand Total =	<b>\$29,714,000</b>

# Exhibit C



## Transportation Impact Fee Advisory Committee Members

Members	Occupation/Affiliation
Bill White	Transportation Consultant
Craig Soehren	Commercial Broker
Jennifer Thomas	Homebuilder's Government Affairs Director
Greg Francis	District 2 Citizen, Plan Commission
Michelle Pappas	Futurewise
Mary Winkes	District 2 Citizen, Plan Commission, Community Assembly
Lori Kinnear	City Council Member, District 2
Mike Ulrich	SRTC
Kai Huschke	District 2 Citizen, Latah-Hangman Neighborhood
Elizabeth Tellesen	Land Use Attorney
Darin Watkins	Spokane Association of Realtors
Jonathan Bingle	City Council Member, District

# Exhibit D

# SEPA ENVIRONMENTAL CHECKLIST

## Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

## **A. Background**

### **1. Name of proposed project, if applicable:**

City of Spokane Comprehensive Plan Map Amendment to Appendix D of the City's Comprehensive Plan to revise the Capital Facilities Plan, more specifically to update the impact fee project list related to the City's Transportation Impact Fee Program.

### **2. Name of applicant:**

City of Spokane

### **3. Address and phone number of applicant and contact person:**

City of Spokane  
Tim Thompson – Planning Services  
808 W. Spokane Falls Boulevard  
Spokane, WA 99201  
509-625-6893

### **4. Date checklist prepared:**

January 31, 2023

### **5. Agency requesting checklist:**

City of Spokane

### **6. Proposed timing or schedule (including phasing, if applicable):**

A Plan Commission hearing on this proposal will be requested to be held on February 22, 2023, at which time the Plan Commission will make a recommendation to the City Council. The amendment must be approved by City Council and signed by the Mayor if they are to be adopted. The transportation improvement projects itemized on the impact fee project list may be constructed over the course of the next 20 years.

### **7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

Yes, minor updates may be necessary depending on transportation needs associated with specific development proposals. A broad review of the impact fee program is anticipated as part of the City of Spokane Comprehensive Plan update, due to be completed by 2025.

- 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

No, impact fees Transportation impact fees must be used for “public streets and roads” that are addressed by a capital facilities plan element of a comprehensive plan adopted under the Growth Management Act.

- 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

None that is directly related to this proposal. When the transportation impact fee program was adopted, a Determination of Nonsignificance (DNS 08-2209) was issued. Additionally, the Six-Year Comprehensive Street Program has associated SEPA Checklists adopted with the program on an annual basis. They are available upon request. At the time of this checklist no technical reports are required or expected as a result of this proposal.

- 10. List any government approvals or permits that will be needed for your proposal, if known.**

The proposed amendments to the City of Spokane Comprehensive Plan require approval of the Spokane City Council and Mayor. For any new construction projects involving proposals included on the Transportation Impact Fee project list, any necessary permits will be obtained.

- 11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

This proposed amendment would update Appendix D of the City’s Comprehensive Plan to revise the Capital Facilities Plan, more specifically to update the impact fee project list related to the City’s Transportation Impact Fee Program.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

Proposed transportation impact fee projects are located throughout the City of Spokane and within its Urban Growth Area.

- 13. Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atlas for boundaries.)**

This is a nonproject action. However, the projects included within the Transportation Impact Fee Program are located throughout the City. Therefore, it is also likely projects will be located within the Aquifer Sensitive Area (ASA) and the Priority Sewer Service Area.

**14. The following questions supplement Part A.**

a. Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

- (1) Describe any systems, other than those designed for the disposal of sanitary waste installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).**

Not applicable, this is a non-project action. Appropriate disposal of stormwater will be addressed for new projects at the time of construction.

- (2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?**

Not applicable, this is a non-project action.

- (3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.**

Not applicable, this is a non-project action. At the time of construction, listed projects will be analyzed for their consistence with the City of Spokane Critical Aquifer Recharge Area Aquifer Protection Code, Chapter 17E.010 SMC, as well as other local, state, and federal regulations, per Spokane Municipal Code requirements.

- (4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?**

Not applicable, this is a non-project action. Storage, handling, and use will be addressed when each project is designed and constructed.

b. Stormwater

- (1) What are the depths on the site to groundwater and to bedrock (if known)?**

The depth to groundwater varies, depending on location within the Urban Growth Area.

- (2) Will stormwater be discharged into the ground? If so, describe any potential impacts**

Not applicable, this is a non-project action.

## B. Environmental Elements

### 1. Earth

**a. General description of the site:**

Not applicable. This is a non-project action.

**Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:**

Not applicable. This is a non-project action.

**b. What is the steepest slope on the site (approximate percent slope)?**

Not applicable. This is a non-project action.

**c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Not applicable. This is a non-project action.

**d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Not applicable. This is a non-project action.

**e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Not applicable. This is a non-project action.

**f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

Not applicable. This is a non-project action.

**g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

Not applicable. This is a non-project action.

**h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

Not applicable. This is a non-project action.



## 2. Air

**a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Not applicable. This is a non-project action.

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Not applicable. This is a non-project action.

**c. Proposed measures to reduce or control emissions or other impacts to air, if any.**

Not applicable. This is a non-project action.

## 3. Water

### a. Surface Water:

**1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Not applicable. This is a non-project action.

**2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Not applicable. This is a non-project action.

**3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable. This is a non-project action.

**4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

Not applicable. This is a non-project action.

**5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Not applicable. This is a non-project action.

- 6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Not applicable. This is a non-project action.

**b. Ground Water:**

- 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

Not applicable. This is a non-project action.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

Not applicable. This is a non-project action.

**c. Water Runoff (including stormwater):**

- 1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Not applicable. This is a non-project action.

- 2. Could waste materials enter ground or surface waters? If so, generally describe.**

Not applicable. This is a non-project action.

- 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

Not applicable. This is a non-project action.

- 4. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.**

Not applicable. This is a non-project action.

#### 4. Plants

**a. Check the types of vegetation found on the site:**

Not applicable. This is a non-project action.

- ☐ deciduous tree: alder, maple, aspen, other
- ☐ evergreen tree: fir, cedar, pine, other
- ☐ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards, or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

**b. What kind and amount of vegetation will be removed or altered?**

Not applicable. This is a non-project action.

**c. List threatened and endangered species known to be on or near the site.**

Not applicable. This is a non-project action.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.**

Not applicable. This is a non-project action.

**e. List all noxious weeds and invasive species known to be on or near the site.**

Not applicable. This is a non-project action.

#### 5. Animals

**a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.**

Not applicable. This is a non-project action.

Examples include:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:
- Fish: bass, salmon, trout, herring, shellfish, other:

**b. List any threatened and endangered species known to be on or near the site.**

Not applicable. This is a non-project action.

**c. Is the site part of a migration route? If so, explain.**

Not applicable. This is a non-project action.

**d. Proposed measures to preserve or enhance wildlife, if any.**

Not applicable. This is a non-project action.

**e. List any invasive animal species known to be on or near the site.**

Not applicable. This is a non-project action.

## **6. Energy and Natural Resources**

**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Not applicable. This is a non-project action.

**b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Not applicable. This is a non-project action.

**c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

Not applicable. This is a non-project action.

## **7. Environmental Health**

**a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.**

Not applicable. This is a non-project action.

**1. Describe any known or possible contamination at the site from present or past uses.**

Not applicable. This is a non-project action.

**a. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Not applicable. This is a non-project action.

**b. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Not applicable. This is a non-project action.

**c. Describe special emergency services that might be required.**

Not applicable. This is a non-project action.

**d. Proposed measures to reduce or control environmental health hazards, if any.**

Not applicable. This is a non-project action.

**b. Noise**

**1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Not applicable. This is a non-project action.

**2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

Not applicable. This is a non-project action.

**3. Proposed measures to reduce or control noise impacts, if any.**

Not applicable. This is a non-project action.

**8. Land and Shoreline Use**

**a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

Not applicable. This is a non-project action.

**b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

Not applicable. This is a non-project action.

**1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

Not applicable. This is a non-project action.

**c. Describe any structures on the site.**

Not applicable. This is a non-project action.

**d. Will any structures be demolished? If so, what?**

Not applicable. This is a non-project action.

**e. What is the current zoning classification of the site?**

Not applicable. This is a non-project action.

**f. What is the current comprehensive plan designation of the site?**

Not applicable. This is a non-project action.

**g. If applicable, what is the current shoreline master program designation of the site?**

Not applicable. This is a non-project action.

**h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

Not applicable. This is a non-project action.

**i. Approximately how many people would reside or work in the completed project?**

Not applicable. This is a non-project action.

**j. Approximately how many people would the completed project displace?**

Not applicable. This is a non-project action.

**k. Proposed measures to avoid or reduce displacement impacts, if any.**

Not applicable. This is a non-project action.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

Not applicable. This is a non-project action.

**m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any.**

Not applicable. This is a non-project action.

## **9. Housing**

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

Not applicable. This is a non-project action.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

Not applicable. This is a non-project action.

- c. Proposed measures to reduce or control housing impacts, if any.**

Not applicable. This is a non-project action.

## **10. Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Not applicable. This is a non-project action.

- b. What views in the immediate vicinity would be altered or obstructed?**

Not applicable. This is a non-project action.

- c. Proposed measures to reduce or control aesthetic impacts, if any.**

Not applicable. This is a non-project action.

## **11. Light and Glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Not applicable. This is a non-project action.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

Not applicable. This is a non-project action.

- c. What existing off-site sources of light or glare may affect your proposal?**

Not applicable. This is a non-project action.

- d. Proposed measures to reduce or control light and glare impacts, if any.**

Not applicable. This is a non-project action.

## **12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

Not applicable. This is a non-project action.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

Not applicable. This is a non-project action.



- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

Not applicable. This is a non-project action.

### **13. Historic and Cultural Preservation**

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

Not applicable. This is a non-project action.

- b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

Not applicable. This is a non-project action.

- c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Not applicable. This is a non-project action.

- d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Not applicable. This is a non-project action.

### **14. Transportation**

- a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Not applicable. This is a non-project action.

- b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Not applicable. This is a non-project action.

- c. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

Not applicable. This is a non-project action.

- d. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Not applicable. This is a non-project action.

- e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

Not applicable. This is a non-project action.

- f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

Not applicable. This is a non-project action.

- g. Proposed measures to reduce or control transportation impacts, if any.**

Not applicable. This is a non-project action.

## **15. Public Services**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

Not applicable. This is a non-project action.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

Not applicable. This is a non-project action.

## **16. Utilities**

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

Not applicable. This is a non-project action.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Not applicable. This is a non-project action.

### **C. Signature**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X   
\_\_\_\_\_

Type name of signee: Tim Thompson

Position and agency/organization: Principal Planner, City of Spokane

Date submitted: 2/1/2023

## D. Supplemental sheet for nonproject actions

**IT IS NOT REQUIRED** to use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

### 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Projects within the Transportation Impact Fee Program are likely to improve the environment by reducing inefficient infrastructure and maintenance requirements. Particulate and exhaust emissions will occur during construction of most of the listed projects. The extent of these emissions will vary greatly between different types of projects. Many of the projects will improve the quality of waters discharged and decrease the emissions of pollutants, once they are completed.

- **Proposed measures to avoid or reduce such increases are:**

Best management practices for construction controls such as watering will be used to control particulate emissions.

### 2. How would the proposal be likely to affect plants, animals, fish, or marine life?

No significant effects are expected.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

Projects will be designed in accordance with local and state regulations regarding development and construction in or near natural habitats. Best Management Practices will be incorporated.

### 3. How would the proposal be likely to deplete energy or natural resources?

Construction and operational activities will use petroleum fuels. Once completed, electric energy is used such as to operate pump and control systems or power new systems.

- **Proposed measures to protect or conserve energy and natural resources are:**

The City generates power from the Upriver Dam as well as the Waste to Energy Facility. New equipment will be more energy efficient and will use less energy.

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

No significant effect on environmentally sensitive areas is expected. This issue will be addressed at the individual project environmental reviews, as required.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

Alternative sites will be used whenever feasible or mitigating measures to restore or replace the resources will be implemented.

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

Projects proposed under the Transportation Impact Fee Program, at the time of construction, are required to meet development regulations adopted under the Comprehensive Plan and, where applicable, shoreline development standards.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

Projects will be designed to comply with shoreline and land use plans. Any deviations would be approved through the appropriate required process during design. Standard procedures for land use and zoning changes shall be required.

The Transportation Impact Fee Program is reviewed by the City's Plan Commission for consistency with the City's Comprehensive Plan and approved by the City Council. This process ensures that the projects are compatible with land uses within the City and Spokane County.

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

Construction of the projects included on the impact fee project list will likely be completed

- **Proposed measures to reduce or respond to such demand(s) are:**

Communication of construction closures ahead of and during the construction season will be maintained.

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

No conflicts with environmental protection laws are expected.

## SEPA ADDENDUM TO EXISTING ENVIRONMENTAL DOCUMENT

**Existing Environmental Documents:** EIS issued for City of Spokane Comprehensive Plan Final Environmental Impact Statement and Draft Comprehensive Plan and Draft Environmental Impact Statement an integrated GMA and SEPA Document 2000-2020, in 2001; as amended in 2006, and as additionally amended in 2017 for the City's 2017-2037 Comprehensive Plan Periodic Update (201700881).

**Description of proposal/non-project action:** Amendment to Appendix D of the City's Comprehensive Plan, amending the transportation subsection of the Capital Facilities Plan, more specifically to update the impact fee capacity project list related to the City's Transportation Impact Fee Program (page 41, Appendix D)

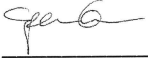
**Location:** Citywide

**Lead agency:** City of Spokane, Planning

The lead agency for this proposal has determined that the proposal does not have a probable significant adverse impact on the environment and does not have an environmental impact substantially different from the original project list. An Environmental Impact Statement is not required under Chapter 43.21C RCW. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

There is no required comment period for a SEPA Addendum to a DNS.

Date: February 7, 2023

Signature:  \_\_\_\_\_

Spencer Gardner, Planning Director, City of Spokane  
SEPA Responsible official

# Exhibit E



ORDINANCE NO. C\_\_\_\_\_

AN ORDINANCE AMENDING APPENDIX D OF THE COMPREHENSIVE PLAN TO REVISE THE CAPITAL FACILITIES PLAN TO INCLUDE ADDITIONAL CAPACITY IMPROVEMENT TRANSPORTATION PROJECTS; AND DECLARING AN EMERGENCY.

WHEREAS, Washington's legislature adopted RCW 82.02.050 *et seq* in order to enable cities to plan for new growth and development and to recoup from developers a predictable share of the infrastructure costs attributable to anticipated growth, and further intended that impact fees are to be a proportionate share of the costs of transportation system improvements that are reasonably related to and reasonably benefit the development; and

WHEREAS, pursuant to Ordinance No. C36276, the City Council recently imposed a moratorium on building permits for new residential construction in the Latah/Hangman and Grandview/Thorpe Neighborhood (the "Moratorium"); and

WHEREAS, as outlined in the Moratorium (the recitals of which along with the Council's related supplemental findings in support of the Moratorium are incorporated herein), the City has identified several capacity improvement transportation projects that are needed in order to accommodate the increased growth and development occurring and anticipated in the Latah/Hangman and Grandview/Thorpe Neighborhoods (the "Neighborhood"); and

WHEREAS, the purpose of the Moratorium was to give the City time to update its transportation impact fees to include these new capacity improvements in order to recoup from new development in the Neighborhood a predictable and proportionate share of the infrastructure costs that are reasonably related to and that will reasonably benefit their development(s); and

WHEREAS, in order to add these projects to the City's transportation impact fee project list, it is necessary to update the capital facilities element of the City's Comprehensive Plan to include the projects; and

WHEREAS, pursuant to Chapter 36.70A RCW ("GMA"), the City's comprehensive plan is subject to continuing review and evaluation by the City, but amendments to the plan are generally limited to once per year, except that, after appropriate public participation, amendments may be adopted whenever an emergency exists; and

WHEREAS, the City established an impact fee advisory board consisting of various community representatives which worked to review proposed changes to the fee schedules and service area boundaries; and

WHEREAS, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed

changes to the Comprehensive Plan on August 29, 2022, with additional information provided on January 31, 2023; and

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Non-Significance was issued on February 1, 2023; and

WHEREAS, staff requested comments from agencies and departments on February 7, 2023, and a public comment period ran from February 7, 2023 to March 13, 2023; and

WHEREAS, notice of the SEPA Checklist and Determination and announcement of the Plan Commission Hearing was published on February 8, 2023 and February 15, 2023; and

WHEREAS, the Spokane Plan Commission held a workshop to study the proposal on February 8, 2023; and

WHEREAS, a staff report reviewed all the criteria relevant to consideration of the proposal was published on February 14, 2023; and

WHEREAS, the Spokane Plan Commission held a public hearing, including the taking of public testimony, on February 22, 2023, during which the verbal public record was closed; and

WHEREAS, the Spokane Plan Commission closed the public written record on February 22, 2023; and

WHEREAS, the Spokane Plan Commission found the proposal is consistent with and implements the Comprehensive Plan; and

WHEREAS, the Spokane Plan Commission found the proposal satisfies the final review criteria for Comprehensive Plan Amendments set forth in Spokane Municipal Code 17G.020.030; and

WHEREAS, the Spokane Plan Commission voted X to X to recommend approval of the proposed amendment; and

WHEREAS, this ordinance was reviewed and evaluated consistent with the requirements of RCW 36.70A.370; and

WHEREAS, the City Council adopts the recitals set forth herein as its findings and conclusions in support of its adoption of this ordinance and further adopts the findings, conclusions, and recommendations from the Staff Report and the City of Spokane Plan Commission for the same purposes; and

WHEREAS, the City Council adopts the foregoing as its findings of fact documenting the existence of an emergency allowing this ordinance to become effective immediately upon adoption; and

WHEREAS, the city Council finds that this ordinance is necessary for the protection of public peace, health, or safety and for the immediate support of City government and its existing public institutions;

NOW, THEREFORE,

The City of Spokane does ordain:

Section 1. Approval. The Capital Facilities Element of the Comprehensive Plan, specifically the Impact Fee Project List within Appendix D is amended to adopt an updated list of capital projects as shown on Exhibit A attached hereto.

Section 2. This ordinance, passed by a majority plus one of the whole membership of the City Council as a public emergency ordinance is necessary for the protection of the public safety and for the immediate support of City government and its existing public institutions, shall become effective immediately upon its passage. Without the updates approved by this ordinance, the City would not be able to require new growth and development to pay its proportionate share of the costs of system improvements that reasonably benefit the new development and transportation impact fees collected in the Neighborhood will be inadequate to cover the cost of system improvements that are reasonably related to and that will reasonably benefit new growth and development occurring and anticipated in the Neighborhood, thereby slowing the City's ability to finance and construct the needed system improvements.

ADOPTED BY THE CITY COUNCIL ON \_\_\_\_\_

(Delivered to the Mayor on the \_\_\_\_\_ day of \_\_\_\_\_)

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

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City Clerk  
Assistant City Attorney

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Mayor

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Date

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Effective Date

# Exhibit A

## Appendix D - Impact Fee Project List for Capital Facilities Plan

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

**Total Project Cost**

\$88,138,125