

City of Spokane
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City of Spokane's Comprehensive Plan

* Revised Edition January 2012*

City of Spokane's

Comprehensive Plan

2012

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**City of Spokane Comprehensive Plan Amendments
Since the Adoption of the Updated Plan in May of 2001**

Adoption Date	Effective Date	Ordinance #	Nature of Amendments
6-9-03	7-18-03	C-33240	Amending the Comprehensive Plan Land Use Chapter to add text for two new land use categories, “Center and Corridor Core” (CC Core), and “Center and Corridor Transition” (CC Transition).
6-9-03	7-18-03	C-33241	Amending the Spokane Zoning Code Initial Land Use Code for Centers and Corridors (SMC 11.19.1930 – 11.19.19315) to add text changes for one new zoning category, Type 4(CC4): Mixed Use Transition Zone.
6-9-03	7-18-03	C-33242	Land Use Plan Map amendment to include land use changes for the Hillyard Business Corridor.
6-9-03	7-18-03	C-33243	Zoning Map amendment to include the land use changes for the Hillyard Business Corridor.
6-9-03	7-18-03	C-33244	Land Use Plan Map amendment to include land use changes for the West Broadway Neighborhood Center.
6-9-03	7-18-03	C-33245	Zoning Map amendment to include land use changes for the West Broadway Neighborhood Center.
6-9-03	7-18-03	C-33246	Land Use Plan Map amendment to include land use changes for the Holy Family Employment Center.
6-9-03	7-18-03	C-33247	Zoning Map amendment to include land use changes for the Holy Family Employment Center.
6-9-03	7-18-03	C-33248	Land Use Plan Map amendment to include land use changes for the South Perry Neighborhood Center.
6-9-03	7-18-03	C-33249	Zoning Map amendment to include land use changes for the South Perry Neighborhood Center.
7-14-03	8-20-03	C-33268	Private annual amendment application - Land Use plan map change re Lots 1 & 2, Block 19, Muzzy’s Addition, @ s.w. corner of Ash & Nora, from “Residential 15-30” to “Office”
7-14-03	8-20-03	C-33271	Private annual amendment application - Zoning map change re Lots 1 & 2, Block 19, Muzzy’s Addition, @ s.w. corner of Ash & Nora, from “R3-L” to “RO-1L”

Adoption Date	Effective Date	Ordinance #	Nature of Amendments
7-14-03	8-20-03	C-33269	Amendment of the downtown zoning regulations and zoning map that implement the adopted Plan for a New Downtown, <u>Charting the Future</u> , a part of the City of Spokane Comprehensive Plan, amending SMC Section 11.19.194, Section 11.19.195, Section 11.19.196, Section 11.19.197, Section 11.19.198, Section 4.13.020, Section 11.19.040, Section 11.19.460, Section 11.19.490, Section 11.19.500, Section 11.19.530, Section 11.19.640 and deleting Section 11.19.199.
7-14-03	8-20-03	C-33270	Private annual amendment application - Land Use plan map change re approximately 2.46 acres @ n.w. corner of Regal & 44 th , from "Office" to "Neighborhood Mini Center"
7-14-03	8-20-03	C-33272	Zoning map change re approximately 2.46 acres @ n.w. corner of Regal & 44 th , from "RO" to "B1-L"
7-14-03	8-20-03	C-33273	Addition of policy <i>4.27 Freeway Design</i> to Ch. IV of <u>Charting the Future, The Plan for a New Downtown</u> , a part of the City's Comprehensive Plan
9-02-03	11-8-03	C-33287	Private annual amendment application - Change to text of policy LU 1.8 in comp plan
9-02-03	11-8-03	C-33287	Private annual amendment application - Land Use plan map change re 2.61 acres @ n.e. corner of Nevada & Lyons, from "Office" to "General Commercial"
9-02-03	11-8-03	C-33288	Zoning map change re 2.61 acres @ n.e. corner of Nevada & Lyons, from "RO-1L" to "B2-L"
2-21-05	3-30-05	C-33587	Private annual amendment application - Land use map change lots at 4200 S. Cheney-Spokane Road from "Residential 4-10" to "General Commercial". Zoning will be B2-L.
2-21-05	3-30-05	C-33588	Private annual amendment application - Land use map change for one parcel at 7404 N. Division from "Office" to "General Commercial". Zoning will be C1-1L.
2-21-05	3-30-05	C-33589	Private annual amendment application - Land use map change for one parcel at 1809 N. Ash from "R15-30" to "General Commercial". Zoning will be B2-1L.

Adoption Date	Effective Date	Ordinance #	Nature of Amendments
2-21-05	3-30-05	C-33590	Private annual amendment application - Land use map change for one parcel at 3124 E. 29 th from "R15-30" to "Office". Zoning will be RO-1L.
2-21-05	3-30-05	C-33591	Ch. 4.9 Maps Regional Pedestrian Network Map TR1 <u>not</u> be amended to removed "sidewalk" designation from Austin Road btwn Five Mile Road and Cascade Way and the Arterial Network Map TR3 be amended designating Quamish Drive as a "Neighborhood Collector Arterial from Austin Road to Cascade Way. Re-designate Lincoln Road from Crestline to Division from "Minor Arterial" to "Principal Arterial).
	2-28-05?	C-33598	Land Use map change for "ShopKo" annexation.
	10-12-05 ?	C-33735	Manito Center
	9-2003		Verhoogen Annexation – Land Use Plan amendments
8-22-05	9-28-05	C-33727	Adoption of proposed changes in vicinity of Maxwell and Elm Employment Center located in West Central Neighborhood as recommended by the City Plan Commission following a neighborhood planning process.
	11-2005		Park Place Annexation – Land Use Plan amendments
	4-24-06 ?	C-33789	Private annual amendment application - Land Use map change at Regal and South East Blvd. from R4-10 to Office
	5-15-06 ?	C-33871	Administrative Land Use map amendments for new commercial zoning implementation
	7-26-06 ?	C-33880	Logan Neighborhood Area Land Use map and zoning changes
11-27-06	1-10-07	C-33944	Land Use chapter text changes for East Central area
11-27-06	1-10-07	C-33945	Land Use map changes for East Central area
12-4-06	1-17-07	C-33940	City of Spokane 2006 Comprehensive Plan Update Process
12-4-06	1-17-07	C-33940	Private annual amendment application - Z2005-115-LU: Change from R4-10 and R15-30 to Office at 2203 E 29 th and 2213 E 29 th – rezoned to Office Retail
12-4-06	1-17-07	C-33940	Private annual amendment application - Z2005-116-LU: Change from R10-20 to R15-30 for 4 parcels from 7703 to 7803 N. Crestline – rezoned to RMF
12-22-08	1-28-09	C-34370	The updated Downtown Plan known as Fast Forward

Adoption Date	Effective Date	Ordinance #	Nature of Amendments
			Spokane was recognized as a component of the Comprehensive Plan by Ordinance C-34370 on December 12, 2008.
6-8-09	7-16-09	C-34424	Bike Plan Update
6-30-08	8-21-09	C34256	Private annual amendment application – Z2005-113-LU: Change from R4-10 and R15-30 to CC Core District Center for two parcels located at 4901 S. Regal St. – rezoned from “RSF” and “RMF” to “CC2-DC” for each parcel. New Center Designation at intersection of Palouse Highway and Regal Street.
8-17-09	8-21-09	C34468	Developer Agreement that implements ORD C34256.
6-30-08	8-21-09	C34257	Private annual amendment application – Z2005-114-LU: Change from R4-10 to CC Core District Center for one parcel located at 5222 S. Regal St. – rezoned from “RSF” to “CC2-DC” for each parcel New Center Designation at intersection of Palouse Highway and Regal Street.
8-17-09	8-21-09	C34469	Developer Agreement that implements ORD C34257.
6-30-08	8-21-09	C34261	Private annual amendment application – Z2006-083-LU: Change from R4-10 and R15-30 to CC Core District Center for six parcels located at 3146 E. 44 th Ave. – rezoned from “RSF” and “RMF” to “CC2-DC” for each parcel. New Center Designation around intersection of Palouse Highway and Regal Street.
8-17-09	8-21-09	C34467	Developer Agreement that implements ORD C34261.
10-19-09	12-5-09	C-34495	Private annual amendment application – Z2007-064-LU: Change from R4-10 & Commercial on one parcel located at 3024 E. Fairview Ave. to Commercial – rezoned from “RSF” and “GC-70” to “GC-70” for entire parcel
10-19-09	12-5-09	C-34496	Private annual amendment application – Z2008-080-LU: Change from R4-10 to R15-30 for two parcels located at 2816 & 2828 E. 36 th – rezoned from “RSF” to “RMF” for each parcel
10-19-09	12-5-09	C-34497	Private annual amendment application – Z2007-074-LU: Change one parcel from R4-10 & Light Industrial to Light Industrial and one parcel from R4-10 to Light Industrial – located at 6624 N. Napa St. & 6717 N. Crestline St. – rezoned from “RSF” & “LI” zones to “LI”
6-21-10	7-26-10	C-34604	Ratified changes to Ordinance C-34328 relating to definitions in Chapter 17A.020 SMC due to the Shoreline Management Program.

Adoption Date	Effective Date	Ordinance #	Nature of Amendments
6-21-10	7-26-10	C-34605	Related to Ordinance C-34326 adopting Title 17E.060 SMC, Shoreline Regulations, due to the Shoreline Management Program,
6-21-10	7-26-10	C-34606	Ratified changes to Ordinance C-34327 relating to Chapter 17E.060 SMC, Land Use Procedures, due to the Shoreline Management Program.
6-21-10	7-26-10	C-34607	Ratified changes to SMC 1.05.160, Land Use Violations, due to the Shoreline Management Program.
6-21-10	7-26-10	C-34608	Amended ordinance C-34330 relating to the Latah Creek Shoreline Buffers Map in Chapter 14 of the Spokane Comprehensive Plan.
11-22-10	12-22-10	C-34661	Amended text of the Fast Forward Spokane: Downtown Plan Update (an element of the Comprehensive Plan) Chapter Five, Downtown Strategies 3.5 to read as follows: “ <u>Regulate</u> Prohibit new dynamic full-color digital signs within Downtown Spokane.”
4-4-11	4-4-11	C-34695	Emergency adoption of a new Airfield Influence Areas Comprehensive Plan map
4-4-11	4-4-11	C-34696	Emergency adoption of new Airfield Influence Area Comprehensive Plan Policy
11-28-11	1-7-12	C-34805	Private Annual Amendment Application #Z1000046COMP - Amend Land Use Map from Residential 15-30 to Light Industrial for eleven parcels and from “Office” to “Light Industrial” for one parcel; Amend Zoning Map from “RMF” to “LI” and “O-35” to “LI” for same parcels
11-28-11	1-7-12	C34807	Private Annual Amendment Application #Z1000059COMP – Amend Land Use Map from “Residential 4-10” to “Office” for two parcels; Amend Zoning Map from “RSF” to “O-35”; Amend Land Use Map from “Residential 4-10” to “Office” on two adjacent parcels; Amend Land Use Map from “Residential 4-10” to “Office” on one parcel
11-28-11	1-18-12	C-34806	Private Annual Amendment Application #Z1000058COMP – Amend Land Use Map from “Residential 4-10” to “Residential 15-30” for one parcel; Amend Zoning Map from “RSF” to “RMF”
11-28-11	1-7-12	C-34809	#Z1000055COMP – Amend text in a set of approximately one hundred (100) minor text amendments (typos, clarifications and corrections) in Chapters 5, 6, 7, 8, 9 and 10 excluding the Capital

Adoption Date	Effective Date	Ordinance #	Nature of Amendments
			Facilities Program located in Chapter 5.
12-5-11	12-22-11	C-34808	Private Annual Amendment Application #Z1000060COMP – Amend Land Use Map from “Residential 4-10” to “Residential 15-30” for seven parcels; Amend Zoning Map from “RSF” to “RMF”

The Road Not Taken

Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;

Then took the other, as just as fair,
And having perhaps the better claim
Because it was grassy and wanted wear,
Though as for that the passing there
Had worn them really about the same,

And both that morning equally lay
In leaves no step had trodden black.
Oh, I marked the first for another day!
Yet knowing how way leads on to way
I doubted if I should ever come back.

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I,
I took the one less traveled by,
And that has made all the difference.

--Robert Frost



May 21, 2001

Fellow Citizens:

Congratulations on a job well done!

Writing our new Comprehensive Plan has been an open, public process. Over the past six years, input from literally thousands of citizens culminated in three different growth alternatives that were then reviewed and analyzed for their impacts. The process has modeled collaboration and democracy in action. It is a living, flexible tribute to the power of citizen involvement and mutual respect, the very essence of healthy relationships. We should be proud of this.

It has been almost a year since the Draft Comprehensive Plan with the three growth alternatives was presented to the public for review and comment. In the end, the Centers and Corridors alternative emerged as the community's preferred land use pattern for the future. Since then, the Plan Commission and the City Council have spent an incredible amount of personal and professional time listening to citizen comments and adjusting the plan accordingly. I am pleased that the City Council has adopted the Centers and Corridors option, as amended.

Thank you to all the citizens who freely gave so much of their time to be a part of this vision for the future. Also, let us recognize the enormous efforts of the Plan Commission: volunteer citizens who gave hundreds of hours of their time to make this a better community.

In our efforts to modernize our planning standards, and to be more responsive to our rapidly changing economic and social conditions, this new plan provides a road map for moving our city forward to achieve its full potential. It is within Spokane's grasp to be known as the brightest star in the Intermountain West, with the highest standard of living, the lowest poverty, the finest quality of life, the healthiest environment, and the most abundant social capital of any city in the region.

This is not a dream – it is a promise to our children and grandchildren. It is a promise we must keep.

Sincerely,

John T. Powers, Jr.
Mayor, City of Spokane

ADOPTION

The City of Spokane began planning under the Washington State Growth Management Act (GMA) as of July 1, 1993. Based on nearly eight years of process, six years of meetings with hundreds of civic organizations, input from thousands of citizens, and countless hours of deliberations, the City Plan Commission recommended a new comprehensive plan to the City Council on January 17, 2001. After months of public hearings and study sessions with the City Plan Commission, the City Council adopted their revised version of this comprehensive plan on May 21, 2001.

This comprehensive plan addresses many facets of city life, including land use, transportation, capital facilities, housing, economic development, natural environment and parks, neighborhoods, social health, urban design and historic preservation, and leadership. It will guide future growth and development for the City of Spokane over the coming twenty years, with annual updates as needed. Under this new plan, the previous comprehensive plan is repealed, together with its companion plans such as the 1983 Land Use Plan and all prior neighborhood plans.

ACKNOWLEDGMENTS

This comprehensive plan is the product of many, many people. The City Plan Commission, City Council and Mayor wish to specifically thank all of the hundreds of people who cared enough about the city's future to dedicate an enormous portion of their time and energy to creating this plan.

In addition to those who attended any of the public meetings during the Spokane Horizons process, the Horizons work group members were truly the backbone of the whole effort. Over 300 people met often weekly in topic work groups for nearly two years to write the foundations of what eventually became the comprehensive plan. They were supported in their efforts by planning staff, as well as Technical Committee members from various city departments and other local agencies. All the way along, the Horizons Executive Board shepherded the process, offering their advice, expertise and resources to ensure a high quality public participation process.

Appreciation is extended to all these people who have truly made a difference in Spokane's future.

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John T. Powers, Jr.

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Ton Townsend
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Stacy Valentine
Thomas Veljic
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Carol Weinberger
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Introduction

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1.1 PURPOSE OF THE COMPREHENSIVE PLAN

What is Comprehensive Planning

Planning is a part of everyone's life. We make plans for our careers, vacations, families, and housing. Planning is how we increase the likelihood that these things will occur in ways we desire. Without plans, we face never-ending uncertainty about future events. Consequently, we end up reacting to one situation after another.

For similar reasons, communities make plans. In large urban areas where the landscape is highly complex and constantly changing, community plans shape the future in desirable ways. The city is a place where people have many varied needs, a place where citizens live, work, shop, and play. It is, therefore, a place where material goods, police and fire protection, sewers, water, transportation, recreation, and many other services must be provided.

Comprehensive Plan is the name given to identify the community's long-range plan for growth. It is comprehensive because it provides guidance for all aspects of the city's growth and development over a long period, typically twenty-years – an entire generation. The plan is a set of goals, policies, maps, illustrations, and implementation strategies that state how the city should grow physically, socially, and economically.

The Comprehensive Plan provides the overall scheme of city development – the major land uses, transportation systems, parks, recreation, and open spaces, and centers of shopping and employment. This plan establishes the framework for all other planning activities and documents. By law, decision-makers and managers in city government must follow the direction of the Comprehensive Plan.

Some of the earliest planning activities in the early 1900s centered around parks and transportation. From these early beginnings, planning in Spokane has continued to grow in significance and usefulness. In 1968, the city adopted the first land use plan as one element of the comprehensive plan. The 1968 Land Use Plan was updated in 1983. Over the years, the topics in the Comprehensive Plan have expanded to include parks and open spaces, bikeways, water and wastewater facilities, shorelines, individual neighborhoods, and many others. In 2000, the Comprehensive Plan consisted of over 30 official documents.

When the state enacted the Growth Management Act (GMA) in 1990, it changed the purposes of comprehensive plans prepared under the GMA rules. Requirements to plan for housing and private utilities were added to the existing mandates to address land use, transportation, and capital facilities. The GMA authorizes the inclusion of additional plan topics of specific local interest; the city chose to include economic development, social health, and five other planning subjects in its plan.

In its operation, the Comprehensive Plan provides the following directions to city-elected officials and staff:

- ◆ Locations where growth should occur.
- ◆ Quantities and types of housing to shelter existing and future population.
- ◆ Transportation, public improvements, and public services that are desired.
- ◆ Ways to help create a healthy economic environment.
- ◆ Actions to protect the natural environment.
- ◆ Development patterns to provide cost-effective delivery of public services.
- ◆ Timing and conditions for annexation.

GMA includes provisions to ensure that the city follows these Comprehensive Plan directives. First, the city must regulate land use and development consistent with the plan; the zoning code, subdivision code, environmental ordinances, and building code must follow the plan's intent. Second, the city must make capital budget decisions and capital project investments in conformance with the plan. These two GMA

rules give the new Comprehensive Plan a much higher level of importance in guiding the city's growth and development than previous editions of the plan.

The overall purpose of the comprehensive plan is to provide Spokane residents with a high quality of life. When the city of Spokane is seen as a desirable place to live, work, shop and play, many of its problems will take care of themselves. New and existing businesses within the city will thrive, as will the people they employ. City of Spokane residents will be more likely to own their own home, improving neighborhood stability and cohesiveness. Our youth will choose to stay here as adults because it's a good place to make a living and raise a family. With their basic needs met, people will be more able to give back to the community through civic involvement. Last but not least, there will be a large enough population base and high enough property values to generate the revenue stream needed for city government to provide the level and quality of public services that people expect and deserve. Then, the city of Spokane will truly be the crown jewel of the Inland Empire.

Spokane's Ambitions for the Future

The future is all about change. Through this plan, Spokane citizens express several ambitions for the changes they wish to see in the near future. At the center of these ambitions is a desire to improve community health broadly – to improve the conditions of all citizens and provide every individual greater opportunity to succeed. In this pursuit, the Comprehensive Plan attempts two key achievements: first, it seeks to increase value throughout the city, and second, it hopes to economically re-integrate the urban area to create an income profile within the city that is characteristic of healthy places. At the core of each of these ambitions is the desire to reverse the increasing decline in personal income and total assessed property valuation, relative to the unincorporated Spokane County. If Spokane can overcome these two conditions, the community will be on the road to improved well being.

What does this plan propose that will increase values throughout Spokane? It offers the opportunity for higher value in aggregate disposable income by creating new venues for jobs within neighborhoods and employment centers. Not just any jobs, but livable wage jobs born by new industries attracted by a more urban and diverse place. It creates more value in both private and public property by promoting the best patterns of urban development – infill and mixed-use development – and rejecting the worst – leapfrog growth and segregated land uses. It raises the value of the uniqueness of individual citizens by addressing the wide array of social needs and lifestyle preferences represented in a diverse community. The ability to make a decision of choice – to select from options – is one of the things people most value, and this plan offers new choices in housing, transportation, employment, living environment, cultural experience, and social engagement. The Comprehensive Plan enhances the value of parks, open spaces and other public space by increasing their role and financial support in a growing city. It gives increased value to the natural environment, not just for its ecological importance but also for its attraction to industries that seek amenities for their managers and workforce. It also increases the value of the built environment by placing greater emphasis on the visual character of the things we build and the public spaces we create. The Comprehensive Plan gives equal value to the legacy of our city's past by promoting historic preservation as we grow.

This ambition to add value to everything that makes Spokane a city permeates every part of the new Comprehensive Plan. The measure of increased values is a good way to evaluate the Comprehensive Plan's success.

The hope to economically re-integrate the urban area is directly related to the growth strategy presented in the Comprehensive Plan. The flight of higher incomes to the unincorporated suburbs removes investment and tax revenues that are needed to maintain a high quality of life in the city. The various types of centers planned as the primary venues of growth are keyed to attracting higher incomes back to the city. These centers have features and characteristics not present within the urban area for the past 50 years – but these are exactly the kinds of living environments that attract higher income wage earners to other cities. This new lifestyle preference has grown with the change in family demographics and high technology growth industries – there are more and more people that desire the living intensity and

diversity within concentrated urban centers. As centers grow in population and economic activity, the positive effects that they create such as convenience, social engagement, and amenities spread into the surrounding neighborhood and increase the attraction of these areas to higher incomes.

1.2 PLAN ADOPTION AND AMENDING THE PLAN

The Comprehensive Plan is a dynamic product of the community's continually evolving needs and desires about its future. The plan is prepared by involved citizens, recommended by the City Plan Commission, and adopted by the City Council. By law, it can be revised no more than once a year. At some point in time, however, changes in planning laws or community needs may require the preparation of an entirely new plan. This 2001 Comprehensive Plan is the result of a change in planning law when Washington adopted the Growth Management Act (GMA) in 1990. It likely will experience many years of annual revisions before another entirely new plan is necessary.

Plan Adoption

By City Charter, the City Plan Commission has the responsibility to make planning recommendations to the City Council for consideration for adoption. The Plan Commission has the duty to conduct the citizen planning processes that produce planning proposals, to review the results of these processes, and to formulate recommendations to the City Council based on this public involvement.

Adoption by the City Council is the formation step that is necessary to make the Comprehensive Plan an official city document. Under the rules of the GMA, the City Council's action to adopt the plan must be based on the "early and continuous citizen participation" required by the GMA. This provision adds insurance that the plan represents the community's consensus about the city's growth and how that growth will promote citizens' quality of life interests.

Amending the Plan

The City of Spokane is committed to conducting an annual process to consider amendments to the comprehensive plan. The GMA specifies that amendments to a comprehensive plan cannot be made more frequently than once per year. The purpose for this is two-fold: it gives the plan stability over time, avoiding spontaneous changes in response to development pressures, and it groups all proposed amendments in a common process for consideration, providing the opportunity to examine their collective effects on the plan.

The amendment process begins with a public notice to announce that applications to amend the plan can be made to the city until a specified cut-off date. The City Plan Commission then schedules workshops of public hearings to review completed applications. The Plan Commission makes a recommendation on each proposed revision and forwards its recommendation as a resolution and has the discretion to hold an additional public hearing. Those proposals that are approved by the City Council are official amendments to the Comprehensive Plan. Applicants can appeal the City Council's decision only to the Superior Court.

In addition to public comment, the amendment process will be guided by information gleaned from several different sources, including the Buildable Lands Inventory, Concurrency Management System, and Quality of Life Indicators and Benchmarks.

1.3 IMPLEMENTATION - CARRYING OUT THE PLAN

A plan means nothing if it is not carried out, or *implemented*. The Comprehensive Plan, as a community-wide plan, is implemented by the combined efforts of individuals, businesses, neighborhoods, civic groups, and local government. Many of the plan's policies reflect this shared responsibility for community action.

City government has the primary responsibility to implement the plan. The city's two main implementation activities are managing development by land use regulations and spending public funds on physical improvements. The relationship of these activities to the Comprehensive Plan is specified in the State Growth Management Act, which states that regulations shall be consistent with the Comprehensive Plan, and capital budgeting and spending shall be in conformance with the Comprehensive Plan.

Consistent Regulations

The city created regulations to ensure that development occurs consistent with our community's goals and objectives. These include zoning and subdivision ordinances, environmental laws, building codes, historic preservation laws, and design review procedures.

Zoning

The regulations that most people are at least a little familiar with are in the zoning code. This code controls the way land can be used, meaning the type of activity and intensity of development. Zoning restricts where residences, stores, industry, and other land uses are located, along with urban building height, minimum lot size, and the amount of landscaping and parking that must be provided. Zoning can establish districts, such as single-family residential or light industrial, to keep land uses separated, but it also can set rules for combining many types of uses to create a "mixed-use" project or district.

The city's official zoning code is part of the Spokane Municipal Code, which includes all the local laws that citizens and their city government must follow. The zoning code consists of definitions, descriptions of zoning classifications and the uses allowed in each, dimensional standards for development, and maps that show how the zone classifications divide the entire city into land use districts.

Since zoning is a device to implement the plan, its rules must be consistent with the plan. The decisions about land development are made when the plan is prepared or amended. The zoning code puts these decisions into operation as enforceable rules.

Example of Zoning Consistency

The plan's policies and map designate a location for a neighborhood center that includes a mix of housing types and neighborhood business uses, developed in character with the surrounding single-family neighborhood. The zoning code map for the area shows the boundaries of the center and a zoning classification, such as "Neighborhood Center Mixed-Use," near its middle. The map also identifies districts for higher density housing adjoining the mixed-use district, and surrounding those, large single-family districts to preserve the existing neighborhood character. The zoning map districts and classifications follow the direction of the plan and, therefore, meet the rule for consistency.

Subdivision

The manner in which parcels of land are divided into smaller parcels, or platting, is specified in the subdivision ordinance. Subdivision provisions relate primarily to procedures for dividing land. These procedures include review by public agencies to insure that zoning standards (e.g., minimum lot size), street access, public facilities, and other urban service requirements are provided.

State subdivision law requires that local legislative bodies include written findings that “***appropriate provisions are made. . . for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and other relevant facts, including sidewalks and other planning features***” as part of the decision for approving a plat. Appropriate provisions are made with a finding that those facilities specified in the plan will be available to serve the plat at the time of development.

Environmental Review

The State Environmental Policy Act (SEPA) ensures that environmental values are considered during decision-making by state and local agencies. SEPA gives agencies the tools to allow them to consider environmental information, including mitigation measures, before making a decision on a proposed plan or project. SEPA also includes provisions to involve the public, tribes, and interested agencies in most review processes prior to a final decision.

The environmental review process in SEPA works with other regulations to provide a comprehensive review of a proposal. Combining the review processes of SEPA and other laws reduces duplication and delay by combining study needs, combining comment periods and public notices, and allowing agencies, applicants, and the public to consider all aspects of a proposal at the same time. SEPA also gives agencies authority to condition or deny a proposal based on the agency’s adopted SEPA policies and environmental impacts identified during SEPA review.

Design Review and Design Guidelines

One of the biggest concerns of the community is how the pieces of our urban environment fit together. Design Review addresses the “fit” and compatibility of a development within the context of its surrounding environment both visually and in terms of how well a project will function as a neighbor. Review of projects is based on urban design guidelines included as policies and illustrations within the Comprehensive Plan and can cover height, bulk, architectural elements, landscape, signing, lighting, points of access, and many other details of building and site development.

Design guidelines are a primary tool in plan implementation to insure that proposals are compatible in character with adjacent development. Guidelines are adopted as descriptions, photos, or illustrations of desired character, and they have the effect of public policy. Building materials, architectural details, site features, and relationship to the street and adjacent properties are common specification in design guidelines. Design guidelines can serve as education and information for developers and the general public and can be recommended to a decision-making authority by an advisory committee in regards to a specific project. They also can be required as a condition of a particular development by a decision-maker, such as the Hearing Examiner.

Building Codes

Building codes help insure that development is safe and not a threat to public and personal health. These rules are applied when a property owner or tenant applies to the city for a building permit to gain approval to develop property including structures. During the permitting process, other codes, such as zoning and SEPA, are checked for compliance.

Some of the most important areas involving consistency with the plan include the Americans with Disability Act requirements, rules for historic preservation, and the creation of live/work spaces. Community interests such as these, as stated in the Comprehensive Plan, must be reflected through local administration of the Building Code.

Historic Preservation

The Comprehensive Plan recognizes the high value citizens place on historic resources in Spokane. Policies express public concern regarding their preservation and how to manage changes to these

resources as they are impacted by new development. Historic properties can range from individual downtown commercial buildings to neighborhood clusters of historically significant homes. Historic properties could also be buildings or structures owned or used by the City of Spokane.

A number of implementation tools are already in place. The Spokane Register of Historic Places lists significant properties over 50 years old by owner consent. Following designation, through a contract with the owner, properties are subject to historic design review in reference to federal rehabilitation standards, known as the Secretary of the Interior's Standards for Rehabilitation.

To encourage compliance, incentives are available for privately owned historic properties. Those incentives include the Federal Investment Tax Credit, which provides an income tax reduction, local Special Valuation, which reduces property tax, local Building Code Relief, which allows for deviation from building code requirements, and the option of the donation of a Facade Easement, which provides a one-time Federal Income Tax deduction.

A database of information of identified and potentially historic properties is also available and can be used as a planning tool by local government, by developers, and by elected officials to make informed decisions about actions that could affect historic resources.

Conforming Capital Budget and Spending

As communities grow, new schools, parks, libraries, streets, water and sewer lines, and similar urban facilities are needed to serve the expanding population. The Capital Facilities Program (CFP) is an official city document that lists all of the facility needs identified by each service provider for the next twenty years, including those required to support future population growth. The City Council adopts the program as the official outline of long-range spending on public improvements.

Transportation, water, wastewater, solid waste, fire, and parks facilities are planned in greater detail in their respective Capital Improvement Programs (CIPs) and summarized in the first six-year projects in the 20-year CFP. The CIP lists the specific physical improvements, specifies a time for construction, and identifies the anticipated source of funds to pay for the project. In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan.

Capital Facilities and Concurrency

The CFP and CIPs outline the city's capital budgets and include projects needed to realize the proposals in the plan. The GMA's Concurrency rule ensures that those public facilities and services necessary to support development are adequate to serve the development without decreasing current service levels below locally established minimum standards, and available when the service demands of development occur. The basis for this rule is two-fold: new growth should pay its way without placing additional financial burden on existing citizens or future generations, and growth should not reduce the quality or types of urban services that current residents enjoy.

Concurrency is pursued at the planning level and ensured at the project review level. During planning, the six-year capital improvement programs reflect City Council resolve to pursue funding for projects to meet the demands of new growth. The concurrency management system tracks current and future capital projects against land use trends and funding availability. At the project review level, developments generating new service demands can only be approved if adequate public facilities and services are available to meet the needs of the development.

1.4 MONITORING AND EVALUATION

Throughout the life of the Comprehensive Plan, monitoring and evaluation is conducted periodically to assess the effectiveness of the goals and policies, and identify ideas that may need to be added or modified in order to produce a result consistent with the Growth Management Act (GMA), the community's original visions and values, and the changing needs and priorities of the community.

Many sources of information are used during this process. Building permit records indicate whether or not new development activity is concentrating in designated centers, as described in the Comprehensive Plan. Departmental budgets, Six-Year Capital Improvement Plans, and findings from the Concurrency Management System demonstrate whether adequate resources exist and if they are being allocated at a level sufficient to accomplish the plan's objectives. Also, public participation in the annual Comprehensive Plan amendment process helps to identify unmet needs or new issues.

However, it is not enough to know whether or not the goals of the Comprehensive Plan are being met. We need to know that quality of life is actually improving because the goals are being met. Quality of life factors are tracked over time through Indicators and Benchmarks that cover the full range of topics represented by the chapters in the Comprehensive Plan. Indicators are measurements that can be compared regularly to assess trends and changing conditions. Benchmarks are reference points or standards for comparison that mark progress along the path toward a desired outcome.

Measurements address issues such as environmental quality, physical health, economic vitality, social conditions, housing availability, civic engagement and other factors which are key to general community well being. The information needed is gleaned from close partnerships with agencies and community organizations, such as the Health Improvement Partnership (Spokane Community Report Card), who already collect this data for similar community building purposes. In the end, this process should help to coordinate and improve programming and operations for all entities in Spokane whose purpose it is to improve the quality of life in Spokane.

THE AHWAHNEE Principles: A Way to Assess the Comprehensive Plan

The growth strategy in this Comprehensive Plan came purely from the desires and needs expressed by Spokane citizens who participated in the process. It is not mere coincidence, however, that these new directions for healthy community growth also seem somewhat familiar in their presentation. Before World War II and the ensuing sub-urbanization of the post-war, "modern" era, communities developed in ways greatly similar to those promoted in this Comprehensive Plan. A group of nationally recognized urbanists who are active in planning, designing and building healthier urban places has adopted a set of principles to state attributes of growth and development that contribute to high quality of life. These principles are included here as a way to look at Spokane's Comprehensive Plan in the context of the recommendations of these professionals and scholars.

Preamble: Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.

Community Principles:

- ◆ All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
- ◆ Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

- ◆ As many activities as possible should be located within easy walking distance of transit stops.
- ◆ A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- ◆ Businesses within the community should provide a range of job types for the community's residents.
- ◆ The location and character of the community should be consistent with a larger transit network.
- ◆ The community should have a center focus that combines commercial, civic, cultural and recreational uses.
- ◆ The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
- ◆ Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
- ◆ Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
- ◆ Streets, pedestrian paths and bicycle paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high-speed traffic.
- ◆ Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
- ◆ The community design should help conserve resources and minimize waste.
- ◆ Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
- ◆ The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles:

- ◆ The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
- ◆ Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
- ◆ Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
- ◆ Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles:

- ◆ The general plan should be updated to incorporate the above principles.
- ◆ Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
- ◆ Prior to any development, a specific plan should be prepared based on these planning principles.
- ◆ Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.



Comprehensive Plan Background

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2.1 LOCAL CONTEXT

Over the decades, Spokane has been shaped by its notable beginning. Capturing the attention of fur traders, miners, missionaries and those with the “westward-ho” spirit, Spokane soon found its place on the map. Prior to 1800, Spokane was a Native American encampment located near the falls of the Spokane River.

It was not long, however, before James N. Glover, the “Father of Spokane,” recognized the beauty and potential of the unscathed Spokane area. He acquired land rights from the first settlers who had arrived in 1871 and eventually established a store where he and his wife worked and resided. Glover grew exceedingly involved in the young town and was elected mayor in 1883.

In 1881, a short time before Glover assumed office, the town was incorporated as “Spokan Falls;” an 1883 amendment changed the spelling to “Spokane Falls.” A few years later in 1891, “Spokane” became the official city name when “Falls” was dropped. The city limits at that time extended north to Garland Avenue, south to 29th Avenue, east to Regal Street and west to “H” Street, to encompass a total of 20 square miles.

In the midst of name changes and growth, Spokane suffered its share of tragic events. In August of 1889, a great fire destroyed large portions of the city with losses totaling more than \$6 million. The need to rebuild the city served as the ideal opportunity to replace the old wood buildings with those made of stone and brick. Noted for their architectural and civic status, these buildings are still treasured by Spokane’s citizens.

In 1911, Spokane citizens approved a one million dollar park bond, which was used to implement the city’s first plan-- a park plan created by the world-famous landscape design firm, Olmsted Brothers. Implementation of the Olmsted plan increased Spokane’s park size from 173 acres to 1,934 acres and firmly established Spokane’s park system as one of the community’s enduring assets.

Spokane grew rapidly in its early years, from a mere 350 in 1880 to over 100,000 in 1910. To ensure that Spokane’s beauty would be protected during the rapid growth period, the “City Beautiful” committee was formed as part of a nationwide planning movement. The committee devoted itself toward making Spokane a desirable place to live by enhancing its natural and built environment, both of which were highly prized by Spokane’s early settlers who proudly used these assets to “boost” their young community and attract growing numbers of people to it. One of the results of Spokane’s City Beautiful movement was the creation of the Park Board in 1907.

After 1910, the city’s growth slowed and even declined between 1960 to 1990. Fifty years following the mighty fire, the threat and formidable presence of war in the 1940s knocked at Spokane’s door and made it a center for wartime activity. Over the next thirty years, Spokane continued to develop both commercially and industrially. Considerable housing developments further shaped Spokane’s neighborhoods, gradually spreading into the unincorporated area of Spokane County where most of the new development began to take place.

In 1974, Spokane hosted EXPO ’74, the World’s Fair. An immediate success, the fair drew huge crowds throughout the summer. The intrigued crowds thronged through the EXPO site, which had only recently been cleared of the railroad lines that had once crowded the river front site. Today, the Great Northern Depot tower remains as a feature of the park and serves as a reminder of the integral role the railroad played in shaping Spokane.

Geological History

Spokane has been patterned over time by a succession of geological episodes. More than 16 million years ago, vast lava flows forged the area, creating a great bedrock plain that extended in multiple directions. During the ice age approximately 12,000 years ago, lobes of large glaciers traveled from the north, barricaded a large river basin in western Montana, and formed a gigantic lake in modern-day Missoula. The lake was 7,600 square kilometers in area and approximately 600 meters deep.

The glaciers eventually began to retreat, which caused the ice dam to fracture, spilling huge walls of water 150 meters in height through Spokane. Such events occurred more than a dozen times during the ice age, carving out deep canyons and leaving small remnants of the original plain. The receding flood waters left mass deposits of sand and gravel in the bottom of canyons. These flat areas made ideal locations for settlement and formed a large ground water aquifer. The aquifer is now identified as the Spokane Valley - Rathdrum Prairie Aquifer and serves as Spokane's water supply.

The aquifer carries between 1,325,000 and 2,460,000 cubic meters of water each day and provides domestic water supply to most of the Spokane urbanized area. Additionally, the aquifer exchanges significant amounts of water with the Spokane River. Sadly, much of the area's sanitary wastewater continues to be disposed of through individual septic tank and drain field systems that are located directly over the aquifer rather than through public sewer. Businesses that use hazardous materials perpetuate the pollution problems when they locate on land above the aquifer. These actions present great threats of contamination to our drinking water and produce much internal community strife.

In relation to the air shed, most of the urbanized area is located in the valley of the Spokane River, enclosed north and south by steep hillsides. Together, with prevailing winds and frequent winter temperature inversions, this tends to impound stagnant air and accumulated airborne pollutants near the ground's surface. Spokane is frequently in jeopardy of violating this country's strict air quality standards, a situation that has severe consequences for our municipality and its citizens. Automobile travel remains as the number one producer of airborne pollutants, which attests to the comprehensive plan's devotion toward exploring other means of transportation and ways in which to reduce automobile usage.

Population

The growth alternatives presented in the draft comprehensive plan are based on projected growth for Spokane County for the next twenty years as decided by elected officials from all jurisdictions in the county.

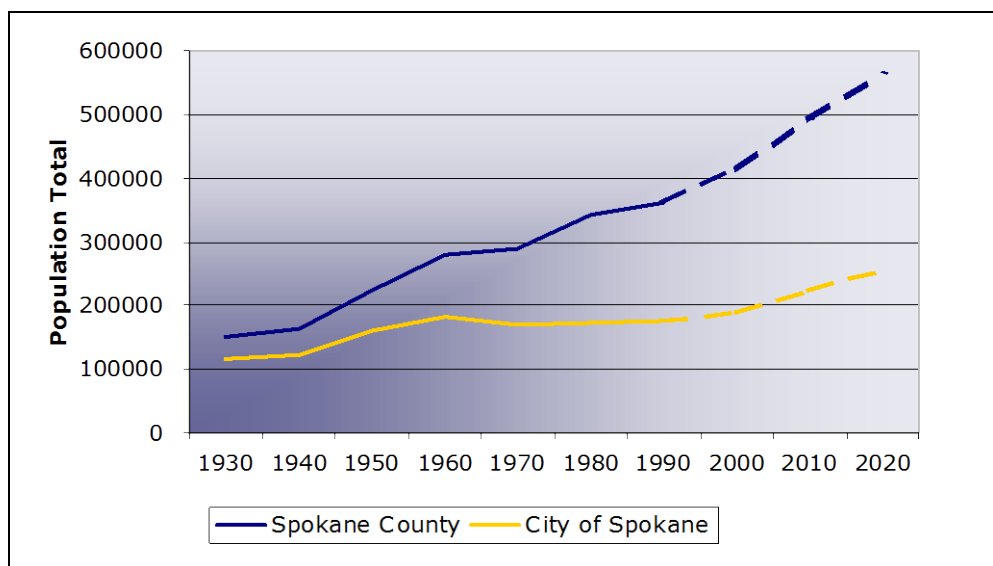


FIGURE 1 POPULATION GROWTH IN THE CITY OF SPOKANE AND SPOKANE COUNTY

CLIMATE AND REGION

Located 18 miles west of the Idaho border and 110 miles south of the Canadian border, Spokane enjoys each of the four seasons. Spokane typically averages 16 to 22 inches of precipitation each year. Additionally, the area receives approximately 50 inches of snow and ice annually. The winds remain calm at an average of 8 to 9 mph.

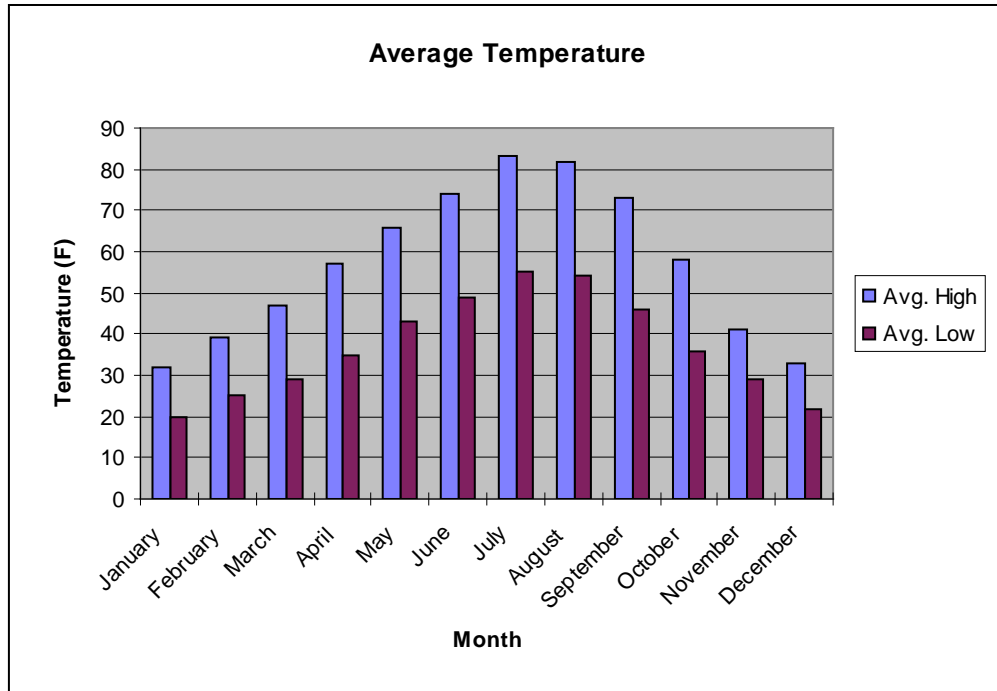


Figure 2 Average Monthly Temperatures for Spokane

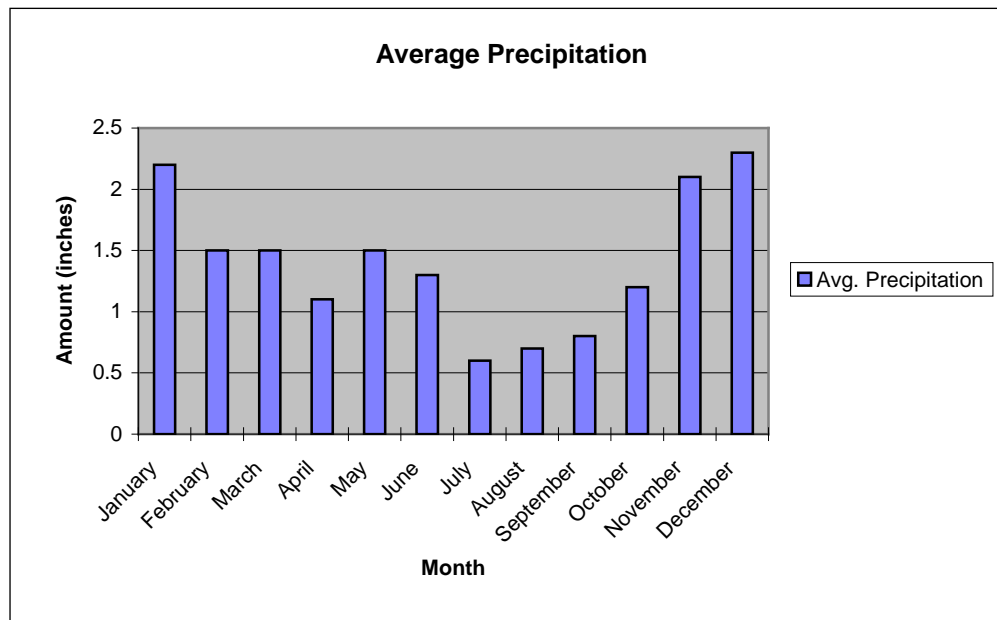


Figure 3 Average Monthly Precipitation for Spokane

Urban Conditions and Poverty

Once the grandest city in the state, Spokane's bustling urban environment and vital community health have faded over the last quarter of the 1900s. Contributors to the new comprehensive plan intend it to be a tool that will turn the tide and ensure that the 21st century is a bright, new era for Spokane. In the course of identifying effective strategies for positive change, the public took stock of Spokane's current urban conditions.

Disparate personal income is perhaps the urban condition that poses the biggest threat to community health. In 1999 David Rusk, one of the nation's foremost social analysts, observed that the Spokane metropolitan area became 40 percent more economically segregated in the twenty years from 1970 to 1990. He noted that, increasingly, higher income households are moving outside the urban core, and the core is predominately becoming the place of poverty. The community has recognized the magnitude of poverty in the area, but it continues to overlook the significance of poverty's geographic concentration in the city.

This condition is even more alarming than it appears on the surface. Spokane, once taking pride as the city of home ownership, now experiences an ownership rate that is lower than the unincorporated Spokane County and 10 percent lower than the national average. In some central city neighborhoods, the number of rental households is significantly greater than owner-occupied homes. This has multiple detrimental effects: high levels of transient residency that undermines social stability, low property maintenance that expresses itself as physical blight, and reduced capacity to create personal financial equity to offset inflation.

Our children are our future, but the city's urban conditions do not support their success. Thirty-seven percent of Spokane's children are in households below the 100 percent poverty level. Some elementary schools in central neighborhoods experience over 75 percent turnover each new school year – nearly four out of five students are not there the succeeding fall. These children can suffer from lack of diverse social interaction, inaccessibility to positive role models, poor nutrition, and sporadic after-school adult supervision. The chances are high that their future, as adults, will also be one of poverty.

There is a direct relationship between household incomes and local government's ability to support the community's desired quality of life. Funds to maintain streets, operate parks, provide police and fire protection, and run libraries come from locally generated sales and property taxes. The cost of these services is highest where the demands are greatest – at the center of population, in the city.

City income levels – nearly 10 percent lower than the unincorporated county and only two-thirds that of Seattle – don't generate sufficient tax revenues to maintain City of Spokane facilities and provide services at levels desired by citizens. The shrinkage in disposable income, and its effect on sales tax, is felt more severely as incomes decrease.

Income level also influences property taxes. People at lower income levels have less capacity to invest in real property, whether a personal residence or a local business. The City of Spokane is increasingly reliant on outside investment to improve property. The area's moderate historic growth and availability of non-city venues for growth and development have not supported investment in the city equal to that outside the city. From 1985 to 1995, total assessed valuation of property in the county grew to almost a billion dollars higher than that in the city, nearly a 400 percent increase in the difference in just 10 years. The City of Spokane's minority share of assessed valuation is greatly inconsistent with the higher demands for urban services created by the city's majority share of urban population, roughly double that of the unincorporated county.

Another dimension to the income problem is access to living wage jobs for those in poverty. Employment in the growth sectors where many of these job opportunities are emerging is largely outside the city at the urban edges. The mobility barriers faced by city households in poverty limit access to entry-level positions at these suburban locations. Mass transit does not offer convenient alternatives to

many of these house-holds, particularly when child day care is part of the daily routine. The annual cost of owning one vehicle to commute to distant employment is equal to payments for a \$40,000 home mortgage. So, these house-holds must choose between ownership of one or more vehicles or the ability to have a better place to live.

The answers to these conditions are included in the Comprehensive Plan. Once they are pursued with deliberation, Spokane will no longer be a place that struggles to maintain its quality of life in the face of increasing poverty.

2.2 GROWTH MANAGEMENT ACT OVERVIEW

The Growth Management Act (GMA) was adopted in 1990 by the State Legislature in response to rapid population growth in the Puget Sound region on the western side of the state. A few years later, Spokane County also experienced unprecedented growth and was required to become part of growth management. The GMA goals are not listed in order of priority and are used exclusively for the purpose of guiding the development of comprehensive plans and development regulations. The following thirteen GMA goals are what the City of Spokane must achieve, and are consistent with the community's vision for its future.

- ◆ **Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- ◆ **Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.
- ◆ **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- ◆ **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- ◆ **Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- ◆ **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- ◆ **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- ◆ **Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest and productive agricultural lands, and discourage incompatible uses.
- ◆ **Open Space and Recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- ◆ **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- ◆ **Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process and ensure the coordination between communities and jurisdictions to reconcile conflicts.
- ◆ **Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- ◆ **Historic Preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

2.3 COUNTYWIDE PLANNING POLICIES OVERVIEW

The Growth Management Act (GMA) calls for coordinated planning efforts among jurisdictions within a county planning under GMA. In response to that requirement, the Spokane County Steering Committee of Elected Officials developed and adopted the Countywide Planning Policies (CWPPs) in December of 1994. The CWPPs address nine subject areas and provide a framework for subsequent development and adoption of comprehensive plans by all thirteen jurisdictions within Spokane County. The policies address the following topics:

- ◆ The designation of urban growth areas (UGAs)
- ◆ Joint planning within urban growth areas
- ◆ Promotion of contiguous and orderly development and provision of urban services
- ◆ Parks and open spaces
- ◆ Transportation
- ◆ Siting of capital facilities of a countywide or statewide nature
- ◆ Affordable housing
- ◆ Economic development
- ◆ Fiscal impacts

2.4 HORIZONS PROCESS OVERVIEW



Introduction

Spokane Horizons is the name of the City of Spokane's citizen participation process to develop a new comprehensive plan. It is the city's planning process that is intended to involve all segments of the community in shaping the city's future. Started in the spring of 1995, the Spokane Horizons process was developed to fulfill the city's commitment to active, effective citizen participation as well as the Growth Management Act's (GMA) mandate for early and continuous citizen participation.

From the beginning of its GMA planning, the city made a commitment to provide early and frequent opportunities for the citizens of Spokane to be involved in making decisions that affect the community. Through the Spokane Horizons process, it was hoped that the community could achieve consensus and chart a new course for Spokane's future. These aspirations are expressed in the following goals for this program:

Spokane Horizons Goals

- ◆ To stimulate broad citizen involvement in shaping the future of the community.
- ◆ To forge a new coalition of community-wide interests to broaden the investment within the community for planning Spokane's future.
- ◆ To build affective relationships among government, the community and neighborhoods, business and their constituents to empower citizens and provide a broader perspective on Spokane's future.
- ◆ To understand the public's expectations for growth management planning, including the content and products of the process.

Process Chronology

A chronological summary of the Spokane Horizons process follows. Additional details can be found in the supporting documents cited in the text.

☑ March 1995

Citizen Participation Forum

A citizen participation forum offers comments concerning the current state of citizen involvement and recommendations for how to motivate and involve people in community planning, producing “Key Principles for Public Participation.”

Key Principles for Public Participation

- ◆ Include “input-based outcomes” to build ownership and increase participation.
- ◆ Ensure diversity and inclusiveness in the participation process.
- ◆ With the government, in community/neighborhoods, businesses, and their constituents should work collaboratively to achieve community consensus and build effective relationships.
- ◆ Communicate frequently and through a variety of techniques.
- ◆ Recognize individual time limitations.
- ◆ Focus on specific, direct-impact issues to generate interest and participation.
- ◆ View Spokane Horizons as a positive opportunity for the Spokane community.

Supporting Documents

“Key Principles for Public Participation”

“Citizen Participation Forum Summary Report.” Spokane Horizons Newsletter, April 14, 1995.

☑ Spring to Summer 1995

Identifying Plan Topics

Citizens are asked for community issues of importance and topics that should be included in the city’s comprehensive plan. Ten plan topics are crafted. Four chapters address mandated GMA topics while others are included by local decision. The ten plan topics include the following:

Elements Mandated by GMA

- ◆ Land Use
- ◆ Capital Facilities and Utilities
- ◆ Transportation
- ◆ Housing

Elements Added by Local Decision

- ◆ Economic Development
- ◆ Urban Design and Historic Preservation
- ◆ Natural Environment
- ◆ Neighborhoods
- ◆ Social Health
- ◆ Leadership, Governance, and Citizenship

Supporting Documents

“Charting a New Course.” Spokane Horizons Newsletter, July 1995

“Salmon swim upstream...” Survey.

☑ Summer 1995

Development of Spokane Horizons Executive Board

The Spokane Horizons Executive Board, whose members represent fourteen diverse sponsor organizations, is formed to design and implement the Spokane Horizons process. The organizations represent neighborhood, business, civic and local government interests and provide expertise or resources normally not available to the city.

Sponsoring Organizations

Chase Youth Commission
City of Spokane
Citizens League of Greater Spokane
Community Colleges of Spokane
League of Women Voters
Pacific Northwest Inlander
Spokane Area Chamber of Commerce
Spokane Neighborhoods
Spokane School District 81
Vision Spokane
AVISTA Utilities, formerly known as Washington Water Power
West Central, East Central, and North Central Community Centers

☒ **Fall 1995**

Beginning to Identify Visions and Values

Over 80,000 questionnaires entitled, “50,000 People Are Coming to Dinner . . .and They’re Staying the Night!” are distributed throughout the community via city utility bill mailings, organizations and various meetings. The responses serve as the initial steps toward developing the city’s visions and values. It asks the community two questions:

- ♦ What do you really love about Spokane? What should we be sure to keep, even as we grow?
- ♦ Think about 50,000 more people living in our city. What changes are you concerned about or looking forward to with this growth? How do you feel this growth will affect the things that you like and want to keep?

Supporting Documents

“50,000 People Are Coming to Dinner . . . and They’re Staying the Night!” Brochure

☒ **March to April 1996**

Clarifying and Confirming Visions and Values

Seven sub-area meetings are held throughout the city followed by a citywide meeting on April 17. Through these meetings and the work of the City Plan Commission, a citywide vision is developed, followed by vision and values statements for each of the plan topics.

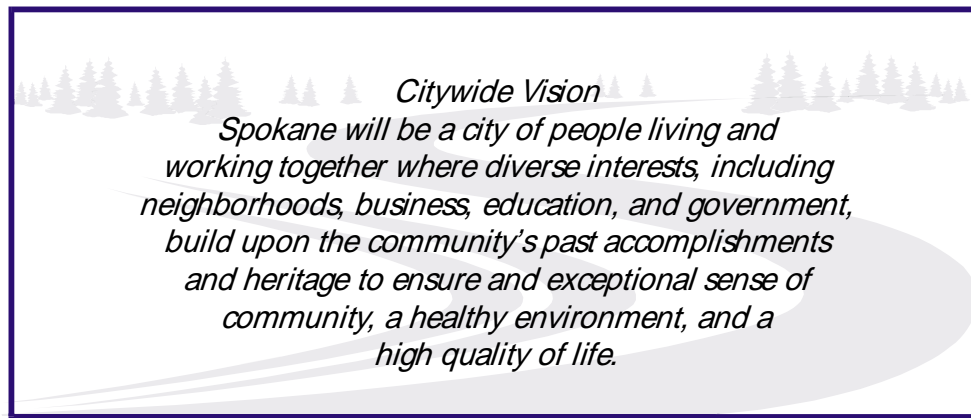
Supporting Documents

Spokane Horizons letter to participants, February 12, 1996
“Why Bother, Who Cares?” Meeting Flyer.

☒ **June 10, 1996**

Adoption of Visions and Values

The City Council unanimously adopts the visions and values as the basis for the comprehensive plan.
Note: The adopted visions and values appear within their corresponding topic section in this document.



☑ **July 1996**

Ten Topic Work Groups Start Meeting

Ten citizen work groups start meeting to address the plan topics. The groups identify the predominant issues surrounding each topic and select three representatives to serve on the Core Committee, which shares ideas and provides coordination between topics.

☑ **October 1996**

APA/PAW Honor Award

On October 22, 1996, the city of Spokane receives an Honor Award from the American Planning Association and Planning Association of Washington for Spokane Horizons: Shared Directions.

☑ **March 10, 1997**

City Council Accepts Community Issues Report

The "Community Issues" report, containing lists of community issues to be addressed in subsequent planning phases, is accepted by the City Council.

Supporting Document

"Community Issues." Report, undated.

☑ **March to July 1997**

Ideas for Community Solutions

The Horizons topic work groups continue to formulate solutions to their identified issues. In July, City Council accepts the "Ideas for Community Solutions" document.

Supporting Document

"Ideas for Community Solutions." July 21, 1997.

☑ **July to August 1997**

Draft Goals Developed

The ten topic work groups produce the preliminary draft goals, which are approved in August by the Core Committee.

☑ **September 1997**

League of Women Voters Award

The League of Women Voters presented their 1997 Growth Management Award for Public Participation Programs to Spokane Horizons on September 18, 1997.

☒ **August-December 1997**

Draft Policies Developed; Growth Concepts Explored

Individual work groups develop draft policies addressing the approved goals. The city staff develops the first graphic representations of potential growth concepts that satisfy the draft goals and presents them to the Core Committee.

Supporting Document

“Draft Goals and Policies, Horizons’ suggestions for The City of Spokane’s Comprehensive Plan,” November 24, 1997.

☒ **January-June 1998**

Formulation of Growth Strategies/Alternatives

The Current Patterns and Focused Growth strategies develop from the initial growth concepts. Outreach to the public for feedback on the strategies includes presentations to more than 90 civic organizations, the preparation of a video and a newspaper tabloid, which is inserted in an April edition of The Pacific Northwest Inlander and throughout downtown and city neighborhoods.

Supporting Documents

“Spokane Horizons Progress.” Spokane Horizons Newsletter, April/May 1998.

“Two Strategies for Growth, Which Path to the Future,” Newspaper Tabloid.

☒ **Fall 1998 and Spring 1999**

Operational Analysis of Growth Alternatives

Information packages fully detailing the three proposed growth alternatives area presented to service providers (both city and non-city agencies) for their evaluation. The second round addresses a larger geographic area than the first round.

☒ **Spring 1999**

Adjustments

Adjustments to the growth population and the refinement of land capacity and demand start.

☒ **Spring and Summer 1999**

Market Analysis of Focused Growth

Consultants complete reports on the market possibilities of the focused growth alternatives.

Supporting Documents

Focused Growth Alternatives: Mixed-Use Case Studies, March 1999

Focused Growth Alternatives: Summary of Stakeholder Interviews, July 1999

Focused Growth Alternatives: Summary Analysis Report, August 1999

☒ **Summer 1999**

Preparation of Integrated Plan

The development of an integrated Draft Comprehensive Plan/EIS document containing the three alternatives begins.

Supporting Documents

“Horizons’ Choices to Hit City Streets” Spokane Horizons Newsletter, September 1999

☒ **Fall 1999**

Further Work on Integrated Draft Plan

Additional narrative work, including background and discussion sections, is added to the draft plan while editing and graphic layout procedures continue.

☒ **March 2000**

Spokane Horizons Executive Board Reconvened

The Spokane Horizons Board is reconvened and provides review of the citizen participation process.

☒ **Spring 2000**

Draft Comprehensive Plan/EIS Chapters Introduced

Draft Comprehensive Plan/EIS chapters are introduced to the City Plan Commission.

☒ **May-September 2000**

Draft Comprehensive Plan/EIS Released

The Draft Comprehensive Plan/EIS is released May 22, 2000 for a public comment period that ends on September 26. The document is available in print, on CD-ROM, and on the city's website. 14,000 copies are distributed of a summary magazine titled "Spokane Quest." Public education and outreach efforts include presentations to over 80 civic organizations, booths at nine community festivals, and a standing display in City Hall called the Comp Plan Lab. Feedback instruments include surveys, an email response address, an Open Mike Night, several Tell-Back sessions, and the City Plan Commission hearing on September 6, 2000.

Supporting Documents

Draft Comprehensive Plan and Draft Environmental Impact Statement

"Spokane Quest," Magazine

Public Participation Program Pamphlet

☒ **August 2000**

Fiscal Analysis of Growth Alternatives

Consults prepare a report analyzing the fiscal impacts of each of the three proposed growth alternatives, which is released for public review on August 30, 2000.

Supporting Documents

Fiscal Analysis for the Draft Comprehensive Plan/EIS, August 2000

☒ **October 2000**

APA/PAW Honor Award

On October 3, 2000, the City of Spokane receives an Honor Award from the American Planning Association and Planning Association of Washington for Draft Comprehensive Plan Community Involvement.

☒ **October 2000 – January 2001**

City Plan Commission Deliberations

The City Plan Commission deliberates on the Draft Comprehensive Plan/EIS and the three proposed growth alternatives. After consideration of the fiscal, environmental, operational, social and market analyses, and an extensive review of the public comment, the City Plan Commission confirms Centers and Corridors as the preferred growth alternative. Changes are made to policy language and the land use map to address the City Plan Commission's concerns and those raised through the public comment process. The City Plan Commission then recommends this changed version of the plan to the City Council for adoption.

Supporting Documents

135 letters of public comment received

Tell-Back report: "Perception of Comprehensive Plan Strategies"

Findings, Conclusions and Recommendation, dated January 17, 2001

City Plan Commission's Recommended Draft Comprehensive Plan (January 2001 version)

☒ **January –May 2001**

City Council Review

From January 18 to February 22, the City Plan Commission hold six study sessions with Planning staff to review the January 2001 Plan Commission's recommended version of the Draft Comprehensive Plan. The City Plan Commission proposes suggested changes to policy language and the land use map in order to address the concerns expressed by City Council members at these study sessions. Preliminary to the City Council hearings o the plan, the Plan Commission holds an open house on February 20 to show the public the February 13 version of the Comprehensive Plan/EIS that contains their recommendations together with the Council's changes to date.

The City Council holds seven weekly public hearings on the comprehensive plan from February 26 to April 9, 2001. The Final Environmental Impact Statement (FEIS) and final Capital Facilities Program (CFP) are released for public review on March 23. In response to the public comment, changes are made to comprehensive plan policies and the land use map during eleven joint City Council/City Plan Commission study sessions held between March 1 and May 10. All the changes that City Council made to the February 13 version of the Recommended Comprehensive Plan are compiled and released for ten days of public review on May 4. City Council hears public testimony on their proposed changes on May 7 and May 14. The City Council's first reading of the comprehensive plan adoption ordinance takes place on May 14. The City council hears final testimony, approves several last minute amendments to the plan text and map, and adopts the Comprehensive Plan by ordinance at the second reading on the ordinance on May 21, 2001.

Supporting Documents

"Process Meets Product" Spokane Horizons Newsletter, January 2001

234 letters of public comment received

City Plan Commission's Recommended Comprehensive Plan/FEIS (2/13/01 public release version)
FEIS and final CFP

City Council's Recommended Changes to the Plan Commission's Recommended Comprehensive Plan (released 5/4/01)

Comprehensive Plan Adoption Ordinance No. C32847

☒ **January-May 2001**

Draft Initial Development Regulations

Draft Initial Development Regulations are released for a 30-day public comment period that runs from January 29 to February 28. The City Plan Commission's hearing on the Draft IDRs is held February 21. The Plan Commission deliberates on the Draft Initial Development Regulations on May 9, and passes their recommendation on to the City Council. A revised version of the IDRs is posted to the City's website for public review on May 15. The City Council's first reading of the revised IDRs takes place on May 14. They are adopted by City Council at the second reading on May 21 with no additional public testimony.

Supporting Documents

Draft Initial Development Regulations, released on January 29, 2001

Initial Development Regulations Adoption Ordinance No. C32843

2.5 COMPREHENSIVE PLAN UPDATE OF 2006 OVERVIEW

Reason for 2006 Update: For the City's Comprehensive Plan to be effective, it must continue to be evaluated and evolve. When new and updated information that examines trends or patterns of growth and development is available, these are used to help evaluate if the Plan is achieving the goals of the community contained in the Plan. The 2006 update, in addition to annual amendments to the plan, ensure that the Plan is consistent with changes to State and Federal laws and the desires of the community. The Washington State GMA also requires the City to review and, if needed, update the Comprehensive Plan at certain time intervals. The end of 2006 is the first of the State-required review periods.

2.6 OVERVIEW OF PLANNING EFFORTS

In addition to annual amendments to the Comprehensive Plan and other long range planning efforts to ensure that adequate capital facilities are available in the future, the City has participated in additional planning efforts. The City has played both a lead and partnering role with many different groups and their planning efforts for the betterment of the community. Several of these efforts have been initiated and conducted by private groups with interests in certain specific areas of the City and surrounding areas. Examples of a few of these efforts include;

Pilot Centers and Corridors

Pilot Centers and Corridors: Four pilot areas were chosen to help develop and test the process of conducting specific plans for targeted areas of the City. The South Perry, West Broadway, Holy Family and Hillyard Center and Corridor areas were the first areas closely examined after the passage of the Comprehensive Plan in 2001. Strategies were developed and implemented to either revitalize or ensure that these areas continued to be vibrant areas where growth could be focused in the future. These pilot plans amended the Comprehensive Plan as a part of their process.

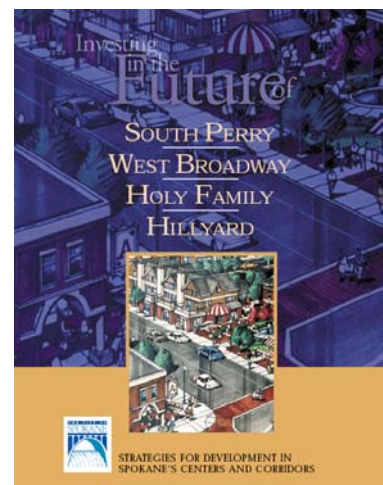
Footnote: Brochure that summarized strategies.

Neighborhood Planning

Following the pilot Centers and Corridors process and the creation of the Neighborhood Planning Guidebook, several other targeted planning efforts have been conducted. Other Center and Corridor areas that the City has partnered with include the Grand District Center, Maxwell and Elm Employment Center, and Logan Neighborhood Centers. The East Central neighborhood is currently in the process of creating a neighborhood plan.

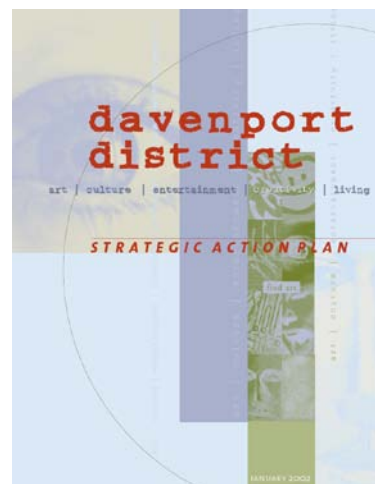
Strategic Plans

Through the Comprehensive Plan, the City would like to acknowledge several planning efforts that have taken place just prior to and after adoption of the 2001 Comprehensive Plan. Acknowledgment means only that the City recognizes these efforts. The Davenport District, Great Spokane River Gorge, and U-District plans contain a significant body of work detailing existing conditions, opportunities, and an outline for many actions designed to enhance these areas of the City. As visionary documents, they will help guide growth and development in these areas in the future. The City has not committed resources for action or project implementation of these plans, and the plans at this time are not intended for adoption as official policy of the City of Spokane. No legislative action has been taken to adopt changes to the Spokane Municipal Code, the Official Zoning Map, or the text or maps of the Comprehensive Plan related to these planning efforts. Implementation of these plans may require amendments to the Comprehensive Plan in the future.



Davenport District Strategic Action Plan

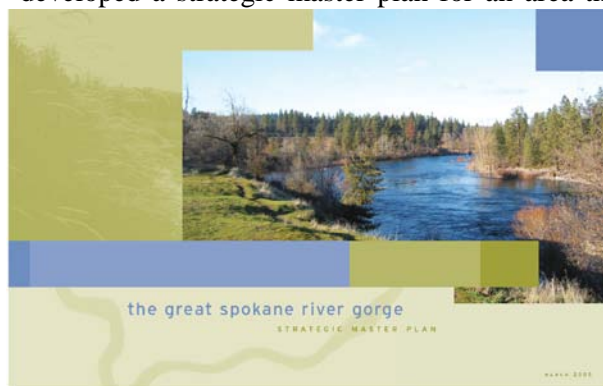
This effort was started in late 2001. The Downtown Spokane Partnership spearheaded a Strategic Action Plan for the district following the momentum begun by the Downtown Plan. During this time the "Davenport District" was selected as the name for the area surrounding the Davenport Hotel from Stevens Street on the east to Madison Street on the west. This plan presents a ten-year vision and action plan to guide the development and evolution of the Davenport District. The plan lays out an agenda for a series of immediate and long-term action items to enable the District to realize its full potential as an exciting district filled with arts, cultural, entertainment and living opportunities. The Strategic Plan is intended to be a flexible development tool and a working document that will change and adapt as the Davenport District evolves.



Cover of the Davenport District Strategic Action Plan

The Great Spokane River Gorge Strategic Master Plan:

A non-profit group "Friends of the Falls", aided by an award of technical assistance from the National Parks Service's Rivers, Trails & Conservation Assistance Program, has spearheaded an effort that has developed a strategic master plan for an area that has been named the Great Spokane River Gorge or



"Great George Park." The area generally follows the Spokane River Gorge west of River Front Park and includes parts of several neighborhoods. Some of the groups working with Friends of the Falls in the process include [Spokane Parks Department](#), [Spokane Tribe Culture Office](#), [Avista Corporation](#), [Summit Properties](#) (now Kendall Yards), [West Central Neighborhood](#), [Peaceful Valley Neighborhood](#), [Downtown Spokane Partnership](#), [Northwest Museum of Arts & Culture](#), and the [Friends of the Centennial Trail](#).

Cover of "The Great Spokane River Gorge" strategic master plan.

U-District Strategic Master Plan

Starting in 2003 and continuing through 2004, the City participated in a community effort to develop a strategic master plan around the idea of a University District. As stated in the U-District plan "The University District is a bold vision and plan to attract a critical mass of top students, staff and faculty, cutting-edge researchers, and creative entrepreneurs – all of which are the catalysts for increased commercialization of technology, growth in our health care industry, and overall economic prosperity for the region. It builds upon and incorporates existing plans, activities and assets — leveraging them into a strong economic engine that lays the foundation for Spokane's growth in the next century. It is time to forge Spokane's new destiny."



Cover of the U-District strategic plan.



Land Use

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3.1 INTRODUCTION

Growth of the City

When the city was incorporated as “Spokane Falls” in 1881, it covered an area roughly the same size as the present Central Business District. Spokane’s population in 1900 was over 36,000, nearly double that of a decade earlier. There were 300 business and industrial enterprises, 108 saloons, 56 churches, 2,500 telephones, and 42 miles of street railways. By 1920, the city’s population had grown to over 104,000.

Between 1920 and 1990, population grew at a much slower rate than earlier years. The population was 171,300 in 1980 and 177,165 in 1990, a 3 percent increase over this ten-year period. During the years between 1990 and 1995, the city’s population growth was more rapid, increasing to 188,800, an expansion of more than 1 percent per year. Since 1995, the population has remained relatively stable, decreasing to an estimated 188,300 in 1998. The Census reported the City of Spokane’s population for the year 2000 at 195,629 and the Washington State Office of Financial Management has forecast the population for the year 2006 to be 201,600. The recent population numbers show an increase of 13,300 people or over a 6 percent increase over the eight year period from 1998 to 2006.



The original town consisted of a bustling core area surrounded by compact, single-family neighborhoods. This development pattern continued until after World War II when increased mobility provided by the automobile resulted in a more suburban form of development. In the last 20 years, most new commercial development has occurred outside the downtown area in the form of large commercial centers and strips along arterial streets. New neighborhoods are typically characterized by low densities and few street connections. Many of the large apartment complexes built during this time are isolated from the rest of the city.



Planning History

Spokane has a long history of planning. The first subdivision regulations were adopted in 1906, and the first zoning ordinance passed in 1929. The City Plan Commission was established by a City Charter amendment in 1917 to, “investigate and make recommendations to the City Council on all matters pertaining to the living conditions of the city, and betterment of facilities, for doing public and private business therein, the elimination of slums, the correction of unhealthful housing conditions to further its growth along consistent, comprehensive and permanent plans.”

From these early beginnings, planning in Spokane has continued to grow in significance and usefulness. The first land use plan, a report including maps and policies, was adopted in 1968 as the official guide for development in Spokane. A new land use plan was adopted in 1983. Between 1982 and 1995, neighborhood plans were adopted for fifteen city neighborhoods, encompassing approximately 70 percent of the city’s geography.

In addition to these efforts, there have been many significant planning accomplishments over the last thirty-plus years. Among these are the adoption and implementation of the arterial street plan, the parks and open spaces plan, the downtown plan, and the shoreline master plan. All of these planning documents are important because they provide official public policy that guides the growth and

development of the city. The outcome of these planning efforts has been positive in many ways. For instance, neighborhood planning has encouraged citizen involvement at the most basic level, directly influencing what occurs in individual neighborhoods. Shoreline planning and regulations have resulted in the creation of Riverfront Park and other projects that have greatly improved the Spokane River. The downtown plan has been devised to again strengthen the livelihood of downtown for future generations through a strategic, coordinated community effort.

The Washington State Growth Management Act (GMA) requires the City of Spokane to prepare a comprehensive plan, which includes land use, housing, capital facilities, utilities, and transportation elements. This chapter contains the land use element. It includes goals, policies, and descriptions of land use types that will guide the development of land in the City of Spokane.

3.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Land Use Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Most, if not all, of the GMA goals pertain to the land use element. Land use policies and implementing regulations influence transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, environment, citizen participation and coordination, public facilities and services, and historic preservation. While all of these goals are important, the two goals that are most directly related to the land use element state:

- ◆ Urban growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ Reduce sprawl. “Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.”

GMA Requirements for Land Use Planning (RCW 36.70A.070)

Land use is one of the mandatory elements of the Comprehensive Plan required pursuant to the GMA. As prescribed by the GMA, the land use chapter:

- ◆ Designates the proposed general distribution, general location, and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses.
- ◆ Includes population densities, building intensities, and estimates of future population growth.
- ◆ Provides for protection of the quality and quantity of ground water used for public water supplies.
- ◆ Considers utilizing urban planning approaches that promote physical activity.
- ◆ Reviews drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) were adopted by the Spokane Board of County Commissioners in 1994. There is not a separate chapter in the CWPPs that addresses the topic of land use. However, there are many policies that are required to be addressed in each jurisdiction’s comprehensive plan land use element.

A key policy that advances the GMA goals that are cited above states: “Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning, and allows timely and coordinated extension of urban governmental services, public facilities and utilities for new development.”

A common theme of the CWPPs is the relationship between land use and most other comprehensive plan topics. For example, policies call for consistency between the land use plan and the regional transportation system. Opportunities are to be provided for developments along corridors that support public transportation services. Master plans of major transportation facilities, such as airports, state highways, railroads, and major freight terminals, are to be included to ensure that they are reasonably accommodated and compatible with surrounding land uses. Policies also require that the land use element consider the intensity of development in the urban growth area and assure that the provision of public facilities and services is adequate to support that intensity. Another topic that is to be addressed in the land use element is the protection of neighborhood character. Policies are to be included to prevent neighborhoods from becoming segmented, fragmented, or degraded by growth.

For the full text of the Countywide Planning Policies, refer to the Countywide Planning Policies and Environmental Analysis for Spokane County document, adopted December 22, 1994, last amended December 14, 2004 by Resolution No. 96-1075.

3.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Land use is defined as the general location of various uses of land, population density, and building intensities.

Vision

"Growth will be managed to allow a mix of land uses that fit, support, and enhance Spokane's neighborhoods, protect the environment, and sustain the downtown area and broaden the economic base of the community."

Values

"The things that are important to Spokane's future include:

- ◆ Acquiring and preserving the natural areas inside and outside the city.
- ◆ Controlling urban sprawl in order to protect outlying rural areas.
- ◆ Developing and maintaining convenient access and opportunities for shopping, services, and employment.
- ◆ Protecting the character of single-family neighborhoods.
- ◆ Guaranteeing a variety of densities that support a mix of land uses.
- ◆ Utilizing current residential lots before developing raw land."

3.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. The land use goals and policies establish a framework for future growth and development of the city.

Much of the future growth will occur within concentrated areas in neighborhood centers, district centers, employment centers and corridors designated on the land use plan map. While this growth occurs in centers and corridors, established single-family residential neighborhoods will remain largely unchanged.

The centers and corridors contain a mix of uses, including higher density housing centered around or above retail and commercial establishments, office space and public and semi-public activities (parks, government and schools). In addition to these uses, areas designated employment centers emphasize a strong employment component such as major offices or light industrial uses. Streets within the centers and surrounding neighborhoods enable residents to walk or bicycle for their daily service needs and to access each center's transit stop. Higher density housing within and around the centers supports business in the center and allows for enhanced transit service between centers, along corridors and to the downtown area. Center designations on the land use plan map may change to reflect neighborhood planning decisions.

Other important directives of the land use goals and policies include:

- ◆ Limiting commercial and higher density development outside centers and corridors to support growth and development of centers and corridors.
- ◆ Directing new higher density housing to centers and corridors and restricting this type of development in single-family areas.
- ◆ Using design guidelines to ensure that commercial buildings and higher density housing are compatible with existing neighborhood character in and around centers and corridors.

LU 1 CITYWIDE LAND USE

Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as the urban center.

Policies

LU 1.1 Neighborhoods

Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.

Discussion: Neighborhoods should have identifiable physical boundaries, such as principal arterial streets or other major natural or built features. Ideally, they should have a geographical area of approximately one square mile and a population of around 3,000 to 8,000 people.

Many neighborhoods have a neighborhood center that is designated on the land use plan map. The neighborhood center, containing a mix of uses, is the most intensive activity area of the neighborhood. It includes higher density housing mixed with neighborhood-serving retail uses, transit stops, office space, and public or semi-public activities, such as parks, government buildings, and schools.

A variety of compatible housing types are allowed in a neighborhood. The housing assortment should include higher density residences developed in the form of small scale apartments, townhouses, duplexes, and rental units that are accessory to single-family homes, as well as detached single-family homes.

A coordinated system of open space, nature space, parks, and trails should be furnished with a neighborhood park within walking distance or a short transit ride of all residences. A readily accessible elementary school should be available for neighborhood children. Neighborhood streets should be narrow and tree-lined with pedestrian buffer strips (planting strips) and sidewalks. They should be generally laid out in a grid pattern that allows easy access within the neighborhood. Alleys are used to provide access to garages and the rear part of lots. Pedestrian amenities like bus shelters, benches, and fountains should be available at transit stops.



LU 1.2 Districts

Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.

Discussion: Districts are composed of logical and contiguous groupings of several neighborhoods having a population of 30,000 to 60,000 people. Within a district, the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. For example, within a district, there is usually a centrally located high school, one or two well-located middle schools, and one or more well-located community parks.



The core area of the district, known as the district center, is usually located at the intersection of arterial streets. District centers offer a wide range of retail and service activities including general merchandising, small specialty shops, personal and professional services, offices, food, and entertainment. They should also include plazas, green space, and a civic green or park to provide a focal point for the center. Urban design guidelines of the Comprehensive Plan or a neighborhood plan are used to guide architectural and site design to promote compatible mixed land uses. Housing density should decrease as the distance from the district center increases.

LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are one of its most valuable assets. They are worthy of protection from the intrusion of incompatible land uses. Centers and corridors provide opportunities for complementary types of development and a greater diversity of residential densities. Complementary types of development may include places for neighborhood residents to work, shop, eat, and recreate. Development of these uses in a manner that avoids negative impacts to surroundings is essential. Creative mechanisms, including design standards, must be implemented to address these impacts so that potential conflicts are avoided.

LU 1.4 Higher Density Residential Uses

Direct new higher density residential uses to centers and corridors designated on the land use plan map.

Discussion: Higher density housing of various types is the critical component of a center. Without substantially increasing population in a center's immediate vicinity, there is insufficient market demand for goods and services at a level to sustain neighborhood-scale businesses. Higher density residential uses in centers range from multi-story condominiums and apartments

in the middle to small-lot homes at the edge. Other possible housing types include townhouses, garden apartments, and housing over retail space.

To ensure that the market for higher density residential use is directed to centers, future higher density housing generally is limited in other areas. The infill of Residential 15+ and Residential 15-30 residential designations located outside centers are confined to the boundaries of existing multi-family residential designations where the existing use of land is predominantly higher density residential.

LU 1.5 Office Uses

Direct new office uses to centers and corridors designated on the land use plan map.

Discussion: Office use of various types is an important component of a center. Offices provide necessary services and employment opportunities for residents of a center and the surrounding neighborhood. Office use in centers may be in multi-story structures in the core area of the center and transition to low-rise structures at the edge.

To ensure that the market for office use is directed to centers, future office use is generally limited in other areas. The Office designations located outside centers are confined to the boundaries of existing office designations. Office use within these boundaries is allowed outside of a center.

The Office designation is also located where it continues an existing office development trend and serves as a transitional land use between higher intensity commercial uses on one side of a principal arterial street and a lower density residential area on the opposite side of the street. Arterial frontages that are predominantly developed with single-family residences should not be disrupted with office use. For example, office use is encouraged in areas designated Office along the south side of Francis Avenue between Cannon Street and Market Street to a depth of not more than approximately 140 feet from Francis Avenue.

Drive-through facilities associated with offices such as drive-through banks should be allowed only along a principal arterial street subject to size limitations and design guidelines. Ingress and egress for office use should be from the arterial street. Uses such as freestanding sit-down restaurants or retail are appropriate only in the office designation located in higher intensity office areas around downtown Spokane in the North Bank and Medical Districts shown in the Downtown Plan.

Residential uses are permitted in the form of single-family homes on individual lots, upper-floor apartments above offices, or other higher density residential uses.

LU 1.6 Neighborhood Retail Use

Direct new neighborhood retail use to neighborhood centers designated on the land use plan map.

Discussion: To ensure that neighborhood retail use is attracted to centers, future neighborhood retail development is directed to the centers. Neighborhood retail areas located outside centers are confined to the boundaries of the neighborhood retail designations.

The neighborhood retail designation recognizes the existence of small neighborhood-serving businesses in locations that are not larger than two acres and that lie outside of designated centers. These locations are usually found along arterial streets, typically at the intersection of two arterials. In neighborhoods that are not served by a center, existing neighborhood businesses provide nearby residents access to goods and services.

No new neighborhood retail locations should be designated outside of a center. Further, business expansion at existing locations should be contained within the boundaries of the existing designation. Business infill within these boundaries is allowed.

Businesses that are neighborhood-serving and pedestrian-oriented are encouraged in neighborhood retail locations. Buildings should be oriented to the street and provide convenient and easily identifiable sidewalk entries to encourage pedestrian access. Parking lots should not dominate the frontage and should be located behind or on the side of buildings. Drive-through facilities, including gas stations and similar auto-oriented uses, tend to provide services to people who live outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines.

Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

LU 1.7 Neighborhood Mini-Centers

Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.

Discussion: The neighborhood mini-center designation recognizes the existence of small neighborhood-serving businesses in locations that are two to five acres in size that lie outside centers and corridors designated on the land use plan map. Some designated neighborhood mini-centers are over five acres in size based on pre-existing zoning designations. Similar to neighborhood retail, the neighborhood mini-center designation consists of small, freestanding businesses usually sited at the intersection of or along arterial streets. Another characteristic of this designation is the greatly restricted potential for redevelopment of the surrounding area to support a full neighborhood center. Consequently, the mini-center designation limits mixed-use development to the boundaries of the existing mini-center designation.

Mini-center locations are encouraged to become small, mixed-use centers with higher density residential use as a major component. Residential use adds market demand for neighborhood business and enables enhanced transit service to these locations. Shared-use parking arrangements are encouraged to increase the development intensity of the site for both residential and commercial uses.

This designation allows the same uses as the neighborhood retail designation. No new drive-through facilities, including gas stations and similar auto-oriented uses, should be allowed except along principal arterial streets where they should be subject to size limitations and design guidelines. Buildings should be oriented to the street to encourage walking by providing easy pedestrian connections. Parking lots should not dominate the frontage and should be located behind or on the side of buildings.

New mini-center locations may be established through a neighborhood planning process. They should be separated by at least one-mile from other neighborhood serving business areas and should not exceed five acres in size. To provide convenient accessibility from the surrounding neighborhood, new mini-centers should be located at the intersection of arterial streets.

Mini-centers established at the time of adoption of the comprehensive plan should be evaluated during any subsequent neighborhood planning phase. The evaluation will consider the appropriateness of the mini-center designation. The ability of the mini-center to serve the surrounding neighborhood and the adequacy of public services and facilities in the area to support the mini-center should be considered.

LU 1.8 General Commercial Uses

Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated centers and corridors.

Discussion: General commercial areas provide locations for a wide range of commercial uses. Typical development in these areas includes freestanding business sites and larger grouped businesses (shopping centers). Commercial uses that are auto-oriented and include outdoor sales

and warehousing are also allowed in this designation. Land designated for general commercial use is usually located at the intersection of or in strips along principal arterial streets. In many areas such as along Northwest Boulevard, this designation is located near residential neighborhoods. To address conflicts that may occur in these areas, zoning categories should be implemented that limit the range of uses, and site development standards should be adopted to minimize detrimental impacts on the residential area. Existing commercial strips should be contained within their current boundaries with no further extension along arterial streets allowed.

Recognizing existing investments by both the City of Spokane and private parties, and given deference to existing land use patterns, an exception to the containment policy may be allowed by means of a comprehensive plan amendment to expand an existing commercial designation, (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) at the intersection of two principal arterial streets or onto properties which are not designated for residential use at a signalized intersection of at least one principal arterial street which as of September 2, 2003, has traffic at volumes greater than 20,000 vehicular trips a day. Expansion of the commercial designation under this exception shall be limited to property immediately adjacent to the arterial street and the subject intersection and may not extend more than 250' from the center of the intersection unless a single lot, immediately adjacent to the subject intersection and in existence at the time this comprehensive plan was initially adopted, extends beyond 250' from the center of the intersection. In this case the commercial designation may extend the length of that lot but in no event should it extend further than 500' or have an area greater than 3 acres.

[per comprehensive plan text amendment, Ord. C-33287, effective 11-8-03]

If a commercial designation (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) exists at the intersection of two principal arterials, a zone change to allow the commercial use to be extended to the next street that runs parallel to the principal arterial street may be allowed. If there is not a street that runs parallel to the principal arterial, the maximum depth of commercial development extending from the arterial street shall not exceed 250 feet.

Areas designated general commercial within centers and corridors are encouraged to be developed in accordance with the policies for centers and corridors. Through a neighborhood planning process for the center, these general commercial areas will be designated in a land use category that is appropriate in the context of a center and to meet the needs of the neighborhood.

Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

LU 1.9 Downtown

Recognize the direct relationship between citywide land use planning and the present and future vitality of downtown Spokane.

Discussion: Plans and strategies should be adopted that are designed to ensure a viable, economically strong downtown area. Downtown Spokane should be a thriving neighborhood with a diversity of activities and a mix of uses; it should be alive night and day. The mix of uses must include residential (high, medium, and low-income), office, entertainment, and retail. To encourage residential use, a desirable living environment needs to be created. Downtown Spokane should be developed as a unique neighborhood with its own vision and plan with all stakeholders contributing.

LU 1.10 Industry

Provide a variety of industrial locations and site sizes for a variety of industrial development and safeguard them from competing land uses.

Discussion: Planned industrial locations should be free from critical areas, not subject to conflicting adjacent land uses, readily accessible to adequate transportation, utility, and service systems, and convenient to the labor force.

Commercial and office uses have historically been permitted in most areas that are designated for industrial use. Continuation of this practice may lead to the displacement of the vital industrial lands needed for the economic vitality of the city. The industrial lands inventory in the city and the urban growth area should be evaluated to determine which industrial lands should be preserved for exclusive industrial use and which areas should continue to allow commercial use.

In most cases, residential use is not appropriate in the industrial designation because of off-site impacts generated by industrial uses and the lack of residential amenities in these areas. However, river-oriented residential use is allowed in areas along the Spokane River where residents can take advantage of the river amenity. Residential uses should be carefully designed to be compatible with industrial uses. This compatibility may be maintained by using slope to other means or separate uses, and through buffers, landscaping, setbacks, fencing or other appropriate measures. The intent is to avoid conflicts between residential and industrial uses permitted in these areas.

LU 1.11 Agriculture

Designate areas for agriculture lands that are suited for long-term agricultural production.

Discussion: The agricultural designation is applied to agricultural lands of local importance in the Urban Growth Area. These areas have historically been farmed, contain highly productive agricultural soils (at least SCS Class II soils or designated prime agriculture lands as defined by the Natural Resource Conservation Service (NRCS) United States Department of Agriculture), and have large enough parcel sizes for productive farming. These areas have been determined in consultation with soil scientists from the National Resource Conservation Service. They are expected to remain agriculture for at least the next twenty years. Uses planned for agricultural areas include: farming, green house farming, single-family residence, and minor structures used for sales of agricultural products produced on the premises. Caretakers' quarters associated with the agricultural activity may be permitted as an accessory use when a single-family residence is located on the parcel.

Uses adjacent to designated agricultural lands, both inside and outside the city, should be compatible with farm uses. This compatibility may be maintained by limiting uses or density, by using slope or other means to separate uses, and through buffers, setbacks, fencing or other appropriate measures. Another method of lessening conflicts between uses is to give notice to nearby properties that agricultural operations will take place nearby. The Growth Management Act requires that local governments include a notice on subdivisions, development permits and building permits within 300 feet of an agricultural area that incompatible uses may occur on nearby land. A third way of reducing conflicts between uses is a right to farm law. This type of law gives farmers some protection against nuisance lawsuits when conducting traditional agricultural activities. While these laws are common in counties, they are uncommon in cities. Spokane should study whether such a law could work successfully within the city.

To protect and preserve agricultural designated land clustering of residential building sites shall be required as part of the subdivision approval process. Through the planned unit development (PUD) process, land in the Agriculture designation may be developed at a density of up to 10 units per acre. Clustering the allowable units is required so that structures located on agricultural designated parcels are situated in a manner that preserves as much land as possible for the agricultural operation.

A transfer of development rights program or purchase of development rights program needs to be developed to encourage the preservation of agricultural lands inside the urban growth area. A transfer of development rights program allows a property owner to use or sell the development rights to increase the development intensity on properties included within designated receiving areas as defined in the Spokane Municipal Code.

LU 1.12 Public Facilities and Services

Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

Discussion: Chapter 5, Capital Facilities and Utilities, ensures that necessary public facilities and services are available at the time a development is ready for occupancy without decreasing current service levels below locally established minimum standards.

The following facilities must meet adopted level of service standards and be consistent with the concurrency management system: fire protection, police protection, parks and recreation, libraries, public sewer, public water, solid waste disposal and recycling, transportation, and schools.

When development or redevelopment occurs, it is also important that adequate provision is made for stormwater drainage facilities, paved streets, sidewalks, street lighting, traffic and access control, circulation, off-street parking and loading facilities, transit, bicycle and pedestrian facilities, and other public improvements made necessary by individual developments.

LU 1.13 Parks and Open Spaces

Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.



LU 1.14 Existing Uses

Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.

Discussion: To achieve the objectives of the Comprehensive Plan, the intensity of the planned land use has been reduced in several areas of the city. It is not anticipated that the impact of these changes will be significant. The affected areas are usually planned or zoned at a higher intensity level than is reflected by the existing land use. Many of these areas have not been built-out at the intensity level allowed by policies and regulations that have been in affect a long time, in some cases, over 40 years.

A potential outcome of this planning approach is the creation of nonconforming uses. Properties with this status often deteriorate over time because there is a lack of incentive to invest in maintenance and property improvement. Often this creates adverse impacts to surrounding properties. This policy is designed to avoid this occurrence.

LU 1.15 Airfield Influence Areas

Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.

Discussion: Aviation facilities are a functionally and economically vital part of the community. The Federal Aviation Administration's Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes standards for determining obstructions to the airspace

necessary for safe aircraft operations. Part 77 regulations define a set of airspace protection surfaces referred to as “imaginary surfaces.” which may not be penetrated by any structures or natural features. However, the height of development is not the only characteristic that can cause it to be incompatible with aviation facilities. Areas surrounding these facilities are impacted by noise and safety concerns. RCW 36.70.547 General Aviation Airport mandates; “Every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport.” Air Field operators prepare and maintain Master Plans with the guidance of the Federal Aviation Administration (FAA) or the Department of Defense (DOD). The Master Plans are used to identify Airfield Influence Areas based on their proximity to an airfield, air traffic patterns, relative risk of an accident or current or anticipated levels of aviation generated noise. The Airfield Influence Areas are designated on Comprehensive Plan maps.

Residential uses and uses generally associated with residential uses such as schools and religious institutions are highly sensitive to aviation operation impacts. Other uses that concentrate a large number of people in a small area, endanger critical community infrastructure or create hazards for air traffic are also incompatible. Because of their low building occupancies and similar impacts on adjoining properties industrial uses are generally considered to be compatible with aviation facilities. In order to avoid an increase in potential conflicts between residents and airfield operations no additional land within the Airfield Influence Areas shall be designated for residential uses or other uses that have a high congregation of people. Existing residential designations shall not be changed to a higher density designation. Residential uses are prohibited in Commercial and Industrial designations. Existing Industrial designations are to be preserved and industrial uses that complement aviation facilities encouraged. Airfield Overlay Zones found in the City’s development code shall only allow commercial and industrial uses that do not conflict with aircraft operations

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

Policies

LU 2.1 Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

Discussion: The “public realm” is the public or private area where people interact with their surroundings or other people. The “public realm” is affected by the appearance, use, and attractiveness of development and how it functions. It is important to design buildings to maintain compatibility with surrounding development, and to design sites that provide for pathways, attractive and functional landscaping, properly proportioned open spaces, and other connecting features that facilitate easy access between public and private places.

LU 2.2 Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

Discussion: Performance and design standards should address, among other items, traffic and parking/loading control, structural mass, open space, green areas, landscaping, and buffering. In addition, they should address safety of persons and property, as well as the impacts of noise, vibration, dust, and odors. An incentive system should be devised that grants bonuses, such as

increased building height, reduced parking, and increased density, in exchange for development that enhances the public realm.

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

Policies

LU 3.1 Coordinated and Efficient Land Use

Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and focused growth in areas where adequate services and facilities exist or can be economically extended.

Discussion: Future growth should be directed to locations where adequate services and facilities are available. Otherwise, services and facilities should be extended or upgraded only when it is economically feasible to do so.

The centers and corridors designated on the land use plan map are the areas of the city where incentives and other tools should be used to encourage infill development, redevelopment and new development. Examples of incentives the city could use include assuring public participation, using public facilities and lower development fees to attract investment, assisting with project financing, zoning for mixed-use and higher density development, encouraging rehabilitation, providing in-kind assistance, streamlining the permit process, providing public services, and addressing toxic contamination, among other things.

LU 3.2 Centers and Corridors

Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.

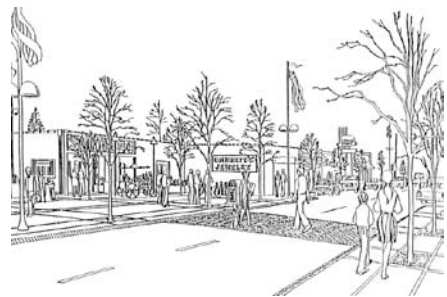
Discussion:

Suggested centers are designated where the potential for center development exists. Final determination is subject to the neighborhood planning process.

Neighborhood Center

Neighborhood centers designated on the Land Use Plan map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the neighborhood center.

Businesses in the neighborhood center are provided support by including housing over ground floor retail and office uses. The most dense housing should be focused in and around the neighborhood center. Density is high enough to enable frequent transit service to a neighborhood center and to sustain neighborhood businesses. Housing density should decrease as the distance from the neighborhood center increases. Urban design guidelines of the Comprehensive Plan or a neighborhood plan are used to guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.



Buildings in the neighborhood center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the neighborhood center to be taller. Buildings up to three stories are encouraged in this area.

Attention is given to the design of the circulation system so pedestrian access between residential areas and the neighborhood center is provided. To be successful, centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of neighborhood centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the neighborhood center, including the higher density housing surrounding the center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the neighborhood center and may be up to 22 units per acre at the perimeter.

District Center

District centers are designated on the land use plan map. They are similar to neighborhood centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the district center, including the higher density housing surrounding the center, should be approximately 30 to 50 square blocks.

As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the district center as a major activity area, it is important to encourage buildings in the core area of the district center to be taller. Buildings up to five stories are encouraged in this area.

The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.

Employment Center

Employment centers have the same mix of uses and general character features as neighborhood and district centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the center or on land immediately adjacent to the center.

Employment centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the employment center may be up to 44 dwelling units per acre. Surrounding the center are medium density transition areas at up to 22 dwelling units per acre.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a corridor, there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the corridor. A variety of housing styles, apartments, condominiums, rowhouses, and houses on smaller lots are allowed. A full range of retail



services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

Regional Center

Downtown Spokane is the regional center, containing the highest density and intensity of land use. It is the primary economic and cultural center of the region. Emphasis is on providing more housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city and region.

LU 3.3 Planned Neighborhood Centers

Designate new centers or corridors in appropriate locations on the land use plan map through a neighborhood planning process.

Discussion: The comprehensive plan recognizes that centers and corridors are the most appropriate venue for the location of commercial and higher density residential uses. In some areas of the city, there may be a need to establish a center or corridor. The exact location, boundaries, size, and mix of land uses in a potential neighborhood center should be determined through the neighborhood planning process. This process may be initiated by the city at the request of a neighborhood or private interest. Objective criteria should include:

- ◆ existing and planned density;
- ◆ amount of commercial land needed to serve the neighborhood;
- ◆ transportation investments and access including public transit; and
- ◆ other characteristics of a neighborhood center as provided in this plan, or as further refined.

LU 3.4 Planning for Centers and Corridors

Utilize basic criteria for growth planning estimates and, subsequently, growth targets for centers, and corridors.

Discussion: Growth planning estimates and growth targets for centers and corridors should be based on:

- ◆ availability of infrastructure;
- ◆ public amenities and related facilities and services capacity for residential and commercial development;
- ◆ existing and proposed residential densities and development conditions;
- ◆ accessibility of transit; and,

- ◆ density goals for centers and corridors.

LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

Discussion: Neighborhood, District, and Employment Centers are designated on the land use plan maps in areas that are substantially developed. New uses in centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses.

All centers are mixed-use areas. Some existing uses in designated centers may fit with the center concept; others may not. Planning for centers should first identify the uses that do not fit and identify sites for new uses that are missing from the existing land use pattern. Ultimately, the mix of uses in a center should seek to achieve the following minimum requirements:

TABLE LU 1 MIX OF USES IN CENTERS		
Use	Neighborhood Center	District and Employment Center
Public	10 percent	10 percent
Commercial/Office	20 percent	30 percent
Higher Density Housing	40 percent	20 percent
Note: All percentage ranges are based on site area, rather than square footage of building area.		

This recommended proportion of uses is based on site area and does not preclude additional upper floors with different uses.

The ultimate mix of land uses and appropriate densities should be clarified in a site-specific planning process in order to address site-related issues such as community context, topography, infrastructure capacities, transit service frequency, and arterial street accessibility. Special care should be taken to respect the context of the site and the character of surrounding existing neighborhoods. The 10 percent public use component is considered a goal and should include land devoted to parks, plazas, open space, and public facilities.

LU 3.6 Neighborhood Centers

Designate the following seven locations as neighborhood centers on the land use plan map.

- ◆ Indian Trail and Barnes;
- ◆ South Perry;
- ◆ Grand Boulevard/12th to 14th;
- ◆ Garland;
- ◆ West Broadway;
- ◆ Lincoln and Nevada;
- ◆ Fort George Wright Drive and Government Way.

LU 3.7 District Centers

Designate the following four locations as district centers on the land use plan map.

- ◆ Shadle – Alberta and Wellesley;
- ◆ Lincoln Heights – 29th and Regal;
- ◆ 57th and Regal;
- ◆ Grand District

LU 3.8 Employment Centers

Designate the following five locations as employment centers on the land use plan map.

- ◆ East Sprague – Sprague and Napa;
- ◆ North Foothills Employment Center;
- ◆ Maxwell and Elm;
- ◆ Holy Family;
- ◆ North Nevada, between Westview and Magnesium.
- ◆ Trent and Hamilton Employment Center

LU 3.9 Corridors

Designate the following three locations as corridors on the land use plan map.

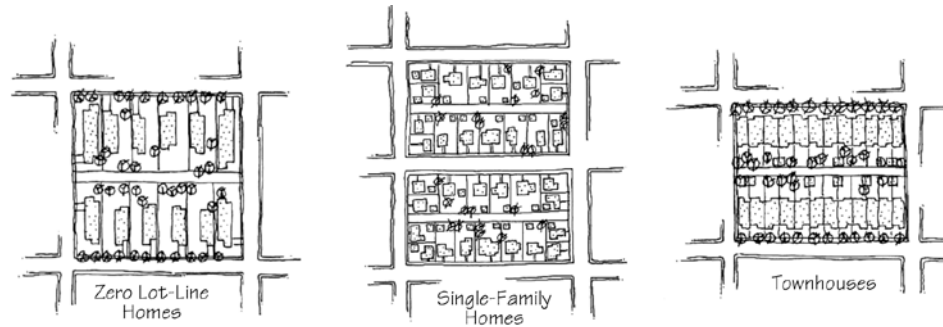
- ◆ North Monroe Street;
- ◆ Hillyard Business Corridor;
- ◆ Hamilton Street Corridor.

LU 3.10 Regional Center

Designate Downtown Spokane as the regional center.

LU 3.11 Compact Residential Patterns

Allow more compact and affordable housing in all neighborhoods, in accordance with neighborhood-based design guidelines.



Discussion: Compact and affordable housing includes such choices as townhouses, accessory dwelling units (granny flats), live-work housing, triplexes, zero-lot line, starter, small-lot, and rowhouses.

LU 3.12 Maximum and Minimum Lot Sizes

Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.

Discussion: One of the ways to use the remaining usable land more efficiently is to increase the overall housing density. Increased density promotes efficient and cost-effective provision of city facilities, services, and transportation systems and enables the provision of affordable housing.

LU 3.13 Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

Discussion: Many businesses have different hours of the day during which they are most busy. Whereas a movie theater is occupied during the evening hours, an office building flourishes during the day. In this type of situation, there is an opportunity for shared parking. Shared parking lots consume less land and are a more efficient use of land compared to the construction of separate parking areas for each individual business.



LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

Policies

LU 4.1 Land Use and Transportation

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.

Discussion: The GMA recognizes the relationship between land use and transportation. It requires a transportation element that implements, and is consistent with, the land use element. The transportation element must forecast future traffic and provide information on the location, timing, and capacity needs of future growth. It must also identify funding to meet the identified needs. If probable funding falls short of needs, the GMA requires the land use element to be reassessed to ensure that needs are met.

LU 4.2 Land Uses That Support Travel Options

Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.

Discussion: This provides opportunities for people to walk to work and shopping, enables less reliance on automobiles, reduces commuting times and distances, makes mass transit more viable, and provides greater convenience for area residents.



LU 4.3 Neighborhood Thru-Traffic

Create boundaries for new neighborhoods through which principal arterials should not pass.

Discussion: Principal arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences. Whenever possible, principal arterials should be located on the outer edge of neighborhoods.

LU 4.4 Connections

Design residential, commercial, and industrial development that takes into consideration the connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips.

LU 4.5 Block Length

Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths.

Discussion: Excessively long blocks and long local access residential streets result in fewer alternative routes for pedestrian and vehicle travel and generally result in increased vehicle speeds. A grid pattern featuring more street intersections and shorter blocks provides more alternative routes for pedestrian and vehicle travel and tends to slow traffic. Block lengths of approximately 250 to 350 feet on average are preferable, recognizing that environmental conditions (e.g., topography or rock outcroppings) might constrain these shorter block lengths in some areas.



LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

Policies

LU 5.1 Built and Natural Environment

Ensure that developments are sensitive to and provide adequate impact mitigation so that they maintain and enhance the quality of the built and natural environment (e.g., air and water quality, noise, traffic congestion, and public utilities and services).

LU 5.2 Environmental Quality Enhancement

Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

Discussion: Ensure the provision of adequate landscaping and other site design features that enhance the compatibility of development with the surrounding area.

LU 5.3 Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

Discussion: Off-street parking, access, and loading facilities are usually associated with the development of higher density residential, office, and commercial uses. These features often have major impacts on single-family residential areas. The impacts are most significant when these facilities are next to or intrude between homes. When these facilities are accessory to a higher density residential or nonresidential use, they should be developed according to the same policies and zoning regulations as govern the primary use. New parking lots should also have the same zoning classification as the primary use. In addition, these facilities should be developed to minimize adverse impacts to adjacent properties. All parking lots should be paved. Parking lots and loading areas should have appropriate buffers to fully screen them from adjacent, less intensive uses. Access to business and higher density residential sites should be controlled to avoid impacts on adjacent uses, pedestrian movement, and street functions.

LU 5.4 Natural Features and Habitat Protection

Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

Discussion: The Visions and Values document recognizes the importance of acquiring and preserving the natural areas inside and outside the city. These natural areas include environmentally sensitive areas, critical areas and buffers, trail corridors, areas with difficult topography, stands of trees, wildlife habitat, and other natural features. To encourage conservation of natural features and habitat protection, development regulations should be established that allow clustering of development at higher densities than otherwise allowed (consistent with overall density allowed for the site). If the minimum density cannot be achieved by clustering of development, exceptions to minimum residential density requirements may be permitted.

LU 5.5 Compatible Development

Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.



LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

Goal: Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.

Policies

LU 6.1 Advance Siting

Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.

Discussion: Attempts should be made to obtain or secure (e.g., by obtaining the right of first refusal) such sites as early as possible in the development of an area to ensure that the facilities are well located to serve the area and to minimize acquisition costs.

LU 6.2 Open Space

Identify, designate, prioritize, and seek funding for open space areas.

Discussion: The open space land use map designation consists of three major categories:

Conservation Open Space: Conservation Open Space includes areas that are publicly owned, not developed, and designated to remain in a natural state. It is intended to protect areas with high scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitats, and/or passive recreational features. It is expected that improvements in these areas would be limited to those supporting preservation or some passive recreation activities, like soft trails and wildlife viewpoints.

Potential Open Space: Potential Open Space includes areas that are not currently publicly owned, not developed, and designated to remain in a natural state. The purpose and types of improvements in this category are the same as the Conservation Open Space category. Public acquisition of land designated Potential Open Space is encouraged and may be accomplished by outright purchase, nature space tax incentives, Spokane County Conservation Futures funds, and other methods. Restrictions on the use of land designated Potential Open Space may not occur until the city or Spokane County acquires sufficient interest to prevent development of the lands. Otherwise, uses allowed in the Residential 4-10 designation may be allowed on land designated Potential Open Space.

Open Space: Open Space includes major publicly or privately owned open space areas, such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the open space area.

LU 6.3 School Locations

Work with the local school districts to identify school sites that are well-located to serve the service area and that are readily accessible for pedestrians and bicyclists.

Discussion: Schools are among the most important public facilities society provides for its citizens. Not only are they the centers of learning for children, but they serve as important focal points for all kinds of neighborhood activities. Their libraries and auditoriums often serve as neighborhood meeting places. The health and vitality of a neighborhood school is invariably a clear indicator of the health and vitality of the neighborhood itself.

Most of Spokane is served by School District 81. Mead School District 354 serves an area within the northern city limits, and Cheney School District 360 covers an area within the city limits on the southwest side. The Mead, Cheney and Nine Mile School Districts also serve land within the urban growth area.

LU 6.4 Land Use Decisions

Consider the needs of schools, such as pedestrian safety and a quiet environment conducive to learning, when making land use decisions.

LU 6.5 Elementary and Middle School Locations

Locate elementary and middle schools centrally in their service area on sites that allow children to walk safely to school.

Discussion: Elementary and middle schools should be located within or close to a designated center.

LU 6.6 High School Locations

Locate high schools centrally in their service areas so they are easily accessible to vehicular as well as pedestrian traffic.

Discussion: High schools tend to generate high levels of traffic from student drivers, school personnel, and interscholastic events. To accommodate the higher levels of traffic, high schools should be located on arterial streets. A central location within each service area also is desirable but less important than for elementary or middle schools. High schools should be located within or close to a designated center when centers are designated on the land use plan map.

LU 6.7 City and School Cooperation

Build further on the cooperative relationship between the city and school officials.

Discussion: The city has a modest role to play in school planning. Public schools are operated by local school districts and governed by state and federal laws and regulations. State funds provide the bulk of school finances. Some funds come from the federal government. School districts raise the rest from local property taxes. State laws set standards for service levels and facility development, such as site size and enrollment. They also specify funding methods. These laws thus perform much of the role of a functional plan for schools. School districts complete the remaining tasks of planning.

Nevertheless, there are important things the city can do. Through good planning, we can ensure that the environments around existing and future school sites are conducive to their needs. We can take into account the safety needs of school children and the need for school buildings to be appropriately accessible to their service areas. We can certainly continue to work closely with school officials and neighborhoods to serve our citizens together.

In addition, the Growth Management Act requires cities and school districts to cooperate in capital facility planning. Future school sites are among the types of “lands needed for public purposes,” which must be identified in a city’s comprehensive plan. If a school district is to collect impact fees for new schools, the school facilities must be reflected in the city’s Capital Facility Program (CFP).

Consideration should also be given to joint planning, which could include prioritization of sites for future school construction and preservation of historic sites.

LU 6.8 Schools As a Neighborhood Focus

Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.

LU 6.9 Shared Facilities

Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.

LU 6.10 Sharing and Programming Planning

Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.

LU 6.11 Siting Essential Public Facilities

Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.

Discussion: The Growth Management Act requires local governments to include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, and as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

The Steering Committee of Elected Officials approved the Growth Management Siting of Essential Public Facilities Technical Committee Report, which includes a model siting process, an interjurisdictional consistency review process, and an inventory of existing essential facilities. All Spokane County jurisdictions are to include this report in their comprehensive plans.

Essential public facilities are often difficult to site because they have characteristics that may adversely impact surrounding properties. For example, operation of an essential public facility can result in an increase in neighborhood traffic, noise, periodic high use, or other potentially detrimental consequences. Because of these impacts, essential public facilities should be allowed only in those zones in which they are compatible with surrounding land use. Various facilities should be classified as a permitted use, a use allowed as a conditional/special use, an accessory use, or a prohibited use, based on the purpose of the zoning district and the facility’s potential for adverse impacts on various uses and the environment. Additional policies regarding land uses needed to serve special needs populations are contained in Chapter 10, Social Health.

The following provisions regarding identification and siting of essential public facilities should be incorporated in the adopted zoning regulations. The more detailed process that is contained in the Growth Management Siting of Essential Public Facilities Technical Committee Report may supplement these provisions.

- A. Essential public facilities are public facilities and privately-owned or operated facilities serving a public purpose that are typically difficult to site. They include:
 - (1). Airports; state education facilities; state or regional transportation facilities; prisons, jails, and other correctional facilities; solid waste handling facilities; inpatient

facilities, such as group homes, mental health facilities and substance abuse facilities; sewage treatment facilities; and communication towers and antennas.

(2). Facilities identified by the State Office of Financial Management as essential public facilities, consistent with RCW 36.70A.200.

(3). Facilities identified as essential public facilities in the applicable zoning ordinance.

B. Essential public facilities may be allowed as permitted or conditional/special uses in the zoning code, provided that the regulations do not preclude the siting of an essential public facility in the City of Spokane or its unincorporated urban growth area. Essential public facilities listed as conditional/special uses in the zoning code shall be subject to the following requirements in addition to other applicable conditional/special use requirements:

(1). Essential public facilities shall be classified as follows:

(a) **Essential Public Facilities of a Statewide Nature:** These are major facilities serving or potentially affecting more than one county. These facilities include, but are not limited to, regional transportation facilities, such as regional airports, state correction facilities, and state educational facilities.

(b) **Essential Public Facilities of a Regional/Countywide Nature:** These are local or interlocal facilities serving or potentially affecting residents or property in more than one jurisdiction. They could include, but are not limited to, county jails, county landfills, community colleges, sewage treatment facilities, broadcasting towers, and inpatient facilities (e.g., substance abuse facilities, mental health facilities, and group homes).

(c) **Essential Public Facilities of a Local Nature:** These are facilities serving or potentially affecting only the jurisdiction in which they are proposed to be located (e.g., elementary, middle, and high schools, libraries, and community centers). In order to enable the city or county, as applicable, to determine the project's classification, the applicant shall identify the approximate area within which the proposed project could potentially have adverse impacts, such as increased traffic, public safety risks, noise, glare, or emissions.

(2). Provide early notification and involvement of affected citizens and jurisdictions as follows:

(a) **Essential Public Facilities of a Statewide or Regional/Countywide Nature:** At least 90 days before submitting an application for an essential public facility of a statewide or regional/countywide nature, the prospective applicant shall notify the affected public and jurisdictions of the general type and nature of the proposal, identify sites under consideration for accommodating the proposed facility, and identify opportunities to comment on the proposal. Applications for specific projects shall not be considered complete in the absence of proof of a published notice regarding the proposed project in a local newspaper of general circulation. The purpose of this provision is to enable potentially affected jurisdictions and the public to collectively review and comment on alternative sites for major facilities before the project sponsor has made their siting decision.

(3). **Essential Public Facilities of a Local Nature:** Essential public facilities of a local nature are subject to the city's or, as applicable, the county's standard notification requirements for conditional/special uses.

[NOTE: Once an application is received for a project following the expiration of the "early notification" period, adjacent property owners will be notified consistent with the procedures specified in the adopted zoning regulations.]

- (4). Major public facilities that generate substantial traffic should be sited near major transportation corridors served or planned to be served by mass transit.
- (5). Applicants for essential public facilities of a statewide or regional/countywide nature shall provide an analysis of the alternative sites considered for the proposed facility. This analysis shall include the following:
 - (a) An evaluation of the sites' capability to meet basic siting criteria for the proposed facility, such as size, physical characteristics, access, and availability of necessary utilities and support services.
 - (b) An explanation of the need for the proposed facility in the proposed location.
 - (c) The sites' relationship to the service area and the distribution of other similar public facilities within the service area or jurisdiction, whichever is larger.
 - (d) A general description of the relative environmental, traffic, and social impacts associated with locating the proposed facility at the alternative sites that meet the applicant's basic siting criteria. The applicant shall also identify proposed mitigation measures to alleviate or minimize significant potential impacts.
 - (e) The applicant shall also briefly describe the process used to identify and evaluate the alternative sites.
- (6). The proposed project shall comply with all applicable provisions of the comprehensive plan, zoning ordinance, and other city regulations.

LU 6.12 Neighborhood Compatibility

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding areas.

Discussion: It is important that essential public facilities enhance or improve the environment in which they are proposed. Attempts should be made to construct buildings and site features that are compatible with their surroundings.

LU 6.13 Signs

Ensure that any signs, directional/service or identification, are sized, constructed, and displayed in a manner that does not adversely affect the surrounding land uses.

LU 7 IMPLEMENTATION

Goal: Ensure that the goals and policies of the comprehensive plan are implemented.

Policies

LU 7.1 Regulatory Structure

Develop a land use regulatory structure that utilizes creative mechanisms to promote development that provides a public benefit.

Discussion: Incentives are one of the tools that can be used to encourage development that is beneficial to the public. For instance, a development may be allowed a higher residential density, greater lot coverage, or increased building height if there is a dedication of open space for public use or some other development feature that results in a direct benefit to the public.

The regulations should be predictable, reliable, and adaptable to changing living and working arrangements brought about by technological advancements. They should also be broad enough to encourage desirable development and/or redevelopment.

LU 7.2 Continuing Review Process

Develop a broad, community-based process that periodically reevaluates and directs city policies and regulations consistent with the Visions and Values.

LU 7.3 Historic Reuse

Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.

Discussion: Preservation of historic properties is encouraged by allowing a practical economic use, such as the conversion of a historic single-family residence to a higher density residential or commercial use. A public review process should be required for conversions to a use not allowed in the underlying zoning district. Special attention should be given to assuring that the converted use is compatible with surrounding properties and the zone in which the property is located. Recommendations from the Historic Landmarks Commission and the Historic Preservation Officer should be received by any decision-maker before a decision is made regarding the appropriateness of a conversion of a historic property.

LU 7.4 Sub-Area Planning Framework

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.



LU 8 URBAN GROWTH AREA

Goal: Provide an urban growth area that is large enough to accommodate the expected population growth for the next 20 years in a way that meets the requirements of the CWPPs.

Policies

LU 8.1 Population Accommodation

Accommodate the majority of the county's population and employment in urban growth areas in ways that ensure a balance between livability, preservation of environmental quality, open space retention, varied and affordable housing, high quality cost-efficient urban services, and an orderly transition from county to city jurisdiction.

LU 8.2 Urban Growth Area Planning

Plan with Spokane County for the unincorporated portions of the urban growth area.

Discussion: Planning for the urban growth area should include the adoption of consistent land use designations, policies, and development standards, as well as the identification and preservation of natural environmental features.

LU 8.3 Growth Boundary Establishment

Establish an urban growth area boundary, consistent with the CWPPs, that provides enough land to accommodate the urban growth area's projected growth for the next 20 years.

LU 8.4 Urban Land Supply

Regularly monitor the relationship between land supply and demand to ensure that the goals of the comprehensive plan are met.

Discussion: To assure that land supply is adequate, the land supply should be regularly monitored. Particularly important at the onset of the identification of an urban growth boundary, regular monitoring can allow the city and Spokane County to make adjustments as necessary.

LU 8.5 Growth Boundary Review

Review the urban growth area boundary at least once every five years relative to the current Office of Financial Management's twenty-year population forecast and make adjustments, as warranted, to accommodate the projected growth.



LU 9 ANNEXATION AREAS

Goal: Support annexations that create logical boundaries and reasonable service areas within the city's urban growth area, where the city has the fiscal capacity to provide services.

Policies

LU 9.1 Logical Boundaries

Encourage the annexation of areas that are logical extensions of the city.

Discussion: As much as possible, the city should avoid annexations that create “peninsulas” of unincorporated land within the city limits. The following policies shall apply to the size of an annexation and the location of boundaries:

- A. The City Council will decide whether to require increases in the size of proposed annexations on a case-by-case basis.
- B. City staff may recommend expansion of a proposed annexation prior to the first meeting with property owners required under RCW 35A.14.120. The City Council will consider whether a requirement that the initiator expand the proposed annexation up to the maximum allowed under state law would meet any of the following criteria:
 1. The expanded annexation would create logical boundaries and service areas.
 2. Without the proposed annexation, the area to be added would not likely be annexed within the foreseeable future.
 3. The area to be added would eliminate or reduce an unincorporated county peninsula.
- C. If the City Council concludes that any of the criteria applies to a specific annexation proposal, it will require the initiator to expand the boundaries of the proposed annexation to the extent allowed by law and deemed appropriate by the City Council.
- D. Service delivery should be a criteria in the formation of boundaries. Annexations should attempt to maximize efficiencies of urban services.

LU 9.2 Peninsula Annexation

Encourage and assist property owners in existing unincorporated “peninsulas” in the city's urban growth area to annex to the city.

Discussion: Unincorporated “peninsulas” are land areas of any size that are located outside of the city limits that have at least eighty percent of their boundaries contiguous to the city. RCW 35.13.182, allows the cities to resolve to annex such areas (in existence before June 30, 1994) subject to referendum for forty-five days after passage following the adoption of the annexation ordinance.

LU 9.3 City Utilities

Require property owners requesting city utilities to annex or sign a binding agreement to annex when requested to do so by the city.

LU 9.4 Readily-Identifiable Boundaries

Use readily identifiable boundaries, such as lakes, rivers, streams, railroads, and highways, to define annexation areas wherever possible.

Discussion: Permanent physical features provide city limit boundaries that are easy to identify and understand. Streets or roads may be used where appropriate. However, streets and roads are generally less suitable boundaries because of utility access issues.

LU 9.5 Community Impacts

Evaluate all annexations on the basis of their short and long-term community impacts and benefits.

Discussion: If the annexation includes proposed development, consideration of the proposal should include an analysis of the short and long-term impacts on the neighborhood and city in terms of all services required, including water, sewer, urban runoff, roads, schools, open space, police and fire protection, garbage collection, and other services.

LU 9.6 Funding Capital Facilities in Annexed Areas

Ensure that annexations do not result in a negative fiscal impact on the city.

Discussion: In general, property owners in annexing areas should fund the public facility improvements necessary to serve new development in a manner that is consistent with applicable City of Spokane policies and regulations. If an area annexing to Spokane requires public facility improvements to correct health and safety related problems, the property owners within the annexed area should fund these improvements. If an area annexing to Spokane has public facilities that do not meet City of Spokane standards and the property owners or residents want to improve the facilities to meet city standards, the property owners should fund those improvements, or the proportion of those improvements, that do not have a citywide benefit. Public facility improvements within annexed areas that have a citywide benefit should be considered for funding through city revenues as part of the Spokane capital facilities and improvements planning processes.

LU 9.7 City Construction Standards

Require utilities, roads, and services in the city's urban growth area to be built to city standards.

Discussion: Interlocal agreements are a mechanism that should be used to apply these standards to the urban growth area. Requiring these facilities to be built to city standards will assure that they meet city standards at the time of annexation of these areas to the city.

LU 9.8 City Bonded Indebtedness

Require property owners within an annexing area to assume a share of the city's bonded indebtedness.

Discussion: When property is annexed to the city, it becomes subject to all city laws. It is also assessed and taxed in the same way as the property already in the city. As a result, annexed areas are required to help pay for the outstanding indebtedness of the city approved by voters prior to the effective date of the annexation.

LU 10 JOINT PLANNING

Goal: Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.

Policies

LU 10.1 Land Use Plans

Prepare land use plans in cooperation with Spokane County for the urban growth area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.

LU 10.2 Special Purpose Districts

Confer with affected special purpose districts and other jurisdictions to assess the impact of annexation prior to any annexation.

Discussion: Where possible, boundaries should be mutually resolved by the jurisdictions involved before any final action is taken on a formal annexation petition.

LU 10.3 Existing Plans

Recognize the interests of the residents of the annexing area and, in the absence of specific policies and standards adopted by the city, honor the intent of adopted county plans and ordinances for areas proposed to be annexed.

LU 10.4 Permitted Uses

Discourage annexations when the sole purpose is to obtain approval of uses not allowed by county regulations unless the proposal is consistent with an adopted joint plan and with city standards and policies.

LU 10.5 UGA Expansion

Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.

Discussion: The purpose of the longer planning period is to ensure the ability to expand urban governmental services and avoid land use barriers to future expansion of the twenty-year UGA boundary. Within the urban reserve areas, densities and land use patterns should be established that do not preclude later subdivision to urban densities.

To identify urban reserve areas, it is necessary for the city and Spokane County to work together to identify the amount of land necessary to support the next 40 years of growth. Factors that need to be considered include the ability to provide public services and facilities and carrying capacity issues, such as water quantity and air quality.

3.5 DESCRIPTION OF LAND USE DESIGNATIONS

Much of the future growth will occur in district centers, employment centers, neighborhood centers, and corridors. A key component of each of these focused growth areas is higher density housing centered around or above service and retail facilities. This enables residents near the center or corridor to walk or bicycle for their daily needs. Higher density housing also provides economic support for the businesses and allows for more efficient transit service along the corridor and between mixed-use centers and downtown Spokane.

Focusing growth results in a more compact urban form with less land being used at the fringe of the city. It provides city residents with more housing and transportation choices. New policies, regulations, and incentives allow mixed-use in designated centers and corridors and assure that these areas are designed to be compatible with surrounding lower density residential areas.

The land use designations and their general characteristics are as follows:

Neighborhood Center: The neighborhood center contains the most intensive activity area of the neighborhood. In addition to businesses that cater to neighborhood residents, activities such as a day care center, church, or school may be found in the center. Size and composition of the center vary depending upon location, access, neighborhood character, local desires, and market opportunities. Important elements to be included in the center are a civic green, square or park, and a transit stop. Buildings fronting on the square or green should be at least two or three stories in height with housing located above ground floor retail and office uses. Building height is stepped-down and density of housing is lower as distance from the center increases. The circulation system is designed to facilitate pedestrian access between residential areas and key neighborhood components.

District Center: District centers are similar to neighborhood centers except they are larger in scale and contain more intensive residential and commercial activities. Size and composition of the center vary depending upon location, access, neighborhood character, local desires, and market opportunities. District centers are usually located at the intersection of principal arterial streets or major transit hubs. To enhance the pedestrian environment, plazas, green space, or a civic green serve as an integral element of the district center. Higher density housing is found both within and surrounding the district center to help support business and transit. A circulation system, which facilitates pedestrian access between residential areas and the district center, is provided. District centers and downtown Spokane are linked by frequent transit service, walkways, and bikeways.

Employment Center: Employment centers have the same mix of uses and general character features as neighborhood and district centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the center or on land immediately adjacent to the center. Employment centers vary in size from thirty to fifty square blocks plus associated employment areas.

Corridor: The corridor concept focuses growth along transportation corridors, such as a major transit line. It is intended to allow improved transit service to daily activities. Housing and employment densities are increased along the corridor to support frequent transit service and business. Usually, corridors are no more than two blocks in depth along either side of the corridor. Safe, attractive transit stops and pedestrian and bicycle ways are provided. A variety of housing styles—apartments, condominiums, row-houses, and houses on smaller lots—are located in close proximity to the corridor. Important elements include multi-story buildings fronting on wide sidewalks with street trees, attractive landscaping, benches, and frequent transit stops. A full range of services are provided including grocery stores serving several neighborhoods, theaters, restaurants, drycleaners, hardware stores, and specialty shops.

Regional Center (Downtown): Downtown Spokane is a thriving neighborhood with a diversity of activities and a mix of uses. A variety of goods and services are available. The range of activities include cultural, governmental, hospitality, and residential uses. It serves as the primary economic and cultural center of the region. Emphasis is on providing new housing choices and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city and

region. The Plan for a New Downtown adopted by the City Council in March 1999 serves as the plan for the Downtown Planning Area.

Center & Corridor Core: This designation allows commercial, office, and residential uses in designated Centers and Corridors. The type, intensity, and scale of uses allowed shall be consistent with the designated type of Center or Corridor. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors.

[per Ord. #C-33240, effective 7-18-03]

Center & Corridor Transition: These areas are intended to provide a transition of mixed uses (office, small retail, and multi-family residential) between the Center & Corridor Core designations and existing residential areas. Office and retail uses are required to have residential uses on the same site. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors, Center and Corridor Type 4.

[per Ord. #C-33240, effective 7-18-03]

Heavy Industrial: This designation is intended to accommodate heavier industrial uses at locations where there is no interaction with residential uses.

Light Industrial: This designation is intended for those lighter industrial uses, which produce little noise, odor, or smoke. River-oriented residential use is permitted in the light industrial designation.

General Commercial: The General Commercial designation includes a wide range of commercial uses. Everything from freestanding business sites or grouped businesses (shopping centers) to heavy commercial uses allowing outdoor sales and warehousing are allowed in this designation. Higher density residential use is also allowed. Commercial designated land is usually located at the intersection of or in strips along principal arterial streets. In locations where this designation is near residential areas, zoning categories should be implemented that limit the range of uses that may have detrimental impacts on the residential area. Existing commercial strips are contained at their current boundaries with no further expansion allowed.

Neighborhood Retail: The Neighborhood Retail designation recognizes the existence of small neighborhood-serving businesses in locations that are not larger than two acres and that lie outside designated centers and corridors. These locations are usually found along arterial streets, typically at the intersection of two arterials. In neighborhoods that are not served by a center or corridor, existing neighborhood businesses provide nearby residents access to goods and services.

To encourage the creation of mixed-use environments that attract growth in centers, no new neighborhood retail locations should be designated outside of a center. Further, business expansion at existing locations should be contained within the boundaries occupied by the existing designation. Business infill within these boundaries is also allowed.

Businesses that are neighborhood-serving and pedestrian-oriented are encouraged in neighborhood retail locations. Buildings should be oriented to the street and provide convenient and easily identifiable side-walk entries to encourage pedestrian access. Parking lots should not dominate the frontage and should be located behind or on the side of buildings. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people who live outside the surrounding neighborhood and should be allowed only along principal arterials. Residential uses should be permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

Neighborhood Mini-Center: This designation allows the same uses as Neighborhood Retail. Higher density residential use is encouraged in these areas.

The Neighborhood Mini-Center designation recognizes the existence of small neighborhood-serving businesses in locations that are two to five acres in size that lie outside centers and corridors designated on the land use plan map. Similar to neighborhood retail, the neighborhood mini-center designation consists of small, freestanding businesses usually sited at the intersection of or along arterial streets. Another characteristic of this designation is the greatly restricted potential for redevelopment of the

surrounding area to support a full neighborhood center. Consequently, the mini-center designation limits mixed-use development to the boundaries of the existing mini-center designation.

Mini-center locations are encouraged to become small, mixed-use centers with residential use as a major component. Residential use adds market demand for neighborhood business and enables enhanced transit service to these locations. Shared-use parking arrangements are encouraged to increase the development intensity of the site for both residential and commercial uses.

This designation allows the same uses as the neighborhood retail designation. No new drive-through facilities, including gas stations and similar auto-oriented uses, should be allowed except along principal arterial streets. Buildings should be oriented to the street to encourage walking by providing easy pedestrian connections. Parking lots should not dominate the frontage and should be located behind or on the side of buildings.

Office: The Office designation is usually freestanding small office sites and larger sites with two or more buildings located along arterial streets or intersections or as a buffer adjacent to residential areas. Higher intensity office areas should be located around downtown Spokane in the North Bank and Medical District shown in the Downtown Plan.

Institutional: The Institutional designation includes uses such as middle and high schools, colleges, universities, and large governmental facilities. The institution designation on the Land Use Plan map is a general boundary. It is intended to show where institutional uses are located without defining specific boundaries of institutional development.

Residential 15+: This designation allows higher density residential use at a density of 15 or more units per acre or more.

Residential 15-30: This designation allows higher density residential use at a density of 15 to 30 units per acre.

Residential 10-20: This designation allows single-family residences or two-family residences on individual lots or attached (zero-lot line) single-family residences. The allowed density is a minimum of 10 and a maximum of 20 units per acre. Allowed structure types are single-family residences or two-family residences on individual lots or attached (zero-lot line) single-family residences. Other residential structure types may be permitted through approval of a Planned Unit Development or other process identified in the development regulations.

Residential 4-10: This designation allows single-family residences, and attached (zero-lot line) single-family residences. The allowed density is a minimum of four units and a maximum of ten units per acre. Allowed structure types are single-family residences, attached (zero-lot line) single-family residences, or two-family residences in appropriate areas. Other residential structure types may be permitted through approval of a Planned Unit Development or other process identified in the development regulations.

Agriculture: The agricultural designation is applied to agricultural lands of local importance in the Urban Growth Area. Uses planned for agricultural areas include: farming, green house farming, single-family residence, and minor structures used for sales of agricultural products produced on the premises. Caretakers' quarters associated with the agricultural activity may be permitted as an accessory use when a single-family residence is located on the parcel.

Conservation Open Space: The Conservation Open Space land use category includes areas that are publicly owned, not developed, and designated to remain in a natural state. The purpose of this category is to protect areas with high scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitat, and/or passive recreational features. It is expected that improvements would be limited to those supporting preservation or some passive recreation activities, like soft trails and wildlife viewpoints.

Potential Open Space: The Potential Open Space land use category identifies areas that are not currently publicly owned, not developed, and designated to remain in a natural state. The purpose and types of improvements in this category are the same as the Conservation Open Space category.

Open Space: This designation includes major publicly or privately owned open space areas, such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the open space area.

Mining: Mining areas are primarily devoted to sand, gravel, rock or clay production. Related products such as concrete, asphalt and brick are also produced.

The following table, LU 2, “Description of Land Use Designations,” provides the names of the land use map designations, a description of the typical land uses found in each designation, and some of the applicable development standards. The table is followed by the Land Use Plan map which shows the location of the various land use designations that are described in the following table:

TABLE LU 2 DESCRIPTION OF LAND USE DESIGNATIONS			
Land Use Designations	Typical Land Use	Minimum Density (units per acre)	Maximum Density (units per acre)
Heavy Industrial	Heavier Industrial uses. No residential uses		
Light Industrial	Light industrial uses, limited commercial and residential uses.		
General Commercial	Commercial and residential uses, warehouses.		
Regional Center (Downtown)	Variety of goods, services, cultural, governmental, hospitality, and residential uses. Downtown plan provides detail of planning for this area.		
Neighborhood Retail	Neighborhood-Serving Business and residential use. Maximum containment area of two acres.		30
Neighborhood Mini-Center	Same uses as Neighborhood Retail.		30
Office	Offices and residential use.		
Institutional	Includes uses such as middle and high schools, colleges, universities, and large governmental facilities.	Same standards as designation in which institution is located or as allowed by discretionary permit approval.	
Residential 15+	Higher density residences. No medical office or other office use allowed.	15	
Residential 15-30	Higher density residences.	15	30
Residential 10-20	Attached or detached single-family and two-family residences.	10	20
Residential 4-10	Attached or detached single-family residences.	4	10
Agriculture	Agricultural lands of local importance.		
Conservation Open Space	Areas that are publicly owned, not developed and designated to remain in a natural state.		
Potential Open Space	Areas that are not currently publicly owned, not developed and expected to remain in a natural state.		
Open Space	Major publicly or privately owned open space areas such as golf courses, major parks and open space areas, and cemeteries.		
Neighborhood Center	Neighborhood-oriented commercial uses, offices, mixed-type housing, parks, civic uses in a master-planned, mixed-use setting.	15	32 in the core, 22 at the perimeter
District Center	Community-oriented commercial uses, offices, mixed-type housing, parks, civic uses in a master-planned, mixed-use setting.	15	44 in the core, 22 at the perimeter
Corridor	Community-oriented commercial uses, mixed-type housing in a master-planned, mixed-use setting.	15	44 in the core, 22 at the perimeter
Employment Center	Major employment uses, community-oriented commercial uses, mixed-type housing in a master-planned, mixed-use setting.	15	44 in the core, 22 at the perimeter
Center & Corridor Core	Commercial, office and residential uses consistent with type of designated Center and Corridor. [per Ord. #C-33240, effective 7-18-03]		
Center & Corridor Transition	Office, small retail, and multi-family residential uses. Office and retail uses are required to have residential uses on the same site. [per Ord. #C-33240, effective 7-18-03]		

Land Use Plan Map

Map LU 1

Legend

Land Use Plan Categories

- | | |
|-------------------------|---------------------|
| Conservation Open Space | Neighborhood Retail |
| Open Space | Mini Center |
| Potential Open Space | CC Transition |
| Agriculture | CC Core |
| Residential 4-10 | General Commercial |
| Residential 10-20 | Downtown |
| Residential 15-30 | Light Industrial |
| Residential 15+ | Heavy Industrial |
| Institutional | Mining |
| Office | |

Center and Corridor Types

- Neighborhood Center
- District Center or Corridor
- Employment Center

Base Map Layers

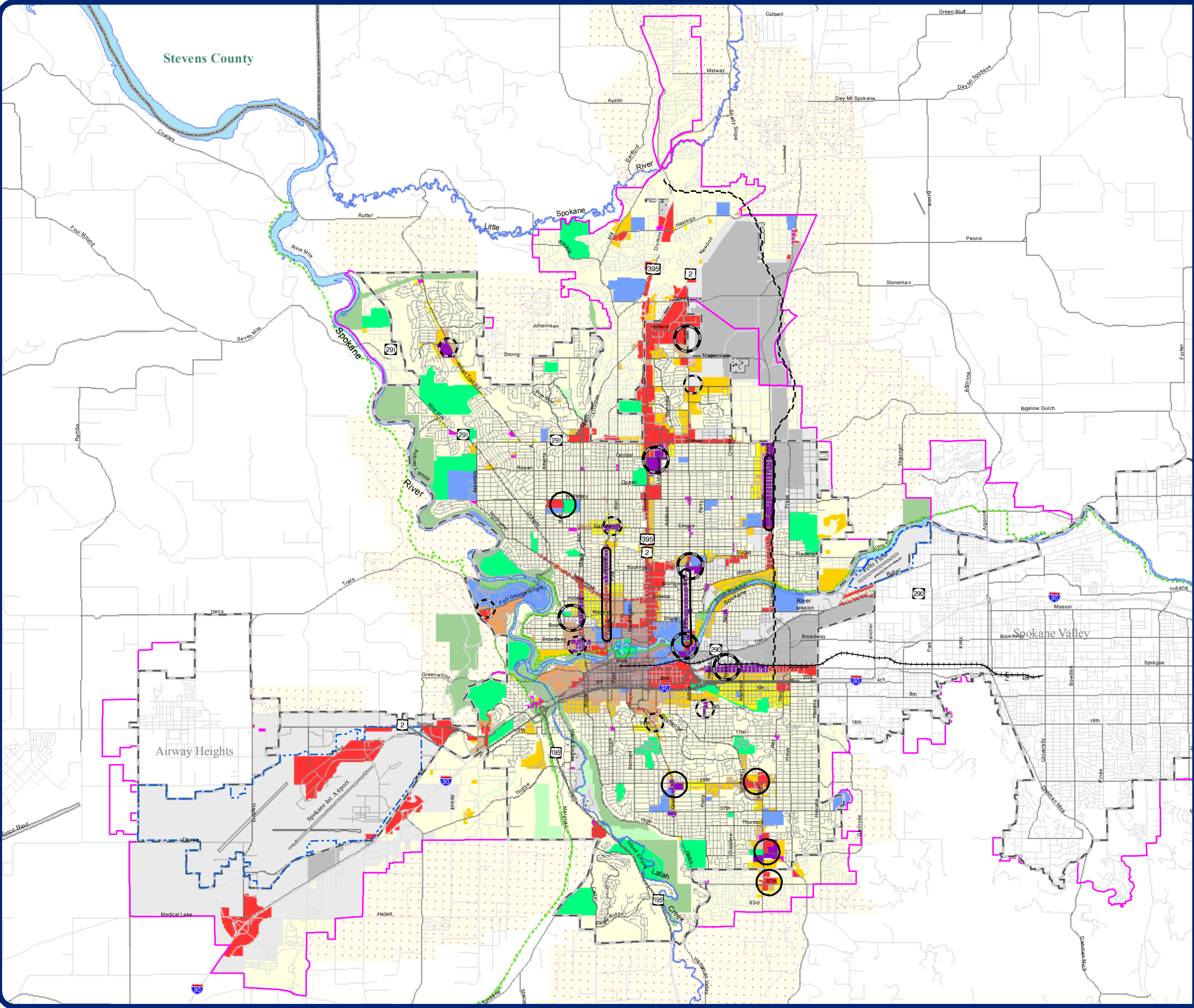
- | | |
|--|-------------------------------|
| County Adopted Urban Growth Area | Interstate Highway |
| Municipal Boundary | Arterials |
| County Boundary | Trails |
| Rivers | Proposed Light Rail |
| City Urban Reserve | Proposed North/South Corridor |
| Approximate Airport Property SIA and Felts Field | |

0 0.5 1 2 3 4 Miles

Source: GIS
Date: 01 / 2012




THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc.














Airfield Influence Areas

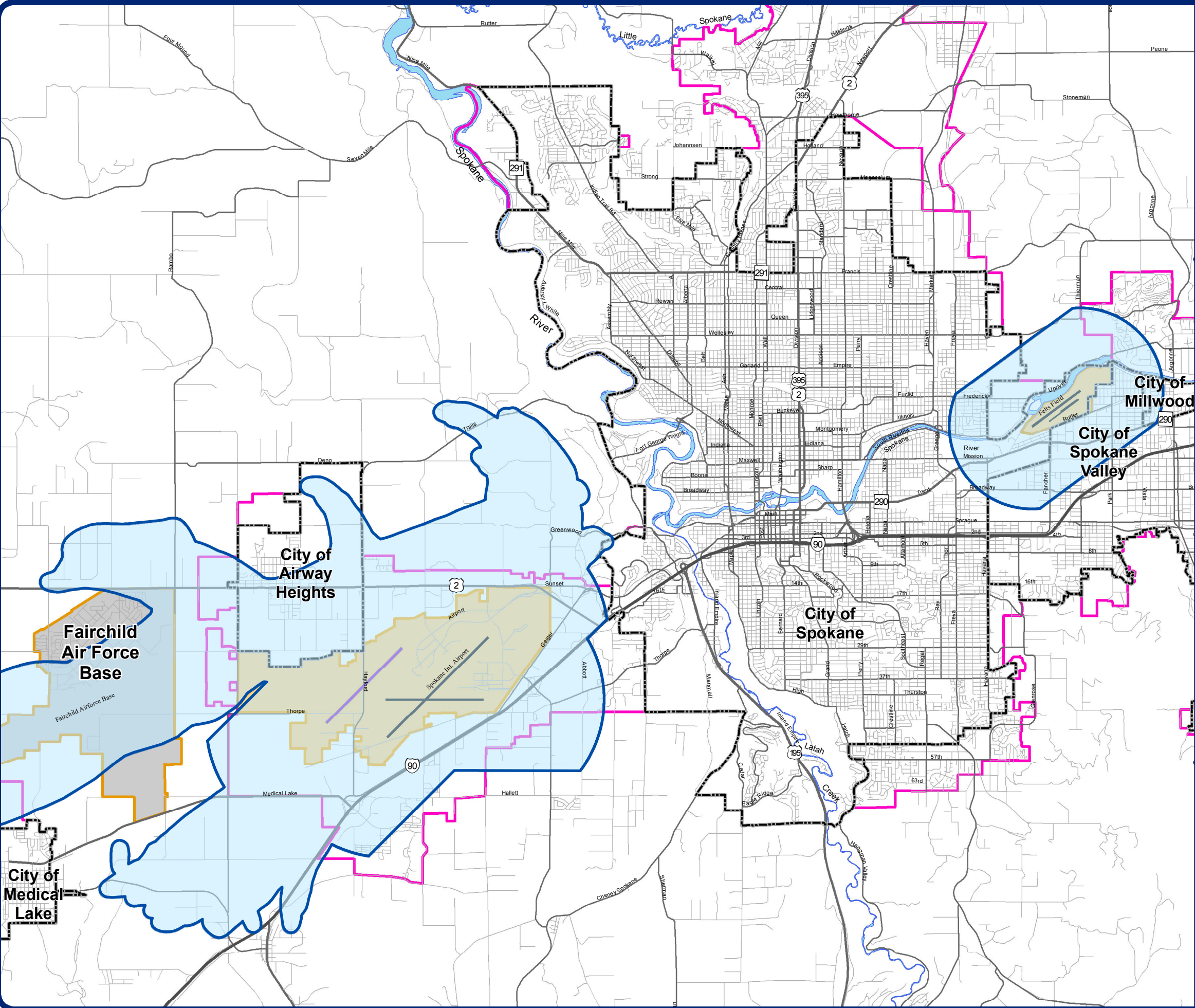
Map LU 2

Legend

 Airfield Influence Areas

Base Map Layers

- | | |
|--|--|
|  County Adopted Urban Growth Area |  Interstate Highway |
|  City Limits |  Arterials |
|  County Boundary |  Railroads |
|  FAFB Boundary |  Runways |
|  Airport Property |  Planned Runway |
|  Rivers and Streams | |



Source: GIS
Date: 01/2011



*THIS IS NOT A LEGAL DOCUMENT:
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Transportation

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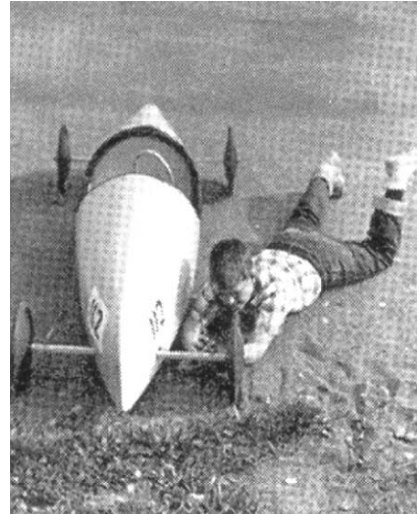
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4.1 INTRODUCTION

Transportation: Shaping Spokane's Future

In planning for Spokane's transportation future, citizens discussed the many components of Spokane's transportation system, from driving to bicycling, from walking to taking the bus. Citizens also recognized that transportation has key relationships to other planning topics such as land use, urban design, neighborhoods, and social health. Citizens realized that transportation needs to be viewed not just as a way for people to move about the city but also as something that shapes the city and the lives of its residents.

This transportation plan is planning for Spokane's future—not just for the people or conditions of today but for those 20 years in the future. The plan considers the changing demographics, transportation needs and desires, and lifestyles expected in the future. It recognizes the need to look to the future and not limit tomorrow's transportation options by what is done today.



Key Transportation Themes that Shaped the Plan

Several themes or issues greatly influenced the planning for Spokane's transportation future. These are the themes about which citizens were consistently vocal. These themes arose early in the planning process and continued to surface throughout the development of the plan. Consequently, they greatly influenced the plan's content—the transportation vision, values, goals, and policies. It is imperative to understand these key themes in order to understand properly the rest of the plan.

The key transportation themes are:

- ◆ Citizens want viable transportation choices.
- ◆ Transportation has a key relationship to community quality of life.
- ◆ Transportation and land use are closely connected.
- ◆ The true costs of driving are complex and high.
- ◆ Design is important to transportation.

Wanted: Viable Transportation Choices

A primary theme of this plan is that citizens should have a variety of viable transportation choices. To be viable, a transportation choice needs to be safe, accessible, convenient, and attractive. The desire is to make it as easy for people to walk, take the bus, and bicycle as it is to drive. The reasons this plan focuses on providing citizens with transportation options and reducing dependency on driving include:

- ◆ The transportation desires and needs of all people should be respected. All citizens, including those who cannot or choose not to drive, should have viable transportation options.
- ◆ In the future increasing numbers of people may not physically or financially be able to drive.
- ◆ All people are pedestrians at some point—if nothing else people must walk to get to their automobiles.
- ◆ Continued dependency on driving may not be sustainable in the future, either economically or environmentally.
- ◆ Designing Spokane around the automobile decreases people-friendly environments and erodes the quality of community.



The focus is to increase transportation choices and reduce dependency on driving. *The intent, however, is not to eliminate automobile use but to provide people with viable options to driving.* The desire is to serve all people's transportation needs by providing transportation choices, including driving, for all. Furthermore, enhancing transportation options benefits those who drive by reducing congestion.

If alternatives to driving are to be used, however, they must be truly viable. All transportation options must be safe, accessible, convenient, and attractive. For instance, people might be more likely to use public

transportation if service is frequent, routes to transit stops are pedestrian friendly, and shops and services are clustered near stops in pleasant walking and social environments. Safety alone is a crucial factor. People will not choose transportation options they perceive to be unsafe.

The Relationship Between Transportation and Quality of Life

Transportation greatly impacts Spokane's quality of life, ranging from impacts on neighborhoods and air quality to the way people experience the city and each other. Spokane's neighborhoods, which are a major source of both pride and concern for city residents, are especially vulnerable to transportation impacts. Increasing amounts of traffic and speeding traffic are significant threats to the livability of city neighborhoods. Environmental impacts are also important. Many of the attractions that draw people to Spokane, such as great parks and easy access to recreational opportunities, are related to the environment. Finally, transportation also has a key role in fostering a community's sense of place. A city's character is often derived in large part from its transportation system—think of New York's active sidewalks, Seattle's ferries, and Portland's light rail system. Spokanites want to have an enjoyable experience as they travel in the city—and a more enjoyable experience once they get where they are going.

Recognize the True Cost of Driving (It's More than a Gallon of Gas)

Citizens spoke a great deal about the need to recognize the true cost of driving. It is important to recognize the true financial costs but also the environmental costs and costs to Spokane's quality of life. There are not only the costs to individuals but to the community as a whole. There are also the costs of being an auto-dependent society—a society where those without automobiles lack needed access to workplaces, grocery stores, and other essentials.

The desire for transportation choices and the need to protect Spokane's quality of life arise in part from recognition of these costs. One example of this issue's complexity and specific concerns that arise from it is that people living outside the city who drive on city streets contribute to congestion and to the deterioration of streets and city neighborhoods, yet they do not pay for street maintenance or improvements through city property taxes or bond issues. This problem increases with sprawl, as more people live outside the city and are dependent on driving for transportation.

It is especially important in this age of limited resources and fragile environments to recognize the true costs of driving.

The Land Use and Transportation Connection

There is a close, essential relationship between land use and transportation. How land is used affects what transportation choices are available or likely to be used. For example, the density of development impacts transportation, with lower densities decreasing the ability to provide mass transit or efficient bus service. The more spread out the city becomes and the more segregated land uses are, the farther people have to travel from home to work and play and the less likely they will be able to take the bus, bicycle, or walk.

Conversely, people's transportation choices, in turn, affect the use and enjoyment of land. For example, older neighborhoods close to the center of the city suffer from an increasing number of vehicles driving through them to outlying areas. As another example, the amount of land that must be devoted to moving or storing automobiles in an auto-dependent society is substantial.

But significantly, transportation facilities greatly affect how land is used or, in other words, transportation facilities are primary "drivers" of the urban pattern. For example, street improvements can induce greater use of automobiles and, thus, the need for even more land for moving and storing automobiles. But in addition, by facilitating development at the urban edge and beyond, street improvements can be a cause of the sprawling land use pattern that GMA is intended, in part, to reduce.

The Importance of Design

Design is an important issue in several respects. First, the large-scale design of Spokane's street system largely determines how—and how well—people get about the city. Street system design features such as the location and size of arterials, whether streets are one-way or two-way, and whether there is a transportation network for bicycles ~~or~~ and pedestrians all profoundly impact transportation. Second, concerns about the higher densities and mixed land uses needed to support alternative transportation modes often have to do with design. Citizens are concerned about how higher densities and mixed-uses will "fit" with surrounding areas. Finally, individual design features such as pedestrian buffer strips, bicycle paths and lanes, and bus shelters influence the availability, appeal, and use of transportation choices. Individual design features can also be used to direct traffic and calm traffic speed.

Current Trends

This plan's key transportation themes and its focus on the future are especially relevant given the increasing amount of driving that is occurring, including an increasing number of automobile trips, the increasing length of these trips, and increasing amounts of time spent driving. These trends are projected to continue in the future. The following table indicates these trends for Spokane County.

TABLE TR 1 CURRENT TRANSPORTATION TRENDS			
	1996	1998	2010 (projected)
Number of Trips Taken In One Day in a Vehicle	1,548,952	1,547,069*	2,250,475
Average Number of Vehicle Miles Traveled in a Day	6,313,806	6,603,756	9,500,475
Average Peak Hour Commute Time (5:00-6:00 pm)	9.73 minutes	12.54 minutes	15.02 minutes*
*The drop in number of trips from 1996 to 1998 is due to a change in land use forecast methods used in 1998 as a result of GMA. **2010 commute time assumes: (1) All transportation projects intended to improve capacity in SRTC's Regional Transportation Plan (RTP) are built and operational by 2010; (2) People's travel behavior will change in the future due to congestion (people will make shorter trips). Data Source: Spokane Regional Transportation Council. Data applies to the federal non-attainment area of Spokane County (areas where air quality standards are exceeded), which is essentially the urbanized area of the county.			

These current transportation trends are deeply connected to the plan's primary themes or issues. The following table identifies some of these connections.

TABLE TR 2 CONNECTIONS BETWEEN TRANSPORTATION TRENDS AND THEMES	
Transportation Theme	Connection to Increased Automobile Use
Wanted: Viable Transportation Choices	<ul style="list-style-type: none"> ◆ Currently, Spokane is auto-dependent and lacks viable alternatives to driving. ◆ People drive because driving has been made easy and convenient; alternatives to driving must also be easy and convenient if they are to be viable and used. ◆ Auto-oriented environments encourage automobile use but are not friendly to pedestrians, bicyclists, and transit users.
The Relationship Between Transportation and Quality of Life	<ul style="list-style-type: none"> ◆ Congestion degrades the efficient and safe mobility of people and goods. ◆ Increasing amounts of traffic and speeding traffic are a growing concern of neighborhood residents. ◆ Spokane's quality of life is threatened by congestion, more and faster traffic, and the inability to safely walk or bicycle.
Recognize the True Costs of Driving	<ul style="list-style-type: none"> ◆ An auto-dependent society does not provide everyone with access to workplaces and other essentials of life. ◆ As individuals drive more, the community's financial, environmental, and quality of life costs increase. ◆ When people lack the options of not driving or not driving as frequently or as far as they currently do, they lack those options for reducing their transportation expenses.
The Land Use/Transportation Connection	<ul style="list-style-type: none"> ◆ Recent driving trends are partly the result of sprawl, a land use pattern made possible by the automobile and which has now made it difficult to live without one. ◆ Higher land use densities and a mixture of land uses are needed in some areas of the city to support walking, bicycling, and transit as viable transportation alternatives. ◆ More driving leads to more land devoted to moving and storing automobiles. ◆ The increased traffic that threatens Spokane's neighborhoods affects neighborhood land use.
The Importance of Design	<ul style="list-style-type: none"> ◆ Design features can be used to ease congestion and mitigate other negative effects of increased traffic. ◆ Design features can make driving, walking, bicycling, and taking the bus safer, more enjoyable, and more viable. ◆ People are concerned about the design of the higher density and mixed-use buildings that are needed to support alternatives to driving.

4.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Transportation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The following is the GMA goal for transportation:

“Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”

GMA Requirements for Transportation Planning (RCW 36.70A.070)

The GMA requires that comprehensive plans include a transportation element. Although the GMA includes specific requirements for the transportation element, flexibility is written into the GMA so that jurisdictions can tailor their transportation plans to their own visions, goals, and needs. Key aspects of the GMA regarding transportation include:

- ◆ Considering many types of transportation, including walking, bicycling, driving, transit, rail, and air.
- ◆ Ensuring that all elements in the comprehensive plan are consistent, particularly the land use and transportation elements.
- ◆ Coordinating planning between jurisdictions and ensuring consistency between city, county, and regional plans.
- ◆ Establishing regionally coordinated level of service standards for arterials and transit routes.
- ◆ Ensuring that level of service standards adopted in the transportation element are maintained.
- ◆ Identifying transportation facility and service needs, including actions and requirements to maintain levels of service standards.
- ◆ Ensuring that adequate transportation service is provided concurrent with (or within six years of) development.

Countywide Planning Policies

The Countywide Planning Policies and Environmental Analysis for Spokane County (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include transportation as one of the ~~nine~~ policy topics. The CWPPs overview of the GMA’s requirements for transportation planning states:

“Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction’s comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.

According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies, and other transportation system management strategies.”

Twenty-one CWPPs for transportation were adopted. The document's overview of the transportation policies states:

"The Countywide Planning Policies (CWPPs) propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.

The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail, or dedicated busways. Through their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.

The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this, developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-sharing programs and other alternative programs."

For the text of the 21 policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

4.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Transportation refers to the circulation and network patterns for automobiles, pedestrians, bicycles, transit, rail, air, and freight that support land uses.

Vision

"Citizens of Spokane will have a variety of transportation choices that allow easy access and mobility throughout the region and that respect property and the environment."

Values

"The things that are important to Spokane's future include:

- ◆ Ensuring mobility and access within the city.
- ◆ Maintaining the ability to access quickly the outdoors from the city.
- ◆ Decreasing north-south congestion.
- ◆ Increasing the variety and public awareness of transportation choices.
- ◆ Developing and maintaining good public transit.
- ◆ Maintaining roads.
- ◆ Developing and maintaining pedestrian-oriented neighborhoods.
- ◆ Developing convenient access to the downtown area, increasing parking, bus service, light rail, and satellite parking with shuttles, and improving the pedestrian environment."

4.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional background and technical materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 18, Transportation.

TR 1 OVERALL TRANSPORTATION

Goal: Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents.

Policies

TR 1.1 Transportation Priorities

Make transportation decisions based upon prioritizing the needs of people as follows:

- ◆ *Design transportation systems that protect and serve the pedestrian first;*
- ◆ *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
- ◆ *Then consider the needs of automobile users after the two groups above.*

Discussion: This fundamental transportation policy is a statement of how the City of Spokane prioritizes people's transportation needs. It indicates a general priority of how the needs of people are considered. Applying this policy on a case-by-case basis will not mean that in all cases bicycles or pedestrians come first and automobiles last. The intent of the policy is not meant to be anti-automobile, but rather the intent is to accomplish the following:

First, following these priorities leads to the development of the type of community described in the adopted "Citywide Vision" statement and Transportation Vision and Values statements. Second, it increases the transportation choices available to people. Third, it lessens the negative impacts of automobiles, such as noise and air pollution, traffic through neighborhoods, and the need for additional parking. Fourth, it helps prepare Spokane for the future when more people may need alternatives to driving and the negative impacts of automobiles increase as Spokane's population increases. Fifth, it makes driving in Spokane quicker, more convenient, and safer by reducing vehicle congestion and, in some cases, by providing separate facilities for bicycles, pedestrians and transit.

Sixth, these priorities recognize that we are all pedestrians. Seventh, they also recognize that pedestrians, babies in strollers, people in wheelchairs, and people on bicycles can't compete with automobiles or trucks, yet they should be able to travel safely and comfortably. Those least able to cope with the physical and psychological stresses of the built environment should receive equal consideration. Finally, this policy recognizes that the city and region are auto-dominated without the variety of transportation choices desired by the community.

TR 2 TRANSPORTATION OPTIONS

Goal: 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.

Policies

TR 2.1 Physical Features

Incorporate site design and other physical features into developments that encourage alternatives to driving.

Discussion: Development that is oriented toward driving leads to people driving. Examples of such development include buildings set back far from the street and large parking lots in front of buildings. Development that includes physical features that encourage walking, bicycling, or taking the bus will foster use of those transportation alternatives. Physical features that encourage walking include sidewalks, street trees, street lights, benches, pedestrian islands, clearly marked pedestrian pathways in parking lots, water fountains, rest-rooms, and display windows on the street in commercial areas. Physical features that encourage bicycling include bicycle paths, lanes, boulevards, and routes, bicycle racks and lockers, and showers and lockers at work sites. Improvements for transit riders include seating, shelters, and walkways.



TR 2.2 TDM Strategies

Use Transportation Demand Management strategies to reduce the demand for automobile travel.

Discussion: Transportation Demand Management (TDM) is an approach to solving transportation problems that focuses on reducing the demand for automobile travel rather than increasing the system capacity (supply) for automobile travel. TDM strategies should be particularly aimed at reducing the volume of single occupancy vehicles. TDM is a valuable tool with which to address transportation problems because it generally avoids the high environmental, financial, and human costs associated with capacity-oriented solutions, such as road construction. The Commute Trip Reduction Program provides TDM techniques locally.

TDM involves two types of strategies. One strategy reduces the demand for single-occupant automobiles. This is accomplished through programs, such as:

- ◆ Employer-subsidized bus passes and other financial incentives for transit use.
- ◆ Infrastructure changes, such as providing safe and convenient bicycle parking and safe and convenient bikeways from residential to work, school, and shopping locations, to increase the use of non-motorized modes of transportation.
- ◆ Parking management that reduces the amount of easy and cheap parking for employees provided this does not lead to an unacceptable reduction in available parking for residents in adjacent areas.
- ◆ Preferential parking for car pools and vanpools.
- ◆ The building of lockers, change rooms, and shower facilities for bicyclists.
- ◆ Ride match services.

The other TDM strategy reduces the overall need for travel by any means. This is accomplished through programs, such as:

- ◆ Flexible work schedules, including four-day work week.
- ◆ Teleworking (using telecommunications and computer technology to work from home to another location).

TDM techniques should be used to reduce the demand for both work-related travel and non-work related travel, such as shopping and errands.

TR 2.3 Pedestrian/Bicycle Coordination

Provide adequate City of Spokane staff dedicated to pedestrian/bicycle planning and coordination to ensure that projects are developed that meets the safety, access, and transportation needs of pedestrians, bicyclists, and other non-motorized transportation users.

Discussion: One of the main themes of this plan is that citizens should have viable transportation options. Accomplishing this requires the attention of City of Spokane staff from a variety of departments and disciplines. Some staff time, however, should be entirely devoted to the needs of pedestrians, bicyclists, and other non-motorized transportation users. This staff will work to accomplish the goals and carry out the policies of the City of Spokane's plans as they relate to non-motorized transportation users. Projects for the coordinator could include:

- ◆ Coordinating with City of Spokane departments and other agencies to efficiently provide for transportation alternatives and facilitate the accomplishment of the city's transportation priorities.
- ◆ Incorporating bicycle/pedestrian facilities as early as possible into plans to reduce costs and take advantage of cooperative opportunities.
- ◆ Serving as a resource for city departments for facility standards (such as Americans with Disabilities Act (ADA) requirements) so issues can be efficiently addressed.
- ◆ Seeking funding sources for transportation alternatives.
- ◆ Developing and implementing design guidelines to ensure that public and private developments meet a variety of transportation needs.
- ◆ Developing transportation-related educational programs for both non-motorized and motorized transportation users.
- ◆ Encouraging promotional events for transportation alternatives.
- ◆ Supporting efforts to increase the number of combined bicycle/transit trips.
- ◆ Developing and implementing specific plans for non-motorized transportation users.
- ◆ Incorporating bicycle facilities into design standards for new development.
- ◆ Assisting Spokane to achieve higher bicycle friendly city ratings.
- ◆ Promoting Spokane as a bicycle friendly city.

Providing adequate City of Spokane staff dedicated to pedestrian and bicycle planning and coordination is the best way to ensure that the interests of the pedestrian and bicycling community will be incorporated in the formation of public transportation policy, the development of transportation facilities, and in the fair disbursement of public funds for this important and currently under-served community.

TR 2.4 Parking Requirements

Develop and maintain parking requirements for vehicles that adequately meet the demand for parking yet discourages dependence on driving.

Discussion: Parking standards should aim to meet the need for parking, not to provide large amounts or an abundant supply of parking. Parking standards should achieve a balance between providing enough parking to adequately meet the needs of customers and employees. Reducing parking requirements has other benefits, including decreasing the amount of space businesses must devote to parking, reducing parking lot size (and thus making them pedestrian-friendly), and freeing-up space to more easily enable sensitive parking lot design (see TR 2.5, "Parking Facility Design"), and that removing/re-striping of on-street parking may encourage/enable safer cycling.

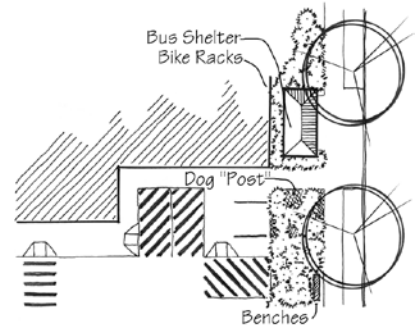
One concern is to ensure that commercial parking is not displaced onto adjacent residential areas. Parking requirements should correspond to land uses. For example, there are some land uses that have a lower parking demand rate, such as college campuses.

Possible ways to revise parking standards include reducing parking requirements, prescribing maximum as well as minimum parking requirements, increasing car pool preference parking spaces, and allowing on-street parking for mixed-use development that is oriented to transit users and pedestrians. This policy has a strong link to policy TR 2.2, “TDM Strategies.”

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

Discussion: Residents are frequently concerned about how parking facilities impact surrounding areas. For example, residents want parking lots to be visually attractive, unobtrusive, and accessible to all users, not just those in automobiles. The negative impacts of parking lots, which include noise, light, and their general visual impact, should be minimized. Such impacts can be mitigated through site design and design features, which include landscaping and fencing.



Clearly marked pedestrian pathways through parking lots create a safer environment for pedestrians than having to walk behind parked automobiles. The availability of design features, such as bicycle racks, bike lockers, bicycle shelters, bus shelters, benches, and places to secure dogs influence the ability of non-drivers to access the places served by parking lots. The siting of parking lots, whether they are in front of buildings or to the rear or underground, affects mobility and impacts on surrounding areas. Parking lots should be user-friendly to pedestrians, bicyclists, and transit users, as well as drivers.

TR 2.6 Viable Walking Alternative

Promote and provide for walking as a viable alternative to driving.

Discussion: People should be able to walk safely and conveniently, particularly within a city. Walking should be a viable option for those who desire or need to walk for transportation. In addition, at some point, everyone is a pedestrian since people must walk to get to their automobile, bicycle, or bus. Pedestrian activity, however, also contributes to the health and vitality of cities. An active street life makes places appealing and increases a feeling of safety. Walking, however, also adds to the public interaction and community socialization that is key to healthy community life.

TR 2.7 Safe Sidewalks

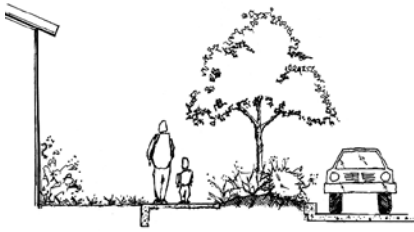
Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

Discussion: It is essential that pedestrians be able to walk safely and easily within the city. Besides being safe, the pedestrian environment should feel safe.



Providing a separation between streets and sidewalks has many benefits for creating safe, usable sidewalks. Separation creates a buffer for a feeling of safety from automobiles, reduces the amount of water and gravel and other debris thrown on sidewalks from passing automobiles, and prevents curbcuts and driveway aprons from protruding onto sidewalks. A separation also provides a place for fire hydrants, poles, signs, trashcans, recycling bins, and other obstacles. A separation additionally provides places to store snow, plant trees, and absorb runoff.

The preferred separation is a pedestrian buffer strip. Pedestrian buffer strips, also known as planting strips, can be landscaped with a variety of treatments, not just grass (see policy TR 7.4, “Pedestrian Buffer Strips”).



In some cases, some other type of pedestrian pathway, such as a trail or staircase, may be preferred to the separated sidewalk. The type of pedestrian circulation provided may differ according to the type of street, topography, or unique circumstances.

In situations where a separation from the street is constrained, such as by topography or existing development, deviations from this policy can be granted by the Design

Review Committee upon a finding that an alternative design is necessary to achieve the spirit and intent of the Comprehensive Plan. The potential additional cost to achieve separation is not, in itself, justification for a policy deviation. The separation between sidewalks and streets is the preferred, *expected* form of sidewalk design. Deviations from the separation design are to be for truly exceptional cases—the exception, not the rule.

TR 2.8 Sidewalk Repair and Replacement

Repair and replace broken and uneven sidewalks to improve safety and to encourage use by pedestrians.

Discussion: Traditionally in Spokane, the repair of sidewalks has been the responsibility of the adjacent property owner. Within some Community Development neighborhoods, some federal funding has been allocated towards sidewalks. One potential way to accomplish this policy on a citywide basis is for the City of Spokane to conduct a citywide assessment of the current condition of existing sidewalks. At the same time potential alternatives for funding resources should be identified. A sidewalk repair and replacement program should be developed based on identified needs and funding alternatives. This is an example of a needed program that should be developed by city staff dedicated to pedestrian/bicycle coordination (see policy TR 2.3, “Pedestrian/Bicycle Coordination”).

TR 2.9 Crosswalks

Establish and maintain crosswalks at key locations used by pedestrians.

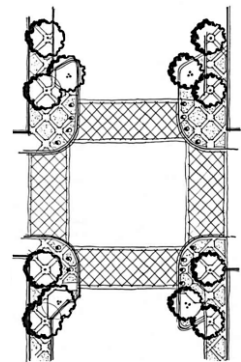
Discussion: Key locations for crosswalks include heavily traveled street crossings, transit stops, parks, and school sites. Crosswalk types include the traditional crosswalk formed by painted lines or distinctive crosswalks, such as those surfaced with scoured or colored concrete or brick pavers.

TR 2.10 Pedestrian and Bicycle Linkages Across Barriers

Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.

Discussion: Due to geographic or man-made features such as steep hillsides or freeways, special linkages may be needed to provide safe and convenient pedestrian and bicycle access. Existing examples of such linkages include the staircases with bike wheel channels linking Peaceful Valley with Browne’s Addition and the pedestrian bridge spanning I-90 in the East Central neighborhood.

Pedestrian and bicycle bridges or skywalks should not be developed where pedestrians can be safely accommodated at the ground level through other techniques, such as crosswalks, pedestrian islands, and traffic calming devices.



TR 2.11 Pedestrian and Bicycle Access on Bridges

Provide safe pedestrian and bicycle access and an aesthetically pleasing environment on bridges.

Discussion: Bridges serve as important links within the community. As part of the city's transportation network, bridges should provide safe pedestrian and bicycle access. Since by their nature bridges present sensitive design issues and there is no one answer for how to provide pedestrian and bicycle access for all bridges. The type of pedestrian and bicycle access can vary between bridges to be appropriate to the particular bridge and the opportunities and limitations the bridge and its site present. Access on bridges might vary from both sides of the bridge, to just one side, to perhaps access beneath or above the vehicle deck area. What is essential is that access be available and safe. Pedestrian and bicycle facilities on bridges should also be aesthetically pleasing.

TR 2.12 Pedestrian and Bicyclist Access to Schools

Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking environment for children.

Discussion: Providing a safe walking and bicycling environment for children on their way to school increases their safety and encourages them to develop the habit of walking and bicycling. The GMA requires the Transportation Element of the Comprehensive Plan to "include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(7)]. Simply stated, a bicycle and pedestrian component is now specifically required in a community's comprehensive plan. This supports goal 3 of the GMA, to encourage efficient multimodal transportation systems.

Ways to accomplish this include:

- ◆ Encouraging school routes not to cross arterials.
- ◆ Having user-activated lights at intersections where arterials must be crossed.
- ◆ Implementing safety patrols with traffic-control signs at busy street crossings.
- ◆ Working with schools to promote walking and bicycling groups.
- ◆ Strengthening and enforcing pedestrian right-of-way laws.

TR 2.13 Viable Bicycling

Promote and provide for bicycling as a viable alternative to driving.

Discussion: Bicycling should be a viable transportation option so that the community has a full spectrum of transportation choices. Viable transportation for bicycling includes being safe, efficient, and quick. While bicycling can also serve recreational purposes it needs to be respected and accommodated as a mode of transportation.



TR 2.14 Bikeways

Provide safe, convenient, continuous bikeways between activity centers and through the city.

Discussion: Some city streets are more bicycle friendly than others due to hills, traffic flow, speed, and the access they provide for bicyclists. Providing bicycle facilities that link city centers and the downtown core through identified corridors will encourage utilitarian cycling. This will serve to decrease traffic and its intrinsic problems (e.g. air and noise pollution). Bikeways should be designed and maintained that are clearly marked, safe, and that serve the needs of bicyclists for both thru-routes and destinations.

TR 2.15 Bicycles on Streets

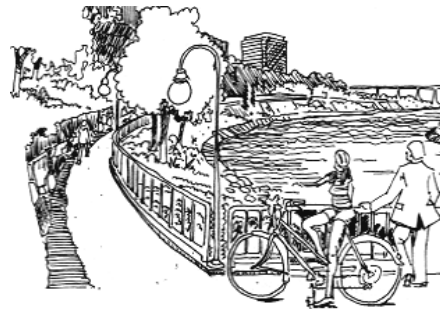
Provide safe accommodations for bicyclists on the street system, which will continue to be the primary route system for bicyclists.

Discussion: The street system serves to connect citizens throughout the city. City of Spokane staff should coordinate with designers, engineers, law enforcement, “citizen advisory boards” such as the Bicycle Advisory Board, Department of Licensing, and educators to ensure that the street environment is safe and practical for bicyclists. All street users should be taught to understand and respect the rights of other street users to ensure safe and pleasant travel. Bicycles are legal on all public roadways unless specifically prohibited. Drivers Education classes could include detailed information about bicycling and the need for cooperation among road users while laws pertaining to bicyclists should be strictly enforced.

TR 2.16 Bicycle Lanes, Boulevards and Paths (Bicycle Facilities)

Use marked on-street bicycle lanes, bike routes and off-street bicycle paths in addition to the street system to provide for bicycle transportation within the city.

Discussion: Marked bicycle facilities will form the backbone of the bicycling transportation network. (See policy TR 2.14, “Bikeways”) Bicycle facilities with marked on-street bicycle lanes or off-street bicycle paths are often desirable to accommodate the differences in ages, abilities, and purposes of bicycle riding.



Because narrowing travel lanes has the positive effect of calming traffic speeds to within legal limits, adding bicycle lanes to arterials has the dual effect of traffic calming as well as encouraging the use of bicycles. A fully separate, off-street bicycle system is costly and often impractical, particularly in existing neighborhoods. However, the city’s off-street bicycle path system could be expanded into a safer and more widespread connecting system. The following elements could help accomplish this: (1) occasional scenic bicycle paths with few intersections, (2) additional bicycle paths in new subdivisions, and (3) an expanded system in older neighborhoods. Such paths, however, are often not favored by commuting and utilitarian cyclists. Rather, connection with neighborhoods can be facilitated through the creation of other options, to include bicycle boulevards or thoroughfares. These routes make use of appropriate automobile traffic calming measures to create a safe travel environment for bicycles and pedestrians. Auto traffic and parking along both sides of the street may be allowed where appropriate. Additionally, bicycle-activated crossings should be placed at busy intersections.

TR 2.17 Facilities to Support Bicycling

Provide facilities that support bicycling to make it more feasible for transportation and recreation.

Discussion: Physical features are needed to enable the use of bicycles, just as physical features, such as parking, enable the use of automobiles. Such features for bicycles include short and long-term bicycle parking and locker rooms or other facilities for changing clothes and showering. They should be provided at a variety of locations where bicycles can be used for transportation or recreation, such as workplaces, schools, parks, transit facilities, and park-and-ride lots.

TR 2.18 Viable Transit

Provide transit services and facilities, including bicycle facilities, that make transit a viable transportation option for all segments of the community; the City of Spokane will work with Spokane Transit Authority to accomplish this.

Discussion: To accomplish this plan’s goal of providing a variety of transportation options and reducing dependency on automobiles, transit will need to appeal to those currently not using transit as well as to those currently using and relying on it.

Making transit a viable transportation option for all segments entails balancing the variety of transportation needs of citizens. For example, people who use transit for much of their transportation have different needs in comparison to people who use transit less frequently, while people who live further away from the center of the city have different needs from those who live closer to the center. Disabled people also have their own needs. People attending special events, such as Bloomsday, or large events, such as those at the Convention Center or Spokane Arena, have other transit needs.

Providing for and balancing these different transit needs may require different types of transit or transit service. For example, for outlying parts of the city, transit routes that run only on arterials may be preferred so that service is fast and direct. For neighborhoods closer to the center of the city, transit routes on both arterial and non-arterial streets may be preferred, allowing service to be closer to users. Van transit might serve neighborhoods with fewer riders or riders who have physical mobility challenges. Additional or flexible transit service could serve the needs of those attending special or large events.

TR 2.19 Service and Facility Support

Ensure that street standards, land uses, and building placement support the facilities and services needed along transit routes to make transit viable.

Discussion: The City of Spokane and STA need to work together to implement this policy, which is essential to making transit a viable transportation option. For example, it is essential that street and site plan standards support transit and should be followed consistently.

TR 2.20 Transit Shelters and Other Features

Provide transit shelters, bus benches, and other features that support transit use in key locations, such as where transit use is especially wanted.

Discussion: Physical features can enhance the experience of being a transit user. Such features include transit shelters, bicycle racks and lockers, and good pedestrian pathways to and from transit stops. These features are needed at both ends of the transit trip when the transit rider becomes a pedestrian, bicycle rider, or driver and should be attractive as well as functional. Such features can be identified and their design facilitated during neighborhood planning stages to reflect individual neighborhood needs and character (see TR 5.3, “Neighborhood Traffic Issues”).



TR 2.21 Transit Level Of Service (LOS)

Establish and measure transit levels of service to meet concurrency requirements and assure that transit can compete with other transportation modes within 20 years as outlined in the Regional Transportation Plan.

Discussion: The GMA requires that level of service (LOS) standards be concurrent with growth. Since the City of Spokane is not a provider of transit, it must work with the STA to implement the transit LOS standards identified in the Regional Transportation Plan (RTP). Additional transit service will be provided as density and, therefore, need evolves. In areas where roadway level of service allows more congestion in order to balance the needs of pedestrians and automobiles, such as high-density residential corridors, the goal is to maintain efficient transit schedules by using the least costly method possible. This might include converting parking lanes

or general traffic lanes into high occupancy vehicle (HOV) lanes or transit-only lanes during commute hours, building intersection queue-jumper lanes, and allowing signal priority devices for transit.

LOS is established and measured to support the transportation and land use goals established for the city and region and to meet concurrency requirements. When LOS falls below or congestion exceeds the standard, mitigation should be considered that takes into account the City of Spokane's transportation and land use goals.

The downtown area Super Accessibility Zone should include downtown Spokane and areas adjacent to the downtown area with housing or uses, such as hospitals, that could benefit by the increased transit service. The downtown zone could be bordered on the south by 14th Avenue, on the east by Hamilton, on the north by Indiana, and on the west by Hangman Valley. A couple of service arms might be extended to Sprague and Division. Within the zone, buses might run on both arterials and neighborhood streets.

A document known as The Concurrency Management System for the Spokane Region was adopted by the Spokane Regional Transportation Council on September 10, 1999 and published on April 24, 2001.

TR 2.22 High Capacity Mass Transit

Provide high capacity mass transit along corridors to connect to and from downtown Spokane to serve the city and the region's growing populations and activity centers.

Discussion: High capacity mass transit provides citizens with another transportation option and is a tool to facilitate development in desired areas. Transportation Policy 7 of the Countywide Planning Policies states, "In the long-term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation." SRTC has studied the possibility of light rail transit as part of its Major

Investment Study (MIS) of the South Valley Corridor. One alternative of the study is light rail transit that connects downtown Spokane and Liberty Lake. Stops at the Spokane Interstate Fairgrounds, University City Shopping Center, and about a dozen other locations would be included. In the future the route has the potential of being expanded in either direction. To the west it might expand to reach the Spokane International Airport while to the east it could go to Coeur d'Alene.

This policy supports the development of some type of high capacity mass transit. SRTC's South Valley Corridor study indicates that the east-west corridor is the most likely place for mass transit to be feasible. The North Spokane Corridor (north-south freeway) provides another opportunity, however, since it is being planned with sufficient right-of-way to allow for the addition of high capacity mass transit in the future.



TR 3 TRANSPORTATION AND LAND USE

Goal: Recognize the key relationship between the places where people live, work, and shop and their need to have access to these places; use this relationship to promote land use patterns, transportation facilities, and other urban features that advance Spokane's quality of life.

Policies

TR 3.1 Transportation and Development Patterns

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.

Discussion: Transportation and land use planning must be coordinated for the city to function smoothly, efficiently, and healthily. Investments in new transportation infrastructure can have both positive and negative impacts on the city. For example, while it may be relatively easy to build new streets or expand existing streets at the edge of the city to add transportation capacity, that can lead to sprawling development that, in the long run, is costly to the city.

This policy is particularly important given two goals of the GMA, which state:

- ◆ “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ “Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.”

TR 3.2 Reduced Distances to Neighborhood Services

Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving.

Discussion: Providing a variety of services within neighborhoods decreases the distances needed to travel to meet daily needs, making opportunities for walking and bicycling more feasible. The services are intended to serve the daily needs of neighborhood residents, not to draw people from outside the neighborhood. Furthermore, the design of the buildings housing these services must be compatible with the neighborhood.

TR 3.3 Walking and Bicycling-Oriented Neighborhood Centers



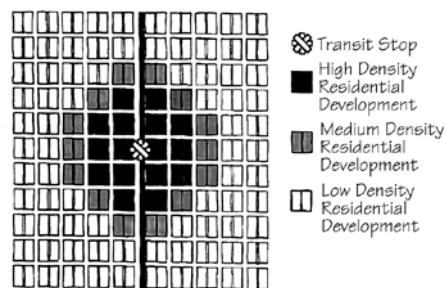
Incorporate physical features in neighborhood centers to promote walking, bicycling, and other non-motorized modes of transportation to and within the centers, reducing the need for driving.

Discussion: This policy, though similar to TR 2.1, “Physical Features,” is included to ensure that the neighborhood services desired in TR 3.2, “Reduced Distances to Neighborhood Services,” are walking and bicycling oriented. Development that requires driving to the development and from place to place within the development should be avoided.

TR 3.4 Increased Residential Densities

Increase residential densities, as indicated in the land use element of the City of Spokane's Comprehensive Plan, to support the efficient functioning of transit and mass transit.

Discussion: Residential densities relate strongly to transportation options. Lower densities decrease the ability to provide efficient alternative transportation modes while higher densities increase the ability. Furthermore, sprawling growth increases the stress on the transportation system in that the more spread out the city becomes, the farther people have to travel and the less likely they will be to walk, bicycle, or take the bus. This policy does not mean that there will be no single-family residential areas in the city. This policy has an essential link to policy TR 3.6, “Use of Design.”



TR 3.5 Healthy Commercial Centers

Maintain healthy commercial centers within the city that satisfy the shopping and service needs of residents to reduce the amount of driving, utilize existing transportation infrastructure and services, and maintain the city's commercial tax base.

Discussion: Maintaining healthy commercial centers within the city has several advantages for city residents:

- ◆ They can choose to travel shorter distances.
- ◆ They have more options for how to travel.
- ◆ Existing transportation services and infrastructure can be utilized.
- ◆ Profitable commercial centers contribute to the city's tax base.
- ◆ It increases community pride.

Ideas for creating such centers include:

- ◆ Incorporating housing as part of the center.
- ◆ Providing housing in a variety of forms, such as in second and third stories of buildings, loft-style housing, and townhouses.
- ◆ Reducing costs of some City of Spokane services and utilities, such as trash pick-up.
- ◆ Pursuing public/private partnerships to save historic buildings and adapt to new uses.

TR 3.6 Use of Design

Facilitate the acceptance of densities that support alternative modes of transportation and businesses within neighborhoods by ensuring compatible design of mixed-use and non-single family residential buildings to protect neighborhood character.

Discussion: Design that is sensitive to the community and its character is crucial to the successful implementation of this transportation plan. Sensitive design is important to accomplish key transportation goals. For example, while mixed-uses are needed in some areas to support alternative transportation options (or at least make it feasible to drive shorter distances), the design of the mixed-use buildings needs to be compatible with the surrounding neighborhood to be acceptable to neighborhood residents. This policy supports and has a strong link to policies TR 3.2, "Reduced Distances to Neighborhood Services" and TR 3.4, "Increased Residential Densities."



TR 4 EFFICIENT AND SAFE MOBILITY

Goal: Design and maintain Spokane's transportation system to have efficient and safe movement of people and goods within the city and region.

Policies

TR 4.1 Street Design and Traffic Flow

Use street design to manage traffic flow and reduce the need for street expansions.

Discussion: Street design can affect the amount and speed of traffic. This concept applies to both arterials and local access streets, which have different purposes for both the amount and speed of traffic (see policy TR 4.2, "Self-Enforcing Street Design"). Street design elements can also be used in place of street expansions, or "capacity improvements," to manage congestion, primarily along arterials. Such design elements, also known as "traffic engineering techniques," include limiting access along arterials to improve traffic flow, prohibiting parking along arterials, using left-hand turning channels, and providing space for bicycles on arterials to keep all traffic

flowing smoothly and to increase the viability of bicycling. This policy applies to the design of both arterials and local access streets.

TR 4.2 Self-Enforcing Street Design

Design streets to discourage drivers from speeding and increase the safety of pedestrians, bicyclists, other drivers, and every person and animal in the city.

Discussion: Speeding traffic is a major concern to city residents. Faster traffic speeds shorten the time drivers have to react, make drivers less able to yield to pedestrians, create noise pollution, and contribute to road rage. Within neighborhoods, cut-through traffic results in inappropriate, excessive traffic through neighborhoods and also *speeding* traffic through neighborhoods, resulting in decreased safety and declining neighborhood quality of life. Streets can be designed through their width and use of traffic calming devices to discourage speeding and increase safety. While the intent of this policy is to discourage speeding traffic and not to stop traffic altogether, this policy needs to be balanced with the need to design streets to reduce traffic congestion and idling time (see TR 6.5, “Traffic Congestion”).

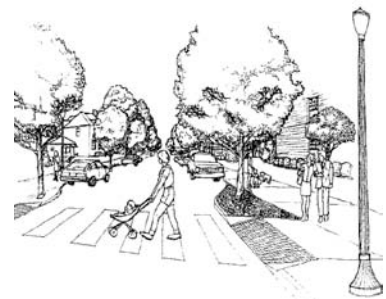
TR 4.3 Narrow Streets

Build streets with the minimum amount of street width needed to serve the street’s purpose and calm traffic.

Discussion: Streets should be constructed as narrow as possible. Narrow streets are less costly to build, require less maintenance, reduce storm water runoff, help reduce the speed of traffic, conserve land for other uses, and are safer for pedestrians.

Narrow streets also serve as an effective traffic calming measure. Calming traffic is important to Spokane neighborhoods (see TR 5.4, “Traffic Calming Measures”).

This does not mean, however, that all streets will be narrow since street widths vary according to the street’s function. For example, arterials are wider than streets serving only neighborhood traffic. Street width also needs to take into account the need for bicycle lanes.



The City of Spokane’s street standards have been developed with the intent of implementing this narrow streets policy. Another technique to implement this policy is to carefully provide for the location of on street parking, which serves to reduce the width of travel lanes. The use of chicanes (design features that change a street’s path from straight to serpentine) at appropriate locations can also serve to reduce the travel lane width of streets. Finally, this policy also has a strong link to policy TR 4.6, “Internal Connections,” since providing greater connectivity and access addresses some of the access concerns raised by narrow streets.

TR 4.4 Arterial Location and Design

Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass.

Discussion: The integrity of the areas through which arterials pass should be protected while meeting the citywide interests that arterials serve. Both the location and design of arterials are important to minimize negative impacts on adjacent areas. For example, new arterials that divide neighborhoods should be avoided. Existing arterials that pass through neighborhoods should be designed to allow people to cross the arterial safely. Arterials that pass through commercial areas should be designed to provide safe and convenient access to those areas for pedestrians and bicyclists, as well as drivers. Streets in commercial areas need to be commercially friendly. Examples

of specific design issues include the use of couplets and one-way versus two-way streets. This policy has strong links to policies TR 4.10, “Downtown Street Network” and TR 7.2, “Street Life.”

TR 4.5 External Connections

Design subdivisions and planned unit developments to be well-connected to adjacent properties and streets on all sides.

Discussion: It is important that subdivisions and planned unit developments (PUDs) be connected to their surrounding areas and the larger community and not be physically isolated because of poor transportation connections. With good connections for pedestrians, bicyclists, and automobiles, traffic is spread more evenly, reducing congestion and impacts on adjacent land uses. One intent of this policy is to stop the development of gated communities that are isolated and disconnected from their surroundings. Subdivisions and PUDs should have multiple ingress and egress points to enable good transportation connections. The connections should not, however, result in inappropriate cut-through traffic through neighborhoods; connections should direct traffic onto appropriate streets. Connections are needed for all transportation users and can take the form of both streets and paths.

TR 4.6 Internal Connections

Design communities to have open, well-connected internal transportation connections.

Discussion: Internal transportation connections are important for neighborhoods, subdivisions, and PUDs to promote ease of access. Long, confusing routes should be avoided to create greater efficiency. Shorter block lengths, which result in more frequent intersections than longer block lengths, provide greater opportunities for connection, make it easier for people to find their way around the city, and have the additional significant benefit of helping to keep vehicle speeds low. Block lengths could be tied to lot sizes and the number of lots in a block, instead of purely a block length measurement figure. Other ways to help accomplish a more open, well-connected network is by connecting streets and avoiding cul-de-sacs and vacating streets. Where cul-de-sacs or vacating streets cannot be avoided, pedestrian pathways, bikeways, and bike routes that link areas should be provided.



TR 4.7 Holistic Plans

Require a transportation master plan as part of any subdivision, PUD, institutional master plan, or other major land use decision process.

Discussion: The intent of this policy is to ensure that new communities that are planned within the city relate to and connect with the larger community. Developments should not be planned piecemeal. The plan should identify transportation features such as the external and internal connections, connecting streets, arterials, public paths for pedestrians and bicyclists, transit stops, and major transportation generators, such as schools, parks, and commercial areas.

TR 4.8 Freight and Commercial Goods

Accommodate moving freight and commercial goods in ways that are safe, cost efficient, energy efficient, and environmentally friendly.

Discussion: Freight and commercial goods are crucial to supporting the daily needs of people within the city. The movement of goods is also important to businesses for retaining existing business and providing for expansion. While planning for the movement of goods, it is also

important to maximize safety and quality of life in neighborhoods, the city, and the surrounding region. Ways to accomplish this include:

- ◆ Designating truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability. Concerns include noise, pollution, and congestion.
- ◆ Allowing small commercial trucks to travel on neighborhood streets to deliver supplies to home businesses.
- ◆ Giving priority and incentives to environmentally friendly and energy efficient modes of freight movement including rail, non-polluting vehicles, and alternative fuels.
- ◆ Supporting intermodal freight transfer facilities (land to air, rail to street, interstate trucking to local delivery).

TR 4.9 Downtown Accessibility

Ensure that downtown Spokane is accessible and friendly to all types of transportation users.

Discussion: It is especially important that the downtown area, as Spokane's heart and center, is accessible to everyone. Pedestrians, people in wheelchairs, bicyclists, and drivers should be welcome and able to travel safely and efficiently downtown.



TR 4.10 Downtown Street Network

Redesign and construct the downtown street network to encourage people to come to downtown Spokane and not to speed through it.

Discussion: While downtown traffic should flow smoothly, it should not be so fast that it is dangerous or uncomfortable to pedestrians or bicyclists and degrades street activity or otherwise detracts from commercial activity. Traffic moving rapidly through downtown is detrimental to pedestrian and bicyclist safety and comfort and does not encourage drivers to stop and use downtown; instead, downtown is perceived as a place through which to drive.

Traffic calming devices can be one way to implement this policy. Center islands, medians, and angled parking may be especially appropriate in downtown Spokane. Converting one-way streets to two-way streets can also slow the speed of traffic while making it easier to move around downtown.

This policy is directed to the speed of traffic through downtown, intending to avoid excessive speed. Traffic needs to flow smoothly, however, to avoid unwanted congestion and achieve air quality goals.

TR 4.11 Consistency of Rules

Strive for consistency in setting speed limits, designating and locating arterials, and developing other transportation rules.

Discussion: Inconsistencies or inequities in transportation rules lead to increased confusion and violations, both intentional and unintentional. Consistency of rules supports a greater common understanding, awareness, and acceptance. Speed limits, for example, that vary from street to street or from one section of an arterial to another are confusing and unclear. Examples of rules include speed limits, designation and location of arterials, and location of traffic calming devices.

TR 4.12 Law Enforcement

Enforce traffic laws for all modes of transportation rigorously to protect the public health and safety.

Discussion: Enforcing traffic laws for all transportation users is needed. This includes:

- ◆ Enforcing speed limits.
- ◆ Promoting respect for crosswalks, such as automobiles (whether parked or moving) not blocking crosswalks.
- ◆ Increasing drivers' knowledge of pedestrian and bicyclists' rights through education.
- ◆ Enforcing laws that pedestrians and bicyclists must obey to include preventing bicycles on sidewalks in the downtown business center.
- ◆ Enforcing laws against driving while under the influence of alcohol or drugs.

TR 4.13 Traffic Signals

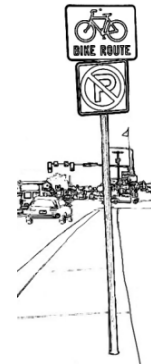
Place and time traffic signals to ensure coordinated, smooth, and safe movement of traffic.

Discussion: Traffic signals should be placed and their timing adjusted to encourage smooth, safe traffic flow, both pedestrian and vehicular. Using traffic signals to control left turns can assist with traffic flow, as can altering traffic signals to accommodate periods of heavy traffic, such as morning and evening commute times. Adding cycling-specific/aware traffic signals along bike routes and bikeways would encourage bicycling and potentially add bicycle safety and awareness to vehicular commuters. Pedestrians need enough time to cross streets; providing pedestrian-activated traffic signals assists with this.

TR 4.14 Signs

Use signs to achieve transportation goals.

Discussion: Signs can help achieve Spokane's transportation goals. For example, signs can enhance mobility by facilitating efficient flow of traffic, improve the safety of pedestrians and bicyclists, and add to a sense of place. Signs should be clear, readable, and placed with care. Signs should not be hazardous to pedestrians or block their paths.



TR 4.15 Lighting

Provide different degrees of lighting for safety and convenience based on the use of streets and sidewalks and the needs of residents.

Discussion: Lighting enhances the safety of transportation users, especially pedestrians and transit users. Lighting is especially needed at bus stops, crosswalks, bicycle rack, and bicycle shelter areas. The hours and intensity of effective lighting varies according to the location. The placement, color, and intensity of lighting should all be addressed so that the lighting does not detract from surrounding areas while improving safety. The lighting should fit the character of the place it is illuminating.

TR 4.16 Safety Campaigns

Implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other.

Discussion: Public safety campaigns can increase the safety of all transportation users, particularly pedestrians and bicyclists. These safety campaigns, which can be sponsored through schools, service clubs, public health, and other organizations, should include the need to respect all transportation users and the need for all transportation users to travel responsibly.

TR 4.17 Street Maintenance

Keep streets well maintained and clean for the benefit of drivers, bicyclists, and pedestrians.

Discussion: Well-maintained and clean streets have many benefits: improved conditions for driving and bicycling, increased city pride, and improved air quality. Well-maintained streets include the removal of debris, gravel, glass, and snow and the prompt filling of potholes. Poorly

maintained streets are especially hazardous to bicyclists. Better maintenance can be accomplished by placing a high priority on public spending for maintenance and cleaning.

TR 4.18 Sidewalk Maintenance

Keep sidewalks clean and well maintained.

Discussion: Gravel, snow, over-hanging vegetation, and cracks all present obstacles for pedestrians. Better maintenance by private property owners eliminates many of these problems. Neighborhood groups could also be used to address concerns.

TR 4.19 Awareness of ROW Streetscape Elements

Increase the understanding and awareness of the essential importance of pedestrian buffer strips, medians, traffic circles and other right-of-way streetscape elements in protecting public safety and enhancing community.

Discussion: Right-of-way (ROW) streetscape elements are key tools to help accomplish Spokane's transportation goals. Their design, placement, and maintenance greatly influence many transportation goals, including efficient and safe mobility, transportation options, sense of place, neighborhood protection, and environmental protection. An increased understanding and awareness of the importance of ROW streetscape elements and how they relate to Spokane's goals and desired future is essential. Only through increased understanding and awareness can they be intelligently planned for and the variety of issues related to them (such as design, maintenance, and placement) addressed.

TR 4.20 Design and Maintenance of ROW Streetscape Elements

Design pedestrian buffer strips, medians, traffic circles and other right-of-way streetscape elements so that they enhance public safety and Spokane's visual and environmental quality and can be effectively maintained.

Discussion: This policy is first directed towards ensuring that ROW elements are maintained in a way to achieve two purposes: (1) to enhance public safety and welfare and (2) to enhance Spokane's visual and environmental quality. This policy is also intended, however, to recognize and effectively utilize the key relationship between the *design* of right-of-way elements and their *maintenance*. For in addition to addressing the functional use and aesthetic appearance of ROW streetscape elements, design can also influence the type and level of maintenance that is required to maintain them.

The design of elements can and should vary according to the surrounding area (see policies TR 7.4, "Pedestrian Buffer Strips" and TR 5.3, "Neighborhood Traffic Issues"). One factor that may vary according to area is maintenance options. Some areas may be willing to support fairly maintenance-intensive design options, such as turf grass, annuals, and non-native ornamental shrubs. Other areas may favor more low-maintenance options, such as native and drought-tolerant groundcovers, perennials, or hardscape landscape treatments. Hardscape treatments, however, should be used with caution, both in their location and design. For example, policy TR 7.4, "Pedestrian Buffer Strips," states, "complete coverage of the pedestrian buffer strip with an impervious surface and no trees or ground over is discouraged." In addition, policy TR 7.3, "Street Trees," specifies that street trees should be planted "wherever possible to enhance the transportation environment." Thus, street trees should be a part of the streetscape, wherever possible.

Proper design that incorporates maintenance along with other issues identified in the plan can do much to address maintenance concerns regarding ROW streetscape elements. The City of Spokane could assist in recommending designs appropriate to the maintenance capabilities of the neighborhood or individual project.

TR 4.21 Maintenance Responsibility for ROW Streetscape Elements

The maintenance of pedestrian buffer strips, medians, traffic circles and other right of way streetscape elements is the responsibility of the adjacent property owner and/or neighborhood except for those elements specifically assumed by the City of Spokane.

Discussion: The City of Spokane assumes responsibility for only those ROW streetscape elements listed on the City of Spokane’s maintenance responsibility list identified in the City of Spokane’s Street Tree Ordinance. All other ROW streetscape elements are the responsibility of the adjacent property owner and/or neighborhood. The elements the city assumes responsibility for can change through time, as additional resources are identified and/or community priorities change.

Traditionally, the City of Spokane’s Parks and Recreation Department has only maintained certain ROW streetscape elements along a very limited number of streets. Such streets have traditionally been limited to those of exceptional scenic or community interest, such as Mission Avenue, Manito Boulevard, Rockwood Boulevard, and High Drive. As the Comprehensive Plan is being adopted (spring of 2001) a multi-departmental team is working to identify maintenance issues and options.

Policy TR 4.20, “Design and Maintenance of ROW Streetscape Elements,” addresses the key link between the design and maintenance of ROW streetscape elements, including how the design of elements should vary according to the surrounding area. This concept can greatly influence maintenance responsibility issues, particularly for those elements within the curblane of the right-of-way, such as traffic islands and medians. As two examples: neighborhoods that desire higher intensive landscaping of such features must be willing to assume the higher degree of maintenance they require. Also, the design of such elements will vary greatly depending on whether they are on arterials or local access streets, due to access and safety issues.

The Parks and Recreation Department has direct maintenance responsibilities for developed and undeveloped properties that are under direct control of the Spokane Park Board. Ownership of public lands for Park purposes is defined by the City Charter, the portion that describes the Spokane Park Board’s duties and responsibilities. Simply put, for the Parks and Recreation Department to assume responsibility for additional ROW streetscape elements, the Spokane Park Board would have to formally decide on acceptance of ROW property as Park Board controlled land and have approval of design, as it would relate to long-term maintenance. Maintenance obligations would include any horticultural development, support of facilities that support the established plant material and future revision/replacement of the landscape development.

Another potential implementation strategy to address maintenance is for the City of Spokane to reinstate the leaf pick-up program for all leaves. Currently, the program only covers those leaves on the street.

TR 4.22 Awareness of Maintenance Responsibility for ROW Streetscape Elements

Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements.

Discussion: Maintenance of ROW streetscape elements is a key concern. Poorly maintained ROW streetscape elements degrade Spokane’s quality of life. One important aspect to address of this challenging issue of ensuring that ROW elements are appropriately maintained is to ensure that it is clear whose responsibility it is to maintain the various elements. Ignorance in this area leads to nonexistent or inappropriate maintenance.

Potential implementation strategies to increase understanding and awareness of maintenance responsibility include the use of Channel 5 television programs, utility bill inserts, and announcements by the Mayor or City Councilpersons. Such education strategies could also include the awareness needs behind policy TR 4.19, “Awareness of ROW Streetscape Elements.”

TR 4.23 Transportation LOS

Set and maintain transportation level of service standards that support desired focused growth patterns and choices of transportation modes.

Discussion: The City of Spokane’s transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, and pedestrian.

In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-vehicle modes of transportation in these areas is expected to balance overall transportation needs.

It should be noted that level of service standards for pedestrians are expressed in the varying street design standards in the four area classifications (see section 4.6, “Street Standards”) and with the greater pedestrian amenities expected in the focused growth areas.

To further help focus growth where it is desired, higher vehicle level of service standards are required in areas where intense development is not desired, such as on the edge of the urban area. Raising the vehicle level of service in these areas increases the infrastructure costs in these areas and requires mitigation measures when intensity of development exceeds provided capacity. Furthermore, these higher vehicle level of service environments are generally more typical of low-intensity, suburban development on the edge of the urban area.

The level of service standards for the arterial street network are based on the Highway Capacity Manual capacity techniques.

Further information about the City of Spokane’s transportation LOS and its concurrency management program can be found in the Draft Comprehensive Plan/EIS, Volume 2. Section 18.4, “Transportation LOS—Executive Summary,” of the draft provides a summary of the City of Spokane’s preliminary program for the LOS and concurrency management. Section 18.1, “Major Transportation Planning Issues” includes a more general discussion of LOS issues.

TR 4.24 Transportation LOS Coordination and Consistency

Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation so that they are consistent.

Discussion: The transportation system provides the structure for Spokane to interact with the rest of the world. A number of public agencies and private companies provide transportation services in, to, and through Spokane. The standards and goals established by these groups need to be considered in establishing transportation level of service standards.

The Spokane Regional Transportation Council is tasked in the adopted countywide planning policies with establishing level of service standards for the regional street network. SRTC establishes travel time standards in the principal travel corridors.

The Washington State Transportation Commission sets the level of service standards for highways of statewide significance. The Commission coordinates with the Spokane Regional Transportation Council to establish level of service standards for state routes not on the highways of statewide significance system. Transportation Facilities and Services of Statewide Significance (TFSSS), as designated by the Washington State Transportation Commission, are listed in section 4.5, “Existing and Proposed Transportation Systems.”

Other agencies and private transportation providers of statewide significance establish level of service standards for their respective jurisdiction. The City of Spokane coordinates with these agencies where appropriate.

TR 4.25 Pedestrian and Bicyclist Access to Parks

Develop safe pedestrian access and bike ways/routes to city parks from surrounding neighborhoods.

Discussion: The city shall analyze the existing safety of pedestrian and bicycle access within a quarter mile walking distance of each park. Based on that analysis city departments shall implement projects that improve the pedestrian circulation safety.



TR 5 NEIGHBORHOOD PROTECTION

Goal: Protect neighborhoods from the impacts of the transportation system, including the impacts of increased and faster moving traffic.

Policies

TR 5.1 Neighborhoods for Pedestrians

Orient, design, and maintain neighborhoods for pedestrians.

Discussion: The quality of life of neighborhoods is greatly affected by the city’s transportation system. In the past, the focus of transportation has been on moving a greater volume of automobile traffic at a faster rate. The results have not always been good for city neighborhoods or the people who live in them. Establishing pedestrians as the focus for neighborhoods is a clear statement of the City of Spokane’s transportation priorities and its commitment to healthy neighborhoods.

TR 5.2 Neighborhood Transportation Options

Promote a variety of transportation options within neighborhoods.

Discussion: Providing for walking, bicycling, and transit use as viable transportation options gives residents more transportation choices and reduces the amount of traffic in neighborhoods. Transportation choices that are environmentally, culturally, and historically connected to neighborhoods produce healthy and cohesive neighborhoods.



One way to accomplish this is to provide paths for pedestrians and bicyclists in neighborhoods. Streets being considered for vacation could instead be made into paths to connect streets. These paths could be enhanced with trees and other features to encourage walking and bicycling and to strengthen a sense of place.

TR 5.3 Neighborhood Traffic Issues

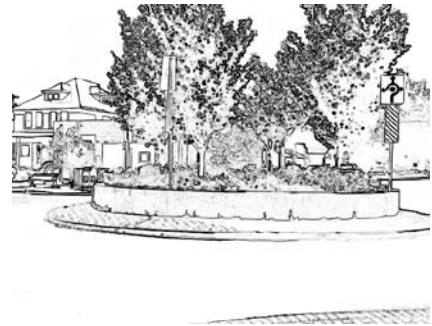
Work with neighborhoods to identify, assess, and respond to the unique traffic issues and needs in each neighborhood.

Discussion: Working with neighborhoods provides the opportunity to apply the broad, citywide direction of the transportation element to the neighborhood level and to do so in a way that is responsive to the needs and character of individual neighborhoods while also following the citywide interests reflected in the element. A challenge in working with neighborhoods on traffic issues is the need to recognize that individual neighborhoods form a part of the larger city and have a relationship to it. The entire city's transportation needs must be considered as well as the neighborhood's. It is also important to assess the entire neighborhood and not react to just a small group of vocal people. Areas of transportation planning that are particularly dependent on neighborhood involvement include design issues (such as the selection of street tree types and landscaping choices for pedestrian buffer strips) and the location and type of traffic calming measures and traffic control.

TR 5.4 Traffic Calming Measures

Use traffic calming measures in neighborhoods to discourage speeding, reduce non-neighborhood traffic, and improve neighborhood safety.

Discussion: Traffic calming measures create safer and quieter streets. They help reduce traffic speed and discourage the inappropriate use of neighborhood streets by non-neighborhood residents as shortcuts to bypass arterials. They make neighborhoods healthier and more appealing places to live. Examples of traffic calming measures include narrowed streets, curved streets, roundabouts (traffic circles), pedestrian islands, textured crosswalks, and large street trees with overhanging canopies, and speed bumps and dips.



TR 5.5 Arterials and Neighborhoods

Locate and design arterials to minimize impacts on neighborhoods.

Discussion: The impacts of arterials on neighborhoods should be minimized. Arterials that through poor design or location divide neighborhoods should be avoided. Arterials do not have to be vast stretches of asphalt that separate and isolate neighborhoods. By directing that arterials should usually not pass through neighborhoods but instead form neighborhood boundaries, this policy identifies an ideal situation for most cases. In some cases, existing arterials already pass through neighborhoods. If carefully designed and appropriate to a particular neighborhood, an arterial might provide a focus for creating a neighborhood center. New neighborhoods might be centered on an arterial with the arterial and adjacent land uses forming the heart of the neighborhood.

TR 5.6 Neighborhood Traffic Speed

Ensure that neighborhood streets have a significantly lower traffic speed than arterial streets.

Discussion: Speeding traffic and thru-traffic seriously degrade neighborhood quality of life. There should be a distinct difference between the speeds of traffic moving on neighborhood streets versus arterial streets. Arterial streets should be established as a route of choice for non-neighborhood traffic.

Without a distinct difference between the speeds of traffic on neighborhood streets versus arterial streets, little incentive to use arterials exists. Some drivers shortcut through neighborhoods to avoid delays on arterials, which can be caused by traffic lights, buses that slow down the curb lane, and zones that slow automobiles, such as school crossings. This results in increased traffic and speeding traffic through neighborhoods. This poses significant safety hazards, especially for children and pets, and detracts from neighborhood livability.

Maintaining a speed difference will come from a number of different strategies, including speed limit enforcement, street design, and education.

TR 5.7 Neighborhood Parking

Preserve neighborhood on-street parking for neighborhood residents.

Discussion: Neighborhood residents and their guests need places to park. On-street parking also acts as an effective traffic calming measure, while re-stripping of on-street parking may help to encourage and enable safer bicycling. On-street parking is not intended, however, to be for long-term storage of vehicles; street sweeping and snow plowing require vehicles to be moved.

Methods to control on-street parking include establishing neighborhood-parking districts near large traffic generators, such as shopping centers, universities, and hospitals, where parking permits are needed. Furthermore, parking lanes can be marked with striping on wide streets so that drivers don't attempt to create another driving lane. Since this policy is directed towards neighborhood parking, it is intended to apply primarily to local access streets and residential collector arterials. Other types of arterials may have the competing need of potentially re-moving parking to facilitate traffic flow (see policy TR 4.1, "Street Design and Traffic Flow"). It should be noted that while the Comprehensive Plan identifies bicycle facilities, many remain non-designated and on-street parking that is slated for removal to accommodate the bicycle facilities continues to exist. As a part of development of bicycle facilities, it needs to be acknowledged that on-street parking may need to be removed to accommodate bicycle facilities.



TR 6 ENVIRONMENTAL PROTECTION

Goal: Minimize the impacts of the transportation system on the environment, including the region's air quality and environmental features, such as nature corridors.

Policies

TR 6.1 Pollution

Design, build, and operate transportation improvements to minimize air, water, and noise pollution and the disruption of natural surface water drainage and natural areas.

Discussion: To reach the City of Spokane's Transportation Vision and achieve the transportation goals, protection of the environment is essential. Protection should address the specific impacts transportation has on air and water quality and noise pollution, as well as transportation's more general impacts on Spokane's quality of life and sense of place.

Vegetation, especially street trees, has an important role to play in minimizing the negative environmental impacts of transportation. For example, large street trees that provide an overhanging canopy improve air quality, calm traffic, and act as buffers between people and automobiles. Motor oil disposal, however, remains as one transportation-related threat to the aquifer, making the aquifer the focus of special environmental concern.

TR 6.2 Land Respect

Plan and construct transportation improvements with care, considering natural land forms, geography, and nature corridors.

Discussion: Features such as the type and abundance of trees, rock formations, and the overall land form help define who we are as a community. The City of Spokane's policy is to consider such important environmental features in its transportation planning and development.

TR 6.3 Transportation Alternatives and the Environment

Promote the use of alternatives to driving alone, such as walking, bicycling, use of transit, and carpooling to reduce transportation impacts on the environment.

TR 6.4 Street Cleaning

Clean streets to protect air quality and make for a cleaner, safer Spokane.

TR 6.5 Traffic Congestion

Design streets and time traffic signals to reduce traffic congestion and vehicle idling time.

Discussion: Traffic signals can be used to benefit the environment by reducing congestion. This policy needs to be balanced, however, with other goals and policies pertaining to the dangers of speeding traffic and protection of neighborhoods.

TR 6.6 Vehicle-Related Air Pollution

Develop transportation control measures to reduce vehicle-related air pollution.

Discussion: Transportation control measures are measures contained in the State Implementation Plan (SIP) that are designed to reduce vehicle-related air pollution. Any agency, however, may implement other transportation control measures that are not included in the SIP.

The City of Spokane should work with the SCAPCA, SRTC, the State Department of Transportation, STA, and other jurisdictions and agencies to develop appropriate transportation control measures. Current measures include vehicle emission testing programs and use of oxygenated fuels. Potential new transportation control measures include:

- ◆ Promoting the purchase of fuel-efficient vehicles, alternative fuel vehicles, and new technology vehicles.
- ◆ Offering incentives for reducing miles traveled and using vehicles with high fuel efficiency.

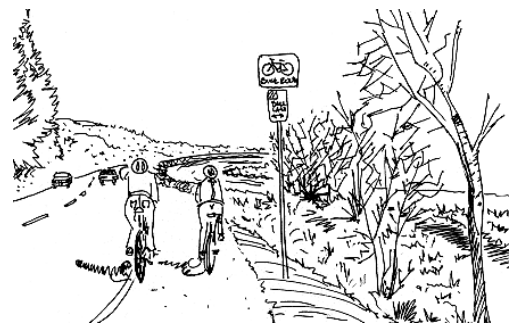
TR 6.7 Street Paving

Place a high priority on public spending for paving dirt and gravel streets to reduce air pollution.

TR 6.8 City Hall Goes Green

Conduct City of Spokane business in a way that reduces the environmental impacts resulting from its transportation-related decisions.

Discussion: The City of Spokane should provide leadership and demonstrate to the community the environmental responsibility it expects from others. It should do this with the decisions it makes as to how it conducts its business. For true success and viability, a community's practices must be sustainable.



The City of Spokane should continue to provide employees with shower facilities and lockers, reduced-cost bus passes, and safe bicycle storage and should also consider additional strategies, such as:

- ◆ Providing employee parking only for carpools or vanpools.
- ◆ Replacing fleet vehicles with vehicles that meet zero emission standards.
- ◆ Using quieter, perhaps smaller garbage trucks.
- ◆ Using alternatives to automobiles to deliver city services.

- ◆ Pursuing alternative fuel options for vehicles.
- ◆ Planting street trees to mitigate exhaust of fossil fuel for transportation uses.



TR 7 SENSE OF PLACE

Goal: Foster a sense of community and identity through the availability of transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

Policies

TR 7.1 Character and Pride

Create transportation improvements that promote Spokane's character, enhance the character of its neighborhoods, and foster community pride.

Discussion: Protecting Spokane from transportation impacts that infringe on the community's character or sense of place is important. Transportation elements to consider include street design, sidewalk design and materials, streetlights, large street trees, bus stops, transit stops and buildings, public squares, and traffic calming devices.

City of Spokane departments devoted to the arts, youth, parks, planning, and transportation can play a key role in promoting a sense of place through creating transportation improvements that are sensitive to local character. Communication and cooperation between city departments and neighborhoods is essential. Neighborhood councils and steering committees are key participants. One specific option for carrying out this policy is to create a process through which neighborhoods, including those downtown, participate in the process to identify and/or apply design standards and participate in the design review process.

TR 7.2 Street Life



Promote a healthy street life in commercial areas, especially downtown, through transportation facilities that are designed with care to enhance both their use and the surrounding street environment.

Discussion: A healthy street life is essential to creating healthy cities. A vital, active street life makes areas more appealing places to be, improves a sense of safety, and increases the public interaction essential to healthy community life.

Design features can either promote or hinder street life. For example, sidewalks that feature pedestrian buffer strips and are free from barriers promote walking by creating a safe pedestrian environment. Transit stops or centers that include shelter, seating, and schedule information create a more appealing environment than those that don't. Other design features such as landscaping, public art, and fountains can help establish spaces as public gathering places that attract people as well as provide relief from harsher built environments. Design details matter. For example, sidewalks that adjoin buildings with plenty of windows and entrances are more people-friendly than sidewalks that run along buildings with blank walls.

TR 7.3 Street Trees

Plant street trees wherever possible to enhance the transportation environment.

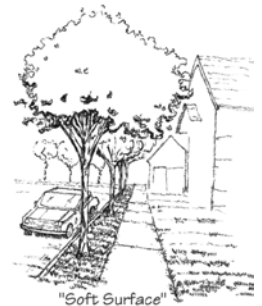
Discussion: A healthy "urban forest" is one of the greatest assets a city can have. It is also one of the few infrastructure elements that appreciate in value with age. For transportation purposes, street trees have many benefits; they provide a traffic calming effect, help orient motorists,

provide shade and habitat, reduce glare, noise, erosion, and wind, and absorb carbon monoxide. Large trees with overhanging canopies of branches are especially desirable. Streets with a cathedral of trees overhead are an important aesthetic element that fosters community pride and identity.

One concern in planning for street trees is to ensure that public safety is protected by preventing sidewalks and curbs from being damaged by tree roots. This problem can be addressed through the design of the pedestrian buffer strip and the selection of the appropriate tree type for the planting site. In addition, planting techniques such as root barriers, “structural soil,” and irrigation practices are helpful mechanisms in preventing tree roots from damaging sidewalks and curbs.

Poorly selected or poorly maintained trees can present other problems, including interfering with overhead utility lines, underground utilities, neighboring properties, and other plants and minimizing sight distances. Due to these potential problems, it is important that the appropriate type of tree be selected for each location and that trees be properly maintained. This is particularly true since trees are living organisms that grow larger each year, increasing in height, canopy width, and size of root system. It is important to consider what the size and shape of trees will be when they are mature. The Parks and Recreation Department’s urban forestry program maintains a list of appropriate trees for planting in different environments. A permit is required to plant a tree in the right-of-way.

The potential problems caused by street trees should not be used to override their fundamental importance and overall value. It is imperative to remember that a city without trees isn’t fit for a dog.



TR 7.4 Pedestrian Buffer Strips

Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes.

Discussion: Treatments of pedestrian buffer strips, also known as planting strips, vary greatly, from completely covered with hard surfaces to completely landscaped with soft surfaces and street trees. “Hard surfaces” include concrete, bricks, and other pavers; “soft surfaces” include sod, drought tolerant grass, and ground covers. Street trees can vary from small ornamental trees to large trees that provide overhanging canopies for streets.

How the pedestrian buffer strip is treated should relate to the surrounding environment and desired outcomes for that area. For example, grass should continue to be used in historic areas where grass is the traditional treatment.

Where traffic calming is desired, large street trees are preferred. In commercial areas, street trees with a hardscape treatment or tree grates may be appropriate. Sand-set pavers, cobbles, “grassblocks,” and similar pervious materials are encouraged wherever hardscape is incorporated. Complete coverage of the pedestrian buffer strip with an impervious surface and no trees or ground cover is discouraged.

Pedestrian buffer strips are crucial to creating safe, useable sidewalks (see policy TR 2.7, “Safe Sidewalks”). They should be designed with care to enhance the pedestrian environment, relate to the surrounding environment, and achieve desired outcomes. For example, in planning for pedestrian buffer strip width, one factor that should be considered is whether or not on-street parking is provided. Areas without on-street parking and the associated buffering it provides should feature a wider pedestrian buffer strip than areas with on-street parking. The ultimate driver in designing pedestrian buffer strips for particular locations is to ensure that the pedestrian

buffer strip provides for safe pedestrian circulation while also being appropriate to the surrounding area.

TR 7.5 Building Setbacks

Reduce building setbacks from the street and distances between buildings in neighborhood commercial areas to improve pedestrian access and develop an urban form.

Discussion: Reducing building setbacks and distances between buildings reduces the distance pedestrians must walk to enter buildings. Buildings that are a considerable distance from the street or from each other are not inviting to pedestrians. Such settings can be intimidating to pedestrians, especially if they must cross large parking lots. Establishing maximum setbacks can help create a more pedestrian-friendly environment. Reducing the width of buildings or storefronts has the same effect. Finally, reducing setbacks and distances between buildings creates an urban form, as opposed to a suburban or rural form.

TR 7.6 Sidewalk Use

Allow businesses to utilize available sidewalks as long as pedestrian travel is not unreasonably impacted and the sidewalk's use and design is in character with the neighborhood.

Discussion: The use of sidewalks for sidewalk cafes or outdoor seating for coffee shops can add to the appeal and vitality of street life. Similarly, stores that bring their wares to the sidewalk in front of their shops can also add appeal. When using sidewalks for business purposes, however, it is imperative to maintain adequate and efficient pedestrian movement. Also, occupancy of sidewalk space should be limited to non-permanent structures and seasonal use.



TR 8 REGIONAL PLANNING

Goal: Plan for transportation on a regional basis.

Policies

TR 8.1 Plan Collaboratively

Work together to achieve a regional transportation plan that meets the goals and requirements of the GMA but also reflects the visions, values, and interests of the City of Spokane.

Discussion: The Countywide Planning Policies for Spokane County include a policy that states, “Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdiction’s land use plans are compatible and consistent with one another.”



The City of Spokane is dedicated to working with SRTC in its role of conducting and coordinating regional transportation planning, while also working to ensure that the City of Spokane’s visions, values, and interests are reflected in the regional plan.

The City of Spokane, as a partner in planning for transportation regionally, recognizes that part of SRTC’s role is to establish travel time-based level of service standards for the regional arterial network and determine the regional arterial network following appropriate federal and state requirements.

In addition, there are statewide transportation facilities within the city that impact the city while serving statewide needs and interests. Therefore, collaboration between the City of Spokane and

the appropriate state agency is imperative to ensure that both the City of Spokane and Washington State's interests are met. At the current time, two major collaborative study efforts, US 195 and the North Spokane Corridor, are underway.

TR 8.2 Efficient Regional Transportation

Coordinate with SRTC to ensure efficient, multimode transportation of people and goods between communities regionally.

TR 8.3 Countywide Planning Policies

Use the adopted Countywide Planning Policies (Capps) as additional guidance for transportation planning.

TR 8.4 Airfields

Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans.

TR 8.5 Sharing Information

Share information between all transportation entities on a regular basis; planning information shall be shared during all phases of projects.

Discussion: Many transportation entities affect transportation in the area, such as SRTC, the Washington State Department of Transportation (WSDOT), STA, SCAPCA, and transportation and planning departments of local jurisdictions. Early and continuous communication between these entities is key for effective community planning.



TR 9 EQUITABLE FUNDING

Goal: Finance a balanced, multimode transportation system using resources efficiently and equitably.

Policies

TR 9.1 Cost Information for Citizens

Promote alternatives to private automobile use by informing citizens of the total economic costs and publicly financed subsidies to motor vehicle use.

TR 9.2 Environmental Impact Information

Provide information on the environmental impacts of motor vehicle use.

TR 9.3 Dedicated Funds for Retrofitting

The City of Spokane shall dedicate some amount of its annual transportation capital budget to retrofitting the street system to meet the city's pedestrian design standards.

Discussion: As noted in the "Street Standards" (section 4.6, see subsection titled "General Considerations"), the City of Spokane's street standards apply to *newly constructed* public and private streets. The standards are also applied in certain situations as land development occurs (such as where level of service is impacted or where development abuts an existing arterial). The standards, however, are not intended to apply to the resurfacing, restoration, or rehabilitation of existing arterials. Without this policy, little would be done to retrofit the City of Spokane's existing street system to meet the new pedestrian design standards and thus achieve the intent of the transportation element. (The Transportation Capital Facilities Program does include a program to construct sidewalks along arterials where they are missing, but no other such retrofitting program was planned as part of the comprehensive planning process.) This policy is a

practical, direct way to implement the City of Spokane's pedestrian standards and create Spokane's desired transportation future. The fundamental pedestrian standard to be implemented is the policy to provide for safe pedestrian circulation, primarily in the form of sidewalks with a pedestrian buffer strip (TR 2.7, "Safe Sidewalks").

This policy creates a project type of its own in the Transportation Capital Facilities Program (section 4.7), called "Pedestrian Facilities Retrofitting Program." To identify the funds to allocate to this program and thus implement this policy, each year City of Spokane staff will develop a proposal for an amount of the transportation capital budget to devote to fulfilling this policy. The city will develop a program to identify where and how to apply these funds (a task for, at least in part, the Pedestrian/Bicycle Coordination staff, policy TR 2.3).



TR 10 THE FUTURE

Goal: Prepare for the future and changing transportation needs resulting from changing populations, technology, and trends.

Policies

TR 10.1 Planning Integration

Integrate planning for transportation needs and facilities into project design, including for Pods, individual projects, and neighborhoods.

TR 10.2 Innovation to Meet Spirit

Review proposals for development projects in a way that allows innovative design and for solutions that meet the spirit and intent of the law, if not the letter of the law.

Discussion: Spokane has a wide variety of environments and conditions. Specific development proposals have their own limitations as well as opportunities for development. The variety of environments within the city and variety of development proposals makes it difficult if not impossible to have a detailed list of very specific rules, such as policies or design standards that must be followed in all cases. Though there are general rules that work in most cases, some room for discretion in applying them and allowing for deviations from them is needed.

This opportunity for discretion or deviation is needed for two reasons: first, to allow for opportunities for creative solutions to meet the goal or intent behind the rule, and second, to allow for exceptions to the rules where an exception is clearly necessary, such as where topographic features make them impossible to follow.

If a rule is not to be followed, however, the proponent needs to make it clear why it should not be followed as well as how the alternative being proposed in its place meets the intent of the rule. It is also important to recognize that while this provides for an opportunity to deviate from rules, such situations should indeed be exceptions to the rule and not the rule. In other words, it is expected that rules will be followed, except in necessary situations, as noted above.

Further information about how street standards will be implemented can be found in section 4.6, "Street Standards," under "Implementing the Standards."

TR 10.3 Education

Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road.

Discussion: Education is the foundation of understanding, respect, and acceptance. A better understanding of the true costs of driving, respect for other users of our streets, and acceptance of

choices different than our own will make our streets safer and more enjoyable. Since people currently are so auto-dependent, knowledge of the impacts of driving is essential. This knowledge must also be balanced with a sense of responsibility connected with use of an automobile.

Dependence on the automobile has social, financial, and environmental impacts. These impacts have been well documented but are not generally known, acknowledged, or included in any education curriculum. This gap in the school curriculum and the general media should be addressed by educational programs.

4.5 EXISTING AND PROPOSED TRANSPORTATION SYSTEMS

Introduction

This section provides an overview of Spokane's existing and proposed transportation systems. It includes inventories of existing conditions as well as plans for the future for:

- ◆ Pedestrian and Bicycle Systems
- ◆ Transit System
- ◆ The City's Street Network
- ◆ Rail
- ◆ Air Facilities and Services
- ◆ Transportation Facilities and Services of Statewide Significance

The following articulates two general points about these inventories of Spokane's transportation systems:

Existing Versus Proposed Transportation Systems

First, this plan establishes a new priority for considering the transportation needs of people and making transportation decisions. Policy TR 1.1, "Transportation Priorities," establishes that it will be city policy to put pedestrians first, then to consider the needs of those who use transit and non-motorized transportation modes such as bicyclists, and finally to consider the needs of automobile users. The city's current transportation system does not reflect this priority and direction. Spokane's existing transportation system reflects Spokane's existing auto-dependent nature. Indeed, it is partly because of the existing nature of Spokane's built environment that Spokane is auto-dependent and lacking viable transportation options and, as a consequence, that citizens established this new direction. Following this new direction with its clear transportation priorities, however, will lead to new transportation systems that reflect the city's new transportation goals. Establishing these new transportation systems for Spokane will take time. It will take careful and steady implementation of the plan, as expressed in its goals, policies, and implementation methods (such as the new street standards). But with consistent implementation of the plan on a case by case basis, the community's built environment will change and with it, the opportunity for Spokane to achieve its desired future.

A Broad, Comprehensive Review

Second, this review of Spokane's existing conditions and transportation inventories is a broad review. It includes citywide or regional-scale transportation systems, not smaller-scale transportation features. For example, the street system inventory focuses on the arterial system, not neighborhood access streets. Similarly, the pedestrian system inventory focuses on the sidewalk system along arterials and major pedestrian trails, not smaller-scale features such as staircases or local routes to neighborhood schools. Such smaller-scale transportation features, while crucial to the vitality of neighborhoods and the entire community, are beyond the scope of this citywide comprehensive plan and instead will be planned for in later, more detailed planning stages. These later planning stages may include subject-specific plans (such as a detailed bicycle plan or pedestrian plan) and geographic-specific plans (such as neighborhood or special district plans). The goals and policies of the transportation element of the comprehensive plan provide a general direction or framework for creating these later plans.

Pedestrian and Bicycle Systems

The History of Planning for Pedestrians and Bicycles in Spokane

In 1993 SRTC prepared the Spokane Regional Pedestrian/Bikeway Plan for Spokane County (generally referred to as "the Bike/Ped Plan"). The City of Spokane City Council adopted the plan on March 11, 1996. The purpose of the plan was to provide an updated comprehensive bicycle and pedestrian transportation plan that was built on previous plans. The plan focused on the urbanized Spokane area and connections to Millwood, Cheney, Medical Lake, and Idaho. The plan identified recommended key

bicycle/pedestrian corridors that consisted of the Centennial Trail, exclusive bicycle paths, bicycle lanes, shared bikeways, and shared roadways.

The SRTC Bike/Ped Plan superseded earlier plans developed by the city to address bicycle use, the last of which was “The Bikeways Plan” adopted by the City Council in 1988. The first bikeways plan developed in Spokane, called the “Bike Routes Plan,” was adopted in 1976.

Since 1992 the City of Spokane has had a Bicycle Advisory Board, which was established by ordinance of the City Council. It was established “to provide advice and direction to the City Council and all departments and offices of the city on matters relating to bicycling and to raise public awareness of bicycling issues.” The board is supported by staff liaisons from the Economic Development Division and the Transportation Department. These positions are filled by staff members as an additional responsibility added to their full-time duties. As such, only a small percentage of two staff member’s time is spent on bicycle planning. No city staff person, however, is dedicated specifically to planning for pedestrians, even part-time. Thus, while the SRTC plan adopted by the city included sections related to pedestrians, in reality it was used infrequently by the city for planning for pedestrians and instead was used more for bicycle planning. Generally, planning for pedestrians in Spokane has been inadequate. One of the most significant features of this transportation element is that it features a major redirection of the city’s view of transportation planning, making planning for pedestrians a priority. As a small step toward that direction, this plan includes the first map ever included in a city plan that is devoted strictly to depicting pedestrian facilities, Map TR 1, “Regional Pedestrian Network.”

The 1993 SRTC Bike/Ped Plan was superseded by the City’s 2001 Comprehensive Plan, its Bicycle Plan map was used in large part to develop the city’s “Regional Bikeway Network” map (Map TR 2).

In 2009, the City of Spokane completed a Master Bike Plan that consists of Bicycle Plan Maps, updated Comprehensive Plan goals and policies, a list of projects and priorities, project cost estimates and an action program. During this process, SRTC was working on an update to the Regional Master Bike Plan. A plan to outline goals and objectives to guide Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), the City of Spokane, Spokane County, the City of Spokane Valley, the City of Liberty Lake, Cheney, Deer Park, Medical Lake, Airway Heights, Spokane Transit Authority (STA) and other agencies in developing bikeway and walkway systems. This Plan outlines goals and objectives to help create a region where biking and walking are viable travel choices. The City of Spokane Master Bike Plan used the extensive background work contained in the SRTC plan as a part of the creation of the Master Bike Plan. This information remains a valuable reference tool for bicycle and pedestrian planning. This planning effort continues to support the implementation of policy TR 2.3, “Bicycle Coordinator,” which states that it will be city policy to provide a full-time pedestrian/bicycle coordinator on its staff.

Shared Bicycle and Pedestrian Facilities

Spokane features three major transportation pathways or trails that are shared by pedestrians and bicyclists. These are the Ben Burr, Fish Lake, and Centennial trails. The Ben Burr and Fish Lake trails are both owned and maintained by the Spokane Parks and Recreation Department. The Centennial Trail is developed by the Washington State Parks and Recreation Commission, maintained by the Spokane Parks and Recreation Department in the city and the Spokane County Parks and Recreation Department in the county, and funded by the Friends of Centennial Trail. These three facilities serve both a recreational and transportation function for pedestrians and bicyclists. A potential fourth major shared-use facility is the North Spokane Corridor (north-south freeway), which plans to include a major pedestrian/bicycle trail. These shared-use facilities are described below and depicted on the pedestrian and bikeway maps (see Maps TR 1 “Regional Pedestrian Network,” and TR 2, “Regional Bikeway Network.”) They also appear as “trails” on Map CFU 5, “Parks,” in Chapter 5, “Capital Facilities and Utilities,” which indicates how these trails serve recreational as well as transportation purposes.

Ben Burr Trail

The one-mile Ben Burr Trail connects Liberty and Underhill Parks in East Central Spokane. It follows the path of an old railway line. The trail features a pedestrian/bicycle bridge spanning Altamont Street, which was a project financed through federal Community Development funds. Future expansion may include a link into Underhill Park to the south and a link to the Centennial Trail to the north.

Fish Lake Trail

The Spokane Parks and Recreation Department has acquired a railroad right-of-way between the City of Spokane and Fish Lake. Construction has begun to convert the right-of-way to a 12-foot-wide asphalt bicycle/pedestrian trail, which would ultimately connect the Centennial Trail to the existing Fish Lake and Columbia Plateau trails. Three and a half miles of this proposed trail have been constructed, from the intersection of Scribner Road north toward Spokane. The proposed trail begins at the southeast corner of Government Way and Sunset Highway and ends at the existing trailhead at Fish Lake.

Centennial Trail

Facilities designated exclusively for non-motorized travel modes include the 39-mile Centennial Trail, which parallels the Spokane River from Nine Mile to the Idaho border. The trail continues in Idaho through Post Falls and Coeur d'Alene. Currently, the trail has an incomplete section between downtown Spokane and the T. J. Meenach Bridge. The Friends of the Centennial Trail have completed the missing link, dedicated as the Sandifur Bridge, to span the river.

The Spokane River Centennial Trail Master Plan published in 1986 identified a continuous trail alignment from the Idaho state line to the Spokane House, with extensions upstream to Wolf Creek on Lake Coeur d'Alene and downstream to Fort Spokane on Lake Roosevelt. In 1995, a master plan update of the Centennial Trail was completed identifying missing segments, revisiting completed segments needing improvement, and outlining trail priorities and initiatives for the future. The primary recommendations of the master plan update were to build missing links and convert on-road (Class II) bike routes to separated (Class I) shared-use pathways. A key missing link was identified between Riverfront Park in downtown Spokane and Riverside Park.

To address this missing link, a Bridge Alternatives Study was conducted in December of 1997. The study identified potential alignments for locating a bridge over the Spokane River and completing a missing segment of the Centennial Trail from Riverfront Park in downtown Spokane to Riverside State Park. A subsequent study funded by the Friends of the Centennial Trail in 2007 was conducted by Alta Planning and Design. This study identified a preferred trail route utilizing an abandoned railroad right of way that parallels Summit Blvd., travels on Summit Blvd. and modifies Pettet Drive to accommodate trail improvements. This route would rejoin the existing Centennial Trail at T.J. Meenach Bridge.

North Spokane Corridor Pedestrian/Bicycle Trail

The Washington State Department of Transportation is currently designing a major pedestrian/bicycle trail that will be built in conjunction with the North Spokane Corridor (NSC). The project will eventually provide a pedestrian/bicycle route the full length of the corridor, extending from I-90 east of downtown to US 395 at Wandermere, approximately 10 miles north. The 12-foot paved pedestrian/bicycle trail will be a separate, but adjacent, designated route for commuters and recreational users. There will be trailheads along the route as well as access from the planned park-and-ride lots. It will also connect with the Centennial Trail. The pedestrian/bicycle trail will be constructed in usable segments in conjunction with the North Spokane Corridor.

The Pedestrian System

As noted previously, one of the most significant features of this transportation element is its focus on making walking a viable transportation option in Spokane—to make it as easy to walk within the city, as it is to drive. The primary means within the city of providing for pedestrian access is the city's sidewalk system. The sidewalk system is supplemented by other pedestrian facilities, such as the shared facilities described earlier and the city staircases that both link neighborhoods and provide access within

neighborhoods Examples include the staircases that link Peaceful Valley and Browne's Addition and the staircase at 19th and Perry.

Map TR 1 "Regional Pedestrian Network," indicates those pedestrian facilities that are the subject of this plan: sidewalks along arterials and the four main shared-use pathways described above (three existing and one proposed). Policy TR 2.7, "Safe Sidewalks," states that the city should "provide for safe pedestrian circulation within the city; in most cases, this should be in the form of sidewalks with a separated curb and sidewalk." The planning level of this plan focuses on sidewalks along arterials, with the 20-year transportation capital facilities program providing cost estimates for establishing sidewalks along both sides of all city arterials.

A separated curb and sidewalk is a key feature of sidewalk design. As stated in policy TR 2.7, "Safe Sidewalks," it is the preferred sidewalk design. Due to the many crucial benefits a separation between the curb and sidewalk provides, this plan uses a new term for the physical separation: "pedestrian buffer strip" (PBS). The PBS term replaces the terms "planting strip" and "parking strip" used in earlier plans. The discussion section of TR 2.7 describes the value of a pedestrian buffer strip, its purpose and function, and notes they can be landscaped with a variety of treatments. Policy TR 7.4 "Pedestrian Buffer Strips" elaborates on this important point regarding PBS design, stating "develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes."

The plan includes background as to the importance of providing well-designed sidewalks to enable safe pedestrian travel within the city. An important point is that walking is not only a transportation mode but also part of the dynamic of city living that contributes to healthy urban places. The following excerpt discusses how pedestrian activity and the design of pedestrian facilities has changed over time in Spokane in order to provide a context for viewing Spokane's desired pedestrian future.

Spokane: For Pedestrians, Past as Prologue?

As a "settlement," the community's informal roads and paths accommodated all modes of travel -- the connections were designed for commerce and little else. They were, however, places of great personal interaction. As we became a "city," formality of streets accompanied the growing need to establish physical order—sidewalks surfaced as part of orderliness. With the City Beautiful movement that helped transform early Spokane, city fathers insisted on street trees and planting strips. The city's maturity also fostered "social order" and sidewalks became a venue to experience this emerging social culture. Other examples of the street setting fostering socialization include large front porches and inviting front yard landscapes. With post-war suburbanization and the push for home ownership, Spokane's street environment changes to embrace the automobile, and the human and cultural experience followed the new design. Infrastructure was not always complete in new subdivisions—many lacked sidewalks altogether. Where sidewalks were developed, they most often lacked the traditional planting strip, and in effect became large curbs, rather than places for people to safely walk. Increasing reliance on the car made sidewalks, front porches, street trees, and formal front yards of little consequence. In Spokane's post-war era, local development economies and subdivision design placed a low priority on pedestrians. The result, like with many cities across the country, is a built environment that is designed more for cars than people.

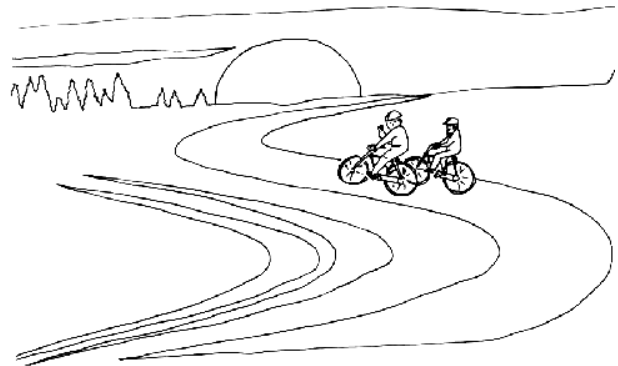
Spokane's history has set the stage for its future. This plan establishes a redirection for pedestrian planning by making it a priority. This is done not out of a sense of a nostalgia for days gone by but as part of Spokane's comprehensive effort to create its desired future.

The Bicycle System

State law identifies bicycles as vehicles, with the privileges, responsibilities, and regulations that accompany that status. A fundamental concept of this plan and the SRTC Bike/Ped Plan is that because bicycles are vehicles to be used for transportation as well as recreation, bicycles are allowed on all streets

except for those on which they are specifically prohibited. Thus, the city's street system is essentially the bikeway system. Table TR 2 defines the terms for the bicycle system used in this plan.

The City of Spokane encourages bicycle use on its facilities, except where prohibited by law. Bicycle facilities or improvements for bicycle transportation as shown on the Bikeways Map should be included as a part of street improvement projects. The Washington State Department of Transportation (WSDOT) Design Manual Chapter 1020 serves as a guide for designing bicycle elements. A bikeway is any type of facility designed to accommodate bicycles, such as a path, lane, or shared roadway. The term "bicycle route" is often used interchangeably with "bikeway" to mean the same thing (generally the "bikeway" definition). Bikeway is, however, the appropriate general term for streets that are open to bicycle travel. The term "bicycle route" should be used to indicate a marked or signed route that is intended to provide a route for cyclists to use. There are several areas where the city has marked or signed bicycle routes, generally along streets that have been developed with bicycle lanes. Frequently these bicycle routes have been developed in order to enable bicyclists to avoid fixed obstacles to bicycling. An example is the Addison Street bicycle route, which provides a north/south route parallel to Division Street since Division north of North Foothills Drive is closed to cyclists. Ideally, the term bicycle route should be used only in the context of those streets that are marked or signed as "bike routes." Since virtually all streets are bikeways, it is important to note that a signed bicycle route is a suggested route. Bicyclists are not required to use bicycle routes where they are available nor are they the only streets on which cyclists are allowed.



Map TR 2 indicates the “Regional Bikeway Network.” Bikeway system terminology is specified in the following table, TR 3, “Bicycle Terms.”

TABLE TR 3 BICYCLE TERMS	
General Bicycle Terms	
Bicycle Path	A bikeway physically separated from motorized traffic by an open space or barrier. Bicycle paths are entirely separated from the roadway but may be within the roadway right-of-way or within an independent right-of-way.
Bicycle Route	A system of facilities that have a high potential for use by bicyclists or that are designated as such by the City of Spokane. A series of bicycle facilities may be combined to establish a continuous route and may consist of any or all types of bicycle facilities.
Bikeway	Any road or path that in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists or are to be shared with other vehicles.
Bicycle Terms on Map TR 2	
Shared Use or Multiuse Path	A facility physically separated from motorized vehicular traffic within a right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users.
Bike Lane	A portion of a highway or street identified by signs and pavement markings as reserved for bicycle use.
Bicycle Boulevard	A shared roadway which has been optimized for bicycle traffic. Bicycle boulevards discourage cut-through motor vehicle traffic, but usually allow access to local motor vehicle traffic. They are designed to give priority to cyclists as through-going traffic.
Marked Shared Roadway	A shared roadway that has been designated by on-street marking as a route for bicycle use.
Shared Roadway	A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, a street with wide curb lanes, or a road with paved shoulders.
Residential Bikeway	A residential street used as connection between other bikeway facilities. This designation applies to all residential roadways not otherwise designated.
Bicycles Prohibited	Bicycles are prohibited from using the street.

Transit System

Public transit service within the City of Spokane is provided by the Spokane Transit Authority (STA). STA’s service area covers all of the City of Spokane and more. STA’s 370.8 square mile service area is centered around Spokane and extends east to the Liberty Lake area, west to Medical Lake and Fairchild Air Force Base, and southwest to Cheney. STA buses operate on 36 fixed routes between 5:00 am and 11:00 pm on weekdays, with 30-minute headways during the peak hours on most routes. Service levels are reduced on weekends and holidays. Spokane Transit Authority’s transit routes are changed fairly frequently, so it is best to consult the latest version of the transit routes that are produced by STA.

In addition to fixed-route service, STA provides paratransit service for the elderly and disabled population. Qualified individuals can schedule door-to-door service to and from any location within the STA service area.

A ride sharing program is provided through STA Ridershare. Ridershare provides passenger vans for van pools formed by residents who have origins and destinations within the STA service area. A computerized ride match program is provided to facilitate car-pooling. Ridershare also coordinates employer-sponsored car pool and transit pass programs.

The STA is developing Service Planning Guidelines. The guidelines, when adopted by the STA Board, will provide policy guidance for future evaluation of the STA system and decision-making with regard to service allocation. A policy that is currently being considered is a Service Allocation Policy. It is based

on an evaluation of three service strategies: coverage, productivity, and equity. The three strategies are highlighted in Table TR 4, “Three Transit Service Strategies.”

TABLE TR 4 THREE TRANSIT SERVICE STRATEGIES	
Coverage	The coverage strategy is designed to provide equal access to the same level of transit service for all. The main problem associated with this strategy is that in low population density areas, ridership will usually be low. This translates into low revenues when compared to operating costs. Since service is not concentrated in higher density areas where ridership will be highest, benefits of air pollution reduction and reduced traffic congestion will not be fully realized.
Productivity	The productivity strategy is designed to maximize ridership per hour of operation. The productivity strategy allocated service to carry as many people as possible, thereby maximizing revenues compared to cost of operations. The productivity strategy also does the most to reduce traffic congestion and air pollution. The disadvantage with a pure productivity strategy is that outlying, low population density areas would receive much less or no transit service in comparison to high-density areas.
Equity	The equity strategy is a combination of the coverage and productivity strategies. Under this strategy, service is allocated in proportion to population, employment density, or other activity. Under the equity strategy, service is provided with an emphasis on productivity by providing more transit service to densely populated areas. Minimum coverage, however, is still provided to all areas.

In sum, the strategies can be viewed as follows:

- ◆ **Coverage Strategy:** Service shall be allocated uniformly across all developed areas.
- ◆ **Productivity Strategy:** Service shall be allocated according to how heavily it is used.
- ◆ **Equity Strategy:** Service shall be allocated proportionally to population and other activity.

The spectrum of strategies runs from a pure coverage strategy on one end to a pure productivity strategy on another end, with the equity strategy in between the two extremes.

STA’s draft Service Planning Guidelines recommend that the service allocation standard be as follows:

- ◆ 70 percent of service shall be deployed according to the Equity Strategy.
- ◆ 20 percent of service shall be deployed wherever and whenever it is most productive.
- ◆ 10 percent of service shall be deployed regardless of productivity or equity in order to meet special needs of the community.

Light Rail

A light rail line from downtown Spokane to Liberty Lake has been in the planning stages for several years and could be operational in as little as five years. This light rail project is the result of a Major Investment Study undertaken by the Spokane Regional Council; the name of the study document is the South Valley Corridor Major Investment Study, High Capacity Transportation Options, Task 1, Summary Report, updated February 1998.

The purpose of the study was to look at future transportation options to address the challenges of maintaining mobility in the growing Spokane region. The study included an analysis of a variety of alternatives, including high occupancy vehicle (HOV) lanes, an express busway, and light rail transit.

Light Rail Transit (LRT) involves the use of a transit vehicle on a fixed rail or track. The light rail draws its power from overhead wire, allowing automatic grade crossings and operations in mixed traffic flow, as well as operations on an exclusive right-of-way. Spokane’s proposed 16-mile light rail system would run between downtown Spokane and Liberty Lake with a total of 16 stops. LRT and supporting feeder bus operations would be coordinated to minimize transfer times. Existing bus routes would be modified, as necessary, to intersect the LRT alignment and support efficient transfers. The light rail system would encourage private development around stations because it would provide a permanent, long-term transportation investment through the corridor. Three of the stops, the Fairgrounds, University City, and Liberty Lake, have the potential to become major activity nodes. Pedestrian and bicycle mobility and

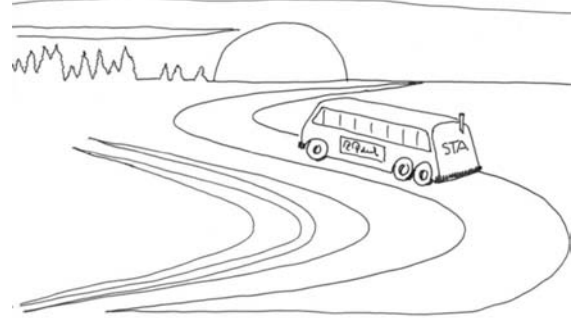
safety would also improve with the development of light rail. Mobility options for all citizens, including transit dependent, would improve.

Spokane's prospective light rail system was estimated in 1993 as costing approximately \$300 million. The system is estimated to be cheaper than light rail systems in other cities because the area the system would run through is a relatively narrow area, with no spur lines anticipated. In addition, much of the right-of-way is already in public ownership, therefore the need for property acquisition would be limited. One-third of that would need to be funded locally, with the remaining two-thirds needing to come from state and local sources. Maintenance and operation of the facility would most likely be by the Spokane Transit Authority and paid for through user fees and government subsidies.

In 1999, the Spokane Regional Transportation Council (SRTC) received approval for \$1,000,000 in High Capacity Transit (HCT) account funds from the Washington State Legislature. These funds matched \$3,000,000 in Federal Transit Administration (FTA) funds appropriated by Congress for federal fiscal years 1999 and 2000. In turn, STA has matched these federal and state funds, allowing the light rail project to move forward into engineering and design. With the passage of Initiative 695 in February 2000 and the subsequent loss of the Motor Vehicle Excise Tax, the decision was made to delay entry into engineering and design until after the 2000 legislative session to better determine the continued availability of HCT account funds at the state level.

As of April 14, 2000 the Washington State Legislature has yet to approve a supplemental budget addressing the impact of I-695. This has resulted in continued delay in starting the engineering and design work. Pending the outcome of a supplemental budget, STA has still approved in their 2000 budget funding to match the federal FTA funding. Additional funding is also expected from Congress as part of the 2001 appropriation bill.

The location of the proposed light rail system is identified on the land use maps-in Chapter 3, Land Use.



The City's Street Network

The city's street network has tremendous impacts on the overall city as well as its neighborhoods. For example, citizens' concerns regarding the impacts of transportation on neighborhoods and the need for viable transportation choices were often related to the design and development of the street network. Concerns about the city's street network are nothing new. The City of Spokane's 1986 Arterial Street Plan states:

"The impacts of arterial traffic on residential neighborhoods has been a concern of the city and neighborhood residents for many years. Increased population growth and development in the City of Spokane and Spokane County without commensurate improvements to the arterial system has resulted in increased congestion on arterial streets and an "overspill" of traffic into residential neighborhoods. Increased traffic flowing through neighborhoods detracts from normal daily activities necessary to maintain a stable, cohesive living environment. Increased traffic causes increased noise, pollution, and hazards to pedestrians."

The City of Spokane's 1986 Arterial Street Plan stated that some street network concerns of that time reached all the way back to the city's 1966 Arterial Street Plan. Some of these are the same issues citizens raised in the late 1990s, such as these statements from the 1986 plan:

"An arterial street tree planting program has not been established and arterial improvements during the last 20 years have not included street tree plantings with a standard landscape design."

"Sidewalks adjacent to arterial streets are inadequate in many areas of the city. Integrated curbs and sidewalks are the rule rather than the exception."

"Traffic continues to infiltrate through residential neighborhoods."

"Transit, car pools, van pools, and programs such as flex time and staggered work hours have had only minimal effects in reducing peak-hour traffic volumes."

Due to the importance of the city's street network, this section examines four elements of the network: classification, function, components, and street standards.

Street Network Classification

The City of Spokane's street network consists of the arterial system and local access streets. Arterial streets are designed to serve two primary functions: provide mobility and provide access to land. Arterials are streets that collect and route traffic to and from the traffic generators as well as provide some access to adjacent land. The single function of local access streets, on the other hand, is to provide access to adjacent land. Local access streets provide access to land in lieu of mobility.

The street network may also be described as having two components: the regional arterial network and the neighborhood street network. The regional arterial networks are those arterial streets whose primary function is to provide mobility for traffic through the metropolitan area, between the area and external terminations, and between the various neighborhoods of the city. The planning of the regional arterial system must be on a regional scope. The neighborhood street network consists of those arterial streets and local access streets whose primary function is to provide access to adjacent land and to collect local traffic and connect it to the regional arterial system. Planning for the neighborhood street network is completed on the neighborhood level.

Table TR 5 summarizes these key points about arterials and local access streets.

TABLE TR 5 KEY POINTS ABOUT ARTERIALS AND LOCAL ACCESS STREETS			
Street Type	Primary Function	Street Network Component	Planning Scope
Arterial Streets	Provide Mobility	Regional Arterial Network	Regional Level
Local Access Streets	Provide Access	Neighborhood Street Network	Neighborhood Level

Arterial Classification

Arterial streets are classified into categories according to the function they are intended to perform. Arterial classification is based on the degree to which the arterial is to provide either mobility or access to land. For example, some arterials should be designed and constructed for the primary purpose of moving traffic with little or no access to adjacent land. The primary purpose of other arterials is to provide more access to adjacent land with less mobility as a result.

The City of Spokane’s previous “Arterial Street Plan,” adopted in 1986, classified arterials into four functional classifications: Controlled Access High-Capacity Facilities, Principal Arterials, Minor Arterials, and Neighborhood Collector Arterials. The city’s street network included a fifth functional classification, Local Access Streets, which are not arterials. In addition, a “parkway” classification was established. The parkway classification could be applied to any of the arterial classifications.

This functional classification system has essentially been retained in this plan, with only a few changes. The most significant change has been the addition of the “boulevard” designation that, like the parkway designation, can be applied to any of the arterial classifications. Another change has been the group of classifications into either the regional arterial network or the neighborhood street network. The relationship between the functional classification system and the regional arterial network and neighborhood street network is identified in Table TR 6, “Relationship Between Functional Classification and Street Network.”

TABLE TR 6 RELATIONSHIP BETWEEN FUNCTIONAL CLASSIFICATION AND STREET NETWORK	
Functional Classification	Street Network
Controlled Access High-Capacity Facilities	Regional Arterial Network
Principal Arterials	Regional Arterial Network
Minor Arterials	Regional Arterial Network
Neighborhood Collector Arterials	Neighborhood Street Network
Local Access Streets	Neighborhood Street Network

The final change to the functional classification system has been to revise slightly and rename the types of collector arterials and local access streets. The specific names of all of the City of Spokane's street types are listed in Table TR 7, "Street Network Classification." The street types are grouped under their network type and are defined in the following section, "Street Network Function."

TABLE TR 7 STREET NETWORK CLASSIFICATION	
Regional Arterial Network	<ul style="list-style-type: none"> ◆ Controlled Access High Capacity Facilities ◆ Principal Arterials ◆ Minor Arterials
Neighborhood Street Network	<ul style="list-style-type: none"> ◆ Collector Arterials—Residential ◆ Collector Arterials—Commercial/Industrial ◆ Local Access Streets—Low Density Residential (<10 du/acre) ◆ Local Access Streets—Medium/High Density Residential (>10 du/acre) ◆ Local Access Streets—Commercial/Industrial
Other Classifications	<ul style="list-style-type: none"> ◆ Parkway Designation ◆ Boulevard Designation

Street Network Function

The following describes how each of the arterial classifications and residential access streets is intended to function, what components are needed to allow them to function in the prescribed manner, and what planning and traffic features are associated with each classification.

Regional Arterial Network

Controlled Access High-Capacity Facilities

This classification includes both freeways and expressways. The basic difference between a freeway and an expressway is the degree of access allowed and the provision or lack of grade separated intersections.

Controlled access high-capacity facilities are intended to permit relatively unimpeded high-speed traffic flow through the city and between its most prominent traffic generators. They should be located so they do not bisect communities, neighborhoods, or any other homogeneous area and should be designed with a buffer between residential areas.

Traffic is separated by a median strip, which serves to control turning traffic and provide space for sign installation and landscaping. Access is fully controlled on freeways and partially controlled on expressways. Freeway intersections are generally grade-separated, while expressways have at-grade intersections. Access to adjacent property is provided by frontage roads, which also provide for bicycle travel and sidewalks for pedestrians. Bicycle travel, parking, and pedestrian facilities on controlled access arterials should be prohibited. Lanes may be designated for the exclusive use of transit, vanpools, and car pools.

Travel lanes and shoulders should each be 12 feet in width. The median strip should be a minimum of 15 feet in width. Landscaping is used to control erosion, improve aesthetics, and provide a buffer to adjacent land uses.

Principal Arterials

Principal arterials are designed to permit relatively unimpeded traffic flow between major traffic generators, such as downtown, major shopping centers, and major employment districts. They are four to six-lane, moderately fast facilities. These arterials are the framework street system for the city and should be located on community and neighborhood boundaries. Principal arterials should not bisect homogeneous areas, such as residential neighborhoods, shopping centers, or parks. Access to principal arterials should be partially controlled by restricting access to adjacent residential property and consolidating access to commercial property.

Frontage roads can also be used to provide access to adjacent property. Access from intersecting residential streets should be limited to right turns. Channelization, or a fifth lane, should be provided to control left turns, to provide space for snow storage, and to provide protection for vehicles and pedestrians. Pedestrian crosswalks should be provided at signalized, at-grade intersections. At other locations where heavy pedestrian cross is desirable, grade-separated crossings should be used. Twelve-foot travel lanes should be used to accommodate moderately fast speeds and to provide adequate width during winter driving conditions.

Landscaping should be provided in planting strips to improve the aesthetics of the arterials. Sidewalks should be separated from the curb by planting strips to promote pedestrian safety by providing a separation between vehicles and pedestrians. On-street parking and bicycles should be prohibited. Where principal arterials are used as transit routes, bus pullout bays should be installed.

Minor Arterials

Minor arterials are designed to provide less mobility than principal arterials and greater access to adjacent properties. They should be moderate speed facilities that collect and distribute traffic from principal arterials to collector arterials and residential access streets. They should be located on community and neighborhood boundaries and should not bisect residential neighborhoods. Minor arterials may function as two-lane facilities with on-street parking or as four-lane facilities with parking removed. Channelization and traffic signals should be provided at major intersections. Stop signs should be installed at intersecting residential access streets. Travel lanes should be 12 feet wide to provide for an eventual four-lane moderate speed facility and to provide for bicycle lanes when serving as a two-lane facility. Twelve-foot lanes provide additional space for plowed snow. Where possible, access to commercial and industrial land uses should be provided off minor, rather than principal arterials. A pedestrian buffer strip to provide increased pedestrian safety and space for plowed snow and landscaping should separate sidewalks.

Neighborhood Street Network

Collector Arterials

Collector arterials are relatively low-speed, two-lane facilities designed to provide greater access to adjacent property rather than providing mobility. They should primarily serve individual neighborhoods, distributing traffic from neighborhood traffic generators, such as elementary schools and neighborhood stores, to minor and principal arterials. On-street parking is desirable. If used as a bikeway, the parking lane should be 12 feet in width. Sidewalks along collector arterials are the major means by which school children reach elementary schools located within the neighborhoods to bus routes located on minor and principal arterials at the neighborhood boundaries. Pedestrian buffer strips make the neighborhood a more attractive place to live, provide a buffer between the street and children playing along the sidewalk, and provide storage for plowed snow.

Local Access Street

The primary function of local access streets is to provide access to adjacent property. They should be designed and located to provide convenient access to fronting lots and to discourage continuous or unobstructed flows of traffic through the area. Street alignment and traffic control measures should encourage a slow, safe speed. Parking lanes, separated sidewalks, and street plantings are features that help make the neighborhood a more desirable place to live.

Other Classifications

Parkway Designation

Parkway is a designation used to identify arterials that, because of their geographical location, provide recreational and/or scenic opportunities unique to that particular arterial. Arterials designated as parkways may function as a principal, minor, or neighborhood collector arterials but require special design and construction treatment, such as landscaped medians, bikeways,

viewpoints, basalt retaining walls, log guard rails, or theme lighting. Neighborhood and community boundaries are desirable locations for parkways. Generally, traffic signals will be used to control crossing and turning movements at major intersections. Pedestrian crosswalks will be at-grade and parking is prohibited. Street planting may be installed in the parking strip, median, or both. Viewpoint turnouts with off-street parking are desirable at significant view locations. Access may be restricted in certain areas. Minimum arterial standards will be determined by the underlying arterial functional classification.

Boulevard Designation

The boulevard designation is applied to arterials that are enhanced with special aesthetic qualities yet also serve as primary transportation routes between key locations, such as neighborhood or business centers, centers of civic activity, and community landmarks. Landscaping and pedestrian accommodations provide an aesthetically pleasing environment for both motorized and non-motorized users. Boulevards are intended to be multimodal with transit, bicycle, and pedestrian facilities.

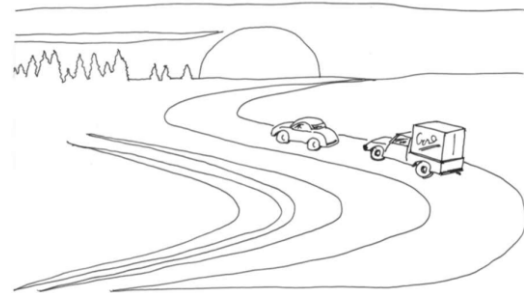
Within the context of the transportation element, the boulevard designation has this specific, particular meaning. Streets thought of as boulevards in the popular sense (such as Manito, Northeast, and Southeast Boulevards), are not necessarily designated as boulevards in the transportation element.

City Street Network Maps

Map TR 3, indicates the City of Spokane's "Arterial Network." The street network depicted on the map consists of the following arterial classifications:

- ◆ Neighborhood Collector
- ◆ Minor
- ◆ Principal
- ◆ Principal—Controlled Access High Capacity
- ◆ Principal—State Route

As the "Street Standards (section 4.6) describes, a single set of universal street standards that would apply universally throughout the city has not been developed for arterials. Within the city, instead, four different types of environments are identified, each of which features slightly different street standards. These environments are the Special Downtown Environment, Focused Growth Area, Urbanized Area, and Non-Urbanized Area classifications.



Map TR 4, "Boulevards, Parkway and Area Classifications," shows the four different area classifications and the two final arterial classifications: boulevards and parkways.

Street Network Components

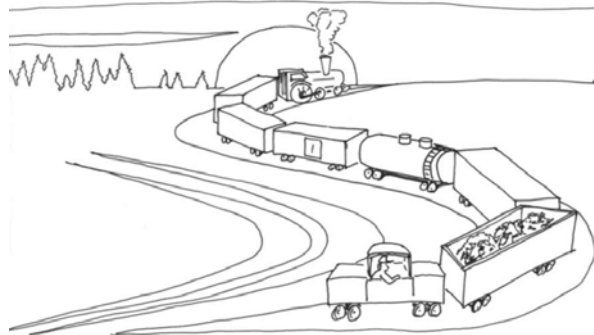
Travel and parking lanes, medians, curbs, parking strips, and sidewalks are all components of the City of Spokane's street network. They are described in the following table:

TABLE TR 8 STREET NETWORK COMPONENTS	
Auxiliary Travel Lanes	Auxiliary travel lanes are travel lanes dedicated for a special purpose. Examples include dedicated turn lanes, deceleration lanes, and transit lanes. Lane width requirements vary with the anticipated speed and function of the arterial. For moderate and high-speed facilities, 11 and 12-foot lanes are common. For low speed arterials, ten-foot lanes are adequate.
Curbs	Curbs are used to control drainage, discourage vehicles from leaving the pavement, protect pedestrians, and promote orderly roadside development.
Medians	Medians are used on moderate and high speed arterials to control left turning movements, reduce headlight glare, provide space for drainage and snow storage, turn and speed-change lanes, pedestrian and vehicle protection, and future expansion. Medians with channelization increase peak hour vehicular flow and provide increased safety. Median widths are generally 15 or 16 feet.
Parking Lanes	On-street parking is desirable on streets designed primarily to provide access to adjacent property. Seven-foot parking lanes are adequate for residential access streets and eight-foot parking lanes for collector arterials. On street parking on minor arterials with low traffic volumes is acceptable. However, minor arterials may be designed with four travel lanes with the outside lane used for parking until such time as traffic congestion requires an additional lane. The lane used for parking on a minor arterial is usually 11 or 12 feet wide. Twelve-foot parking lanes should be required on all arterials intended to serve as bikeways.
Pedestrian Buffer Strips	Pedestrian buffer strips (PBS) are landscaped sections adjacent to travel or parking lanes. In the past, the terms "planting strip" or "parking strip" have been used as names for this space. This plan adopts the term pedestrian buffer strip, which more accurately reflects its importance. A PBS improves safety by separating vehicles and pedestrians, provides space for drainage and snow storage, improves air quality through oxygenation and absorption of carbon dioxide, can provide shade from the sun and barriers against wind, and contributes to the general aesthetics of the city. Properly landscaped streets contribute greatly to the beauty and health of the city. Pedestrian buffer strips that are landscaped with soft surfaces should be a minimum of five to six feet, the minimum area needed to effectively support street trees. Pedestrian buffer strips that feature hard surfaces should be a minimum of three to four feet.
Sidewalks	Sidewalks provide the primary means by which pedestrians move about the city. Sidewalks can be adjacent to the curb and parking or travel lane (referred to as "integral curbs and sidewalks"), or they can be separated from the curb by a pedestrian buffer strip. Separated sidewalks are preferred for several reasons. First, they help reduce pedestrian accidents by providing a separation between pedestrians and vehicles. Second, sidewalks separated from the curb provide a smoother walking surface because they are not as affected by curb cuts and driveways. Third, separated sidewalks are less affected by snow storage and traffic sign placement. Sidewalks should be a minimum of five feet in width; they should be wider in areas where pedestrian traffic is heavy.
Travel Lanes	Travel lanes are the part of the street used for the movement of traffic. Lane width requirements vary with the anticipated speed and function of the arterial. For moderate and high-speed facilities, 11 and 12-foot lanes are common. Twelve-foot lanes are preferred because they provide for additional safety. The effective width of the street is reduced during the winter due to ice and snow. For low speed arterials, nine-foot lanes are adequate. Accident studies show that on moderate and higher speed facilities, accidents increase uniformly with lane widths below 11 feet.

Rail

Passenger rail service is provided by Amtrak's Empire Builder route, which provides service between Seattle, Portland, and Chicago. The Amtrak station is located on West First Avenue in downtown Spokane.

Freight rail service is provided by the Burlington Northern Santa Fe Railroad (BNSF) and the Union Pacific Railroad (UP). BNSF operates 60 trains per day through the Spokane area. BNSF traffic is generally oriented east/west between Seattle, Tacoma, and Portland and destinations in the midwest, south, and southeast. UP operates four trains per day through Spokane with traffic generally oriented north/south, to and from Canada. UP also operates two local trains. One local train provides service between Spokane and Plummer, Idaho, while the other local train operates within the immediate Spokane area. Map TR 5, "Regional Freight and Goods, Airports, and Railroads," shows the location of railroad lines, as well as regional freight and goods routes and airports.



Air Facilities and Services

Felts Field is located within the City of Spokane; Spokane International Airport is located outside the current 1999 city limits but is within the City of Spokane's Final Urban Growth Area Study Areas. Spokane International Airport and Felts Field are owned jointly by the City of Spokane and Spokane County. Both airports are operated by the Spokane Airport Board, which is appointed by the Spokane City Council and the Board of Spokane County Commissioners. The Spokane Airport Board operates pursuant to RCW 14.08. Map TR 5, "Regional Freight and Goods, Airports, and Railroads," shows the location of Spokane International Airport and Felts Field.

Spokane International Airport serves commercial airlines, general aviation, and military flights. The airport's primary focus is commercial airline operations. During the 1990s, the Airport Board approved over \$100 million in capital improvements, including rehabilitation of both runways, new entrance roads for Spokane International Airport and the Airport Business Park, expanded surface parking, and the addition of a Ground Transportation Center at the end of the Terminal Building. Funding for projects was generated from user fees, not appropriated tax dollars. Though jointly owned by the city and county, Spokane International Airport is self-sufficient from revenues generated from user fees, leases, and concession agreements. Table TR 9 identifies use of the airport from 1995 to 1999.

TABLE TR 9 USE OF SPOKANE INTERNATIONAL AIRPORT					
	1995	1996	1997	1998	1999
Number of Commercial Flights	88,179	83,982	70,551	67,624	71,173
Number of Passengers (on commercial flights)	2,988,575	3,258,762	3,043,238	2,949,833	3,041,626
General Aviation Operations	28,808	27,959	32,883	36,674	41,114
Military Flight Operations	2,093	1,190	2,349	4,485	3,102

Felts Field serves general aviation traffic. Table TR 10 identifies its use from 1995 to 1999.

TABLE TR 10 USE OF FELTS FIELD					
	1995	1996	1997	1998	1999
Number of Flight Operations	67,637	62,162	66,670	72,241	75,844

The Spokane International Airport Master Plan (updated in 1993) and the Felts Field Airport Master Plan (updated in 1994) were both adopted by the Spokane Airport Board to guide development of these facilities. Felts Field is one of the oldest officially designated airports in the nation, formally recognized by the United States Department of Commerce in 1926. The site in the Spokane Valley, which was originally acquired by the city to protect its underground water supply, was used for aviation purposes as early as 1913 when it was known as Parkwater Field. Felts Field was used for the area's first commercial flights beginning in 1920 and was the site of the region's first Air National Guard unit as well as early air races. Eventually, the site became too small for the increased air activity and land was purchased west of Spokane for a new air facility, which was known as Sunset Airport. Construction began in 1940, the same year it was renamed Geiger Field. Commercial air traffic then moved from Felts Field to Geiger Field in 1946; in 1949, the National Guard unit relocated and in 1960, Geiger Field was renamed Spokane International Airport. Portions of Felts Field were placed on the National Register of Historic Places in 1991 when a Felts Field Historic District was established.



Specific plans have been developed for both airports by airport staff and have been adopted by the Airport Board. The Spokane International Airport Master Plan was last updated in 1993. The Felts Field Airport Master Plan was last updated in 1994.

Transportation Facilities and Services of Statewide Significance

The Washington State Transportation Commission designates Transportation Facilities and Services of Statewide Significance (TFSSS). The following is a preliminary list of these facilities:

- ♦ **The Interstate Highway System**
 - See the section below for Highways of Statewide Significance
- ♦ **Interregional State Principle Arterials**
 - See the section below for Highways of Statewide Significance
- ♦ **Intercity Passenger Rail Services**
 - Seattle to Spokane
 - Vancouver to Spokane
- ♦ **Major Passenger Intermodal Facilities**
 - Spokane Intermodal Center – Intercity Bus Depot and Rail Facility
- ♦ **Freight Railroad System**
 - Burlington Northern Santa Fe Railroad
 - Union Pacific Railroad
 - Montana Rail Link

State-Owned Transportation Facilities

The following is a list of state-owned transportation facilities:

- ♦ **Highways of Statewide Significance (HSS)**
 - State Route 2 – from Airway Heights to SR 90
 - State Route 2 – Division Street (including Browne Street and Ruby Street) and Newport Highway from SR 90 to north urban boundary
 - State Route 90 – west urban boundary to east urban boundary
 - State Route 195 – south urban boundary to State Route 90
 - State Route 395 – Division Street and Highway 395 from Newport Highway to north urban boundary
- ♦ **Other State Highways (non-HSS)**
 - State Route 290 – Trent Avenue from Division Street to east urban boundary
 - State Route 291 – Francis Avenue and Nine Mile Road from Division Street to west urban boundary
 - State Route 902 – Medical Lake Road from SR 90 to west urban boundary

Note: these facilities are those designated in the fall of 2000. As noted above, Transportation Facilities and Services of Statewide Significance (TFSSS) are designated by the Washington State Transportation Commission. Policy TR 4.24, “Transportation LOS Coordination and Consistency,” discusses coordination issues between the City of Spokane and Washington State for these facilities.

4.6 STREET STANDARDS

This section describes the physical street standards to be used for street improvement projects. These standards will be used for new streets, for reconstruction of rural roads into urban streets as urbanization occurs, primarily for deficiencies related to capacity, safety, and land widths, and for other street construction projects that involve major redesign of the street itself. Transportation preservation projects (projects involving the resurfacing, rehabilitation, or reconstruction of the street pavement, sidewalks, or bridges) are exempt from these standards.

The street standards are to guide street design and to describe the desired street environment. The street standards provide for streets that meet functional, safety, and aesthetic requirements. They also meet or exceed the minimum requirements of the state so that street projects are eligible for state and federal grants.

The 1986 Arterial Street Plan contained prescriptive standards for each street classification. These standards assumed that sufficient street right-of-way existed for all desired elements and were based solely on the functional classification. Little guidance was given on how to match the design elements to the actual needs or conditions of particular locations.

This plan develops guidelines to match street standards to needs and to allow street design to foster a sense of place consistent with the unique characteristics of the surrounding area. A significant new addition is flexible guidelines for design projects for existing streets and narrow right-of-ways.

Implementing the Standards

The process for how these proposed street standards will be implemented; including how development projects will be reviewed to ensure compliance with the standards will be determined and specified at a later phase of plan development. The following discussion is intended to identify key issues about implementation and to provide a framework for that later work.

The intent of the city is to use a multidisciplinary city staff team in its process for applying street standards to specific projects. This multidisciplinary staff review team will provide input into the design process, beginning as early as possible in the review process and continuing as needed until construction is completed. While this narrative outlines key issues about the process, the exact review process for any project will depend to some extent on the nature of the project. For example, the review process for projects that meet the street standards outright will be different from projects that involve a deviation from the standards. (For an explanation of the reasoning behind allowing deviations, see policy TR 10.2, “Innovation to Meet Spirit.”) As another example, projects that involve the development of parkways and boulevard street classifications, which include broad design parameters or guidelines rather than specific street standards, will be different from the other street classifications, which are more standardized and prescriptive.

Though the precise review process will vary according to the nature of the project, the following principles will apply to the process:

- ◆ The goal or intent of the project review process will be to use the process as an opportunity to make projects the best possible for the public, as measured by the goals, policies, and regulations of the comprehensive plan.
- ◆ Neighborhood involvement in the process will be based on the principles expressed in policy TR 5.3, “Neighborhood Traffic Issues.”
- ◆ The review team will be multidisciplinary, including city staff from the fields of engineering, traffic engineering, urban design, city planning, and other areas of expertise as needed.
- ◆ The multidisciplinary team’s review of projects will begin as early as possible to provide the optimal opportunity for efficient and effective input into the development process. For example, multidisciplinary input at the scoping stage and development of the six-year CIP is desired.

- ◆ Review will take place at the administrative level whenever possible. Administrative review is expected where projects clearly conform to the design standards and meet the high end of the standard ranges. Exceptions to this administrative level review, when review is taken to the city's Design Review Committee, will include when deviations from standards are sought or when the standards are so broad that such review is needed for effective evaluation, as with the parkway and boulevard street classifications. The exact measures used to clearly define these situations will be developed at a later planning stage.
- ◆ A challenge in implementing street standards is to balance flexibility with discipline. Some flexibility is needed in applying the standards in that unique circumstances present unique challenges and opportunities. The somewhat general standards that are meant to apply across the city may not meet the unique needs of all individual cases. In addition, policy TR 10.2, "Innovation to Meet Spirit," allows for innovative design to allow for opportunities for creative solutions to meet the intent behind standards. However, if the desired future of citizens expressed in the goals, policies, and standards is to be achieved, rigorous discipline is needed in the decision-making stage of applying the policies and standards to individual cases. Deviations from the standards are meant to be the exception not the rule.

Another important consideration pertaining to implementing the street standards should be noted. This plan provides for the City of Spokane to provide adequate city staff dedicated to pedestrian/bicycle planning and coordination ensure that projects are developed to meet the needs of pedestrians, bicyclists, and other non-motorized transportation users and to help achieve the goals of this plan (see Policy TR 2.3, "Pedestrian/ Bicycle Coordination"). Having staff expertise and time available in this crucial area of transportation planning is a necessary tool for the city to use to achieve its goals and create its desired future.

General Considerations

The proposed City of Spokane street standards, hereafter referred to as "Standards," are intended to apply to all newly constructed public and private streets. As required by the city, these Standards would also apply to the reconstruction of arterials as outlined in the current capital improvement program. They would also be required, at the discretion of the city, as land development-related improvements for the following situations:

- ◆ A development that is anticipated to impact the level of service or safety of an existing arterial would be responsible for arterial improvements in accordance with the Standards. The extent of responsibility toward improvement would be based upon an assessment of development impacts directed by the City of Spokane.
- ◆ A proposed development abutting an existing arterial would be responsible for frontage improvements in accordance with the Standards. The extent of responsibility toward the frontage improvement would be based upon an assessment of development impacts directed by the City of Spokane.
- ◆ Any proposed development that contains internal arterials would construct them to meet the Standards, or improve the existing internal arterials to meet the Standards.

The Standards are not intended to apply to the resurfacing, restoration, or rehabilitation of existing arterials. Any deviation, variance, or dispute to the Standards may be presented to the city in writing based upon sound engineering principles that maintain safety, function, appearance, and maintainability as priorities.

Pedestrian Standards

The city's transportation policies state that pedestrians should come first in priority and the transportation system should always provide for pedestrians. The following standards are intended to implement those policies:

Single-Family and Duplex Dwelling Units

- ◆ Each building, except small auxiliary buildings, shall have an all-weather walkway connecting the building to the public right-of-way.

Multifamily and Commercial Buildings

- ◆ Each building, except small auxiliary buildings, shall have an accessible walkway to the public right-of-way.
- ◆ Large developments shall have additional walkways connecting to the public right-of-way, one for each 600 feet of street frontage.
- ◆ Developments that front two or more streets shall connect a walkway to each street that has more than 200 feet of street frontage.
- ◆ Planned unit developments shall provide walkway connections to adjacent planned unit developments that share at least 400 feet of frontage.

Public Streets

- ◆ Streets shall provide sidewalks on both sides except as noted in this section.
- ◆ High capacity limited access facilities shall provide a pathway rather than sidewalks.
- ◆ Streets adjacent to railroads, airports and high capacity limited access facilities may provide one sidewalk, provided that it can be demonstrated that the omitted sidewalk does not complete a missing link in the sidewalk system.
- ◆ Streets in areas of severe topography may provide sidewalk on one side only, provided that no lots access the omitted side and that it can be demonstrated that the omitted sidewalk does not complete a missing link in the sidewalk system.

Public Pathways

- ◆ Public pathways shall be provided every 600 feet between streets that are approximately parallel and not more than 400 feet apart.
- ◆ A public pathway shall be provided at the end of every cul-de-sac street connecting the cul-de-sac sidewalk to an existing or future street or public pathway.

Arterial Classifications

There are seven proposed arterial classifications. The principal, minor, commercial/industrial collector, and residential collector classifications constitute the majority of city arterials and are more clearly defined by the Standards. These classifications, when referenced in coordination with the area classifications, can be used to reference the Standards for any arterial within the City of Spokane. The boulevard and parkway classifications are more discretionary because they represent more specialized applications to community and pedestrian-friendly arterials. Local access arterials are also less clearly defined because they are intended to meet the more specific needs of residential and industrial developments. A brief description of the arterial classifications is as follows:

- ◆ **Principal Arterial:** A principal arterial permits relatively unimpeded traffic flow between major areas of the city at moderately high speeds. The arterial is typically divided and has limited or controlled access to fronting properties. Intersections are typically at-grade and channelized with pedestrian accommodations. Intersecting streets are stop sign controlled. Parking lanes are typically prohibited, but bus pullouts are available at key locations.

- ◆ **Minor Arterial:** A minor arterial collects and distributes traffic between higher classified arterials and major traffic generators. Major traffic generators would include areas such as community business centers, shopping centers, and areas with multiple residential developments. Minor arterials are designed for moderate speeds. Major intersections are typically signalized. Stop signs are used on street approaches to minor arterials. Bicycle lanes and parking lanes may be located on minor arterials. Minor arterials are restricted to two-lanes within neighborhood centers.
- ◆ **Commercial/Industrial Collector Arterial:** Commercial/Industrial collector arterials collect and distribute traffic between higher classification streets, business centers, and commercial centers. These arterials are designed for moderate speeds. Traffic control should be used to facilitate the collection and distribution of traffic to higher classified arterials yet discourage the cut-through of traffic between arterials. Parking lanes and bicycle lanes are acceptable. Stop signs are used on street approaches to commercial/industrial collector streets.
- ◆ **Residential Collector Arterial:** Residential collector arterials collect and distribute traffic between higher classification streets and residential access streets and directly to traffic destinations. Arterials are design for low to moderate speeds. They are designed for low to moderate speeds. Traffic control should be used to promote safety and discourage cut-through traffic between neighborhoods. Parking lanes and bicycle lanes are acceptable. Stop signs are used on street approaches to residential collector streets.
- ◆ **Boulevard:** The “boulevard” designation is applied to arterials that are enhanced with special aesthetic qualities, serve as primary transportation routes between key locations, and are intended to be multimodal with transit, bicycle, and pedestrian facilities. Landscaping and pedestrian accommodations provide an aesthetically pleasing environment for both motorized and non-motorized users. Within the context of the transportation element, the boulevard designation has this particular, specific meaning. Streets thought of as boulevards in the popular sense (such as Manito, Northeast, and Southeast Boulevards), are not necessarily designated as boulevards in the transportation element.
- ◆ **Parkway:** A parkway is an arterial that is constructed along or within areas of scenic beauty such as conservation lands, rivers, golf courses, and city parks. These arterials are intended to support low volumes and speeds so that the natural environment may be maintained. Parkways may periodically have pull-off areas for locations that have particular interest. This facility includes pedestrian and bicycle facilities.
- ◆ **Local Access:** Local access streets are intended to provide access to adjacent properties. Daily volumes are variable and the design of the arterials may vary to meet the needs of the project so long as they stay within the general design framework outlined by the city. There are three sub-classifications within the local access street classification. They are:
 - Low Density Residential Access Streets:** Serve areas of ten dwelling units/acre or less.
 - Medium/High Density Residential Access Streets:** Serve areas of ten dwelling units/acre or more.
 - Commercial/Industrial Access Streets:** Serve non-residential developments.

Alleys

Alleys are not considered to be part of the city’s street network. Rather than serving a transportation function, alleys provide access to adjacent properties. Policy LU 1.1, “Neighborhoods” includes in its discussion section the statement that alleys “are used to provide access to garages and the rear part of lots.” Issues related to alleys include security and placement of utilities. Security is an issue since alleys provide access to all. Where utilities are placed in alleys, alley widths may need to be widened to allow access for construction/excavation equipment.

The general principle in designing alleys is to follow the narrow streets philosophy (TR 4.3, “Narrow Streets”), that is, to build them as narrow as possible to serve the alley’s purpose.

Area Classifications

In addition to the arterial classifications for street standards, the city has also developed four area classifications for street standards. These four area classifications were developed within the context of the city's growth management planning. These classifications characterize different types of areas within the city and can be used, along with the arterial classifications, to reference the street standards.

These four area classifications are as follows: Special Downtown Environment, Focused Growth Areas, Urbanized Areas, and Non-Urbanized Areas. These four area classifications recognize the distinctions that exist between different areas within the city. They allow different sets of street standards to be applied to different areas and thus allow street design to foster a distinct sense of place that is consistent with the area. Again, these area classifications, in addition to the arterial classifications, can be used to reference the standards for any arterial within the city. A brief description of the proposed area classifications follows. The areas are depicted on Map TR 4, "Boulevards, Parkways and Area Classifications," for a narrative description of these maps, see "City Street Network Maps" in section 4.5.

- ◆ **Special Downtown Environment** This classification focuses on the characteristics of arterials in the Central Business District. This area is generally defined from Monroe and Cedar Streets (west) to Division Street (east) and from Riverside Avenue and Boone Avenue (north) to I-90 (south). This area classification is outlined on Map TR 4, "Boulevards, Parkways and Area Classifications," as the "Downtown Boundary."
- ◆ **Focused Growth Area** This classification defines the characteristics of arterials in the mixed-use district centers, neighborhood centers, and employment centers. These areas are marked on Map TR 4, "Boulevards, Parkways and Area Classifications," with the different types of focused growth area boundaries.
- ◆ **Urbanized Area** This classification defines the arterial characteristics of streetways that connect between the Central Business District and focused growth areas. The classification accounts for most of the City of Spokane. These areas are shown on Map TR 4, "Boulevards, Parkways and Area Classifications," as the non-hatchmarked portions of the "Urban Growth Area."
- ◆ **Non-Urbanized Area** This classification includes the characteristics of arterials located in areas that are not as urbanized as the three other area classifications. The Non-Urbanized areas, which are located within the city's Urban Growth Area (UGA), are parts of the UGA that are not heavily built-up (essentially, that currently have a more rural character than urban character). These non-urbanized areas offer greater opportunities for designing arterials to optimal standards, as opposed to the more urbanized areas where the design of arterials is more constrained by the already-built urban environment. These areas are shown on Map TR 4, "Boulevards, Parkways and Area Classifications," as the hatchmarked areas that are labeled "Non-Urbanized Area."

Arterial Standards

The arterial standards should be used as a guideline for the development or redevelopment of city arterials. City of Spokane staff will apply these standards with the process outlined in the "Implementing the Standards" section above.

Tables TR 11 through 19, outline the proposed arterial Standards for the City of Spokane. These standards have been developed through close coordination with the engineering and planning departments of the city. The Standards are presented in two separate tabular layouts, each presenting the same information to facilitate comparative review depending on individual perspectives. Tables TR 11 through 14, present the Standards arrayed by area classifications—Special Downtown Environment, Focused Growth, Urbanized, and Non-Urbanized. Tables TR 15 through 19, present the same information arrayed by arterial classifications—principal, minor, commercial/industrial collector, and residential collector. Information presented on these Standards include the descriptions and/or requirements for the planning data, such as

traffic volumes, number of lanes, lane widths, medians, sidewalks, 208 treatment/drainage, bicycle lanes, on-street parking, building set-backs, posted speed limits, and access spacing. Detailed design information is not provided with these planning standards.

The boulevard, parkway, and local access arterial classifications were not listed on the tables due to the distinctiveness of the classification and the potential for modifications. A few general criteria have been included, however, to provide guidelines for preliminary planning purposes.

Note that while boulevard and parkway concepts and general characteristics have been identified, how they are applied is highly dependant upon the specific site for the boulevard or parkway. Thus, their characteristics are not specified in tables. Instead, their general characteristics are described more conceptually to be applied depending to the site. Figures TR 10 and 11 provide examples of how these concepts can be applied. The general criteria for boulevards, parkways, and local access streets are as follows:

Boulevard General Planning Criteria

- ◆ General design criteria should be comparable to that of a principal or minor arterial classification.
- ◆ Sidewalks should be separated on both sides with a landscaped pedestrian buffer.
- ◆ Street plans should be consistent with Standards pertaining to principal and minor arterials.
- ◆ Medians should be landscaped as right-of-way width permits.
- ◆ Landscaping with shade trees should be located on both sides of the arterial and should conform with the Standards as they pertain to principal and minor arterials.
- ◆ Bikeways should be incorporated into the plan and are required if the boulevard is along designated bikeway.

Parkway General Planning Criteria

- ◆ A maximum of two travel lanes is part of the criteria.
- ◆ General design criteria should be comparable to the collector arterial classifications.
- ◆ Parking is required either as an on-street parking lane, as pullouts, or within viewpoints.
- ◆ Landscaping with shade trees should be located on both sides of the arterial except in areas where conflicting with existing vegetation.
- ◆ A separated pedestrian pathway should be located on the scenic side of the street.
- ◆ Bikeways should be incorporated into the plan and are required if the parkway is along designated bikeway.
- ◆ Curb adjacent to the scenic side may be omitted and drainage ditches provided.

Local Access Street Planning Criteria

- ◆ Access is provided to adjacent properties through at-grade arterials.
- ◆ Alignments are designed to encourage slow, safe speeds.
- ◆ Traffic control measures are provided as warranted to provide adequate sight distance and safety.
- ◆ Pedestrian buffer strips area used to provide a safe environment for pedestrians as well as to enhance the environment of the development aesthetically.
- ◆ The use of soft landscaping is encouraged.
- ◆ Minimum low-density residential street width is 32 feet from curb-to-curb.
- ◆ Widths of medium/high density and commercial/industrial access streets may vary to suit need of the project.
- ◆ Design of local access streets are subject to city approval.

Local Access Street Standards

The local access street standards should be used as a guideline for the development of local access streets. City staff will apply these standards with the process outlined in the “Implementing the Standards” section.

Table TR 11, “Local Access Street Standards,” outlines the proposed local access street standards. The standards identify different standards for three types of adjacent land use: Low-density residential, medium/high density residential, and commercial/industrial.

The narrow street standard is intended to be used only in low-density areas when the street pattern conforms to new urbanism principles and on streets that are connecting on each end. Emergency access is assured by providing two access directions to each property; the low-density characteristic reduces on-street parking demand in comparison to other areas.

TABLE TR 11 LOCAL ACCESS STREET STANDARDS			
	Low-Density Residential	Medium/High Density Residential	Commercial/Industrial
Directions of Travel	Two-way	Two-way	Two-way
Curb to Curb Width*	32'	36'	40'
Sidewalks			
Requirement	Both Sides	Both Sides	Both Sides
Pedestrian Buffer Strip	5-6'	5-6'	5-6'
Planted, Minimum	NA	NA	3'
Hard Surface, Minimum	5'	5'	5'
Walkway Strip, Minimum			
208 Treatment			
Adjacent	Optional	Optional	Optional
Minimum	10'**	10'**	10'**
Bikeways			
Requirement	See Bike Plan	See Bike Plan	See Bike Plan
On-Street Parking	Yes	Yes	Yes
Parking Bay			
Requirement	Non-Residential Use	Non-Residential Use	No
Minimum Width	4'	4'	
Design Speed	20 mph	20 mph	25 mph
Access Spacing			
Maximum Width	20'	30'	40'
Spacing	80'	80'	80'
Number of Driveways	1	2	2
<p>* These widths are intended to implement the City of Spokane's narrow streets policy (TR 4.3). See the policy discussion section for issues associated with street width. Those streets lacking the internal connections (such as cul-de-sac streets), which influence this narrower street width, will require wider widths (36' for low-density residential). In addition, these widths assume that at appropriate locations travel lane widths will be narrower than the curb-to-curb widths, due to the provision of on-street parking and chicanes (design features that change a street's path from straight to serpentine).</p> <p>**Pedestrian buffer strip may be included in 10' requirement.</p>			

**TABLE TR 12 STREET STANDARDS BY AREA CLASSIFICATION—
SPECIAL DOWNTOWN ENVIRONMENT**

	Arterial Classification			
	Principal Arterial	Minor Arterial	Collector Arterial (Commercial and Industrial)	Collector Arterial (Residential)
Traffic Volumes				
Recommended Minimum	26,000	9,500	-	-
Recommended Maximum	40,000	19,500	7,000	5,000
Number of Lanes				
Two-Directions	3-5	3-5	2-4	2
One-Direction	3	3	1-2	1
Lane Widths				
Interior	10'	10'	10'	-
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	-	-	-	-
PBS Minimum: Hard Surface	4'	4'	4'	4'
Walkway Strip Minimum	8'	8'	8'	8'
208 Treatment/Drainage				
Adjacent Drainage Swale	No**	No**	No**	No**
Minimum Width	-	-	-	-
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	See Bike Plan
On-Street Parking				
Requirement	Yes	Yes	Yes	Yes
Width	8'	8'	8'	8'
Posted Speed				
Minimum	25 mph	20 mph	20 mph	20 mph
Maximum	30 mph	30 mph	30 mph	30 mph
Access Spacing				
Maximum Width	30'	30'	30'	24'
Spacing	125'	125'	100'	80'
Number of Driveways	2	2	2	1

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

**TABLE TR 13 STREET STANDARDS BY AREA CLASSIFICATION—
FOCUSED GROWTH AREA**

	Arterial Classification			
	Principal Arterial	Minor Arterial	Collector Arterial (Commercial and Industrial)	Collector Arterial (Residential)
Traffic Volumes				
Recommended Minimum	20,000	8,000	-	-
Recommended Maximum	40,000	15,000	7,000	5,000
Number of Lanes				
Two-Directions	3-5	3-5	2-4	2
One-Direction	3-4	3	1-2	1
Lane Widths				
Interior	10'	10'	10'	-
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	-	-	-	-
PBS Minimum: Hard Surface	3'	3'	3'	3'
Walkway Strip Minimum	7'	7'	7'	7'
208 Treatment/Drainage				
Adjacent Drainage Swale	No**	No**	No**	No**
Minimum Width	-	-	-	-
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	See Bike Plan
On-Street Parking				
Requirement	Yes	Yes	Yes	Yes
Width	8'	8'	8'	8'
Posted Speed				
Minimum	25 mph	20 mph	20 mph	20 mph
Maximum	30 mph	30 mph	30 mph	30 mph
Access Spacing				
Maximum Width	30'	30'	30'	24'
Spacing	125'	125'	100'	80'
Number of Driveways	2	2	2	1

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

**TABLE TR 14 STREET STANDARDS BY AREA CLASSIFICATION—
URBANIZED AREA**

	Arterial Classification			
	Principal Arterial	Minor Arterial	Collector Arterial (Commercial and Industrial)	Collector Arterial (Residential)
Traffic Volumes				
Recommended Minimum	15,000	8,000	-	-
Recommended Maximum	40,000	15,000	7,000	5,000
Number of Lanes				
Two-Directions	3-7	2-5	2-4	2
One-Direction	3	2-3	1-2	1
Lane Widths				
Interior	11'	11'	10'	-
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	5-6'	5-6'	5-6'	5-6'
PBS Minimum: Hard Surface	3'	3'	3'	3'
Walkway Strip Minimum	5'	5'	5'	5'
208 Treatment/Drainage				
Adjacent Drainage Swale	Optional**	Optional**	Optional**	Optional**
Minimum Width	10'***	10'***	10'***	10'***
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	See Bike Plan
On-Street Parking				
Requirement	No	Optional	Desired	Yes
Width	8'	8'	8'	8'
Posted Speed				
Minimum	30 mph	25 mph	20 mph	20 mph
Maximum	45 mph	40 mph	30 mph	30 mph
Access Spacing				
Maximum Width	40'	40'	30'	24'
Spacing	125'	125'	100'	80'
Number of Driveways	2	2	2	1

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

***Pedestrian buffer strip can be included in 10' requirement.

**TABLE TR 15 STREET STANDARDS BY AREA CLASSIFICATION—
NON-URBANIZED AREA**

	Arterial Classification			
	Principal Arterial	Minor Arterial	Collector Arterial (Commercial and Industrial)	Collector Arterial (Residential)
Traffic Volumes				
Recommended Minimum	5,000	8,000	-	-
Recommended Maximum	35,000	15,000	7,000	5,000
Number of Lanes				
Two-Directions	3-7	2-5	2-4	2
One-Direction	3	2-3	1-2	1
Lane Widths				
Interior	11'	11'	10'	-
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	5-6'	5-6'	5-6'	5-6'
PBS Minimum: Hard Surface	3'	3'	3'	3'
Walkway Strip Minimum	5'	5'	5'	5'
208 Treatment/Drainage				
Adjacent Drainage Swale	Optional**	Optional**	Optional**	Optional**
Minimum Width	10'***	10'***	10'***	10'***
Bike Lanes (one direction)				
Requirement	Yes	Yes	Yes	Shared Bikeway
On-Street Parking				
Requirement	No	Optional	Desired	Yes
Width	8'	8'	8'	8'
Posted Speed				
Minimum	30 mph	25 mph	20 mph	20 mph
Maximum	50 mph	40 mph	30 mph	30 mph
Access Spacing				
Maximum Width	40'	40'	30'	24'
Spacing	125'	125'	100'	80'
Number of Driveways	2	2	2	1

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

***Pedestrian buffer strip can be included in 10' requirement.

**TABLE TR 16 STREET STANDARDS BY ARTERIAL CLASSIFICATION—
PRINCIPAL ARTERIAL**

	Area Classification			
	Special Downtown Environment	Focused Growth Areas	Urban Areas	Non-Urbanized Areas
Traffic Volumes				
Recommended Minimum	26,000	20,000	15,000	5,000
Recommended Maximum	40,000	40,000	40,000	35,000
Number of Lanes				
Two-Directions	3-5	3-5	3-7	3-7
One-Direction	3	3-4	3	3
Lane Widths				
Interior	10'	10'	11'	11'
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	-	-	5-6'	5-6'
PBS Minimum: Hard Surface	4'	3'	3'	3'
Walkway Strip Minimum	8'	7'	5'	5'
208 Treatment/Drainage				
Adjacent Drainage Swale	No	No	Optional**	Optional**
Minimum Width	-	-	10'***	10'***
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	Yes
On-Street Parking				
Requirement	Yes	Yes	No	No
Width	8'	8'	8'	8'
Posted Speed				
Minimum	25 mph	25 mph	30 mph	30 mph
Maximum	30 mph	30 mph	45 mph	50 mph
Access Spacing				
Maximum Width	30'	30'	40'	40'
Spacing	125'	125'	125'	125'
Number of Driveways	2	2	2	2

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

***Pedestrian buffer strip can be included in 10' requirement.

**TABLE TR 17 STREET STANDARDS BY ARTERIAL CLASSIFICATION—
MINOR ARTERIAL**

	Area Classification			
	Special Downtown Environment	Focused Growth Areas	Urban Areas	Non-Urbanized Areas
Traffic Volumes				
Recommended Minimum	9,500	8,000	8,000	8,000
Recommended Maximum	19,500	15,000	15,000	15,000
Number of Lanes				
Two-Directions	3-5	3-5	2-5	2-5
One-Direction	3	3	2-3	2-3
Lane Widths				
Interior	10'	10'	11'	11'
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	-	-	5-6'	5-6'
PBS Minimum: Hard Surface	4'	3'	3'	3'
Walkway Strip Minimum	8'	7'	5'	5'
208 Treatment/Drainage				
Adjacent Drainage Swale	No	No	Optional**	Optional**
Minimum Width	-	-	10'***	10'***
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	Yes
On-Street Parking				
Requirement	Yes	Yes	Optional	Optional
Width	8'	8'	8'	8'
Posted Speed				
Minimum	20 mph	20 mph	25 mph	25 mph
Maximum	30 mph	30 mph	40 mph	40 mph
Access Spacing				
Maximum Width	30'	30'	40'	40'
Spacing	125'	125'	125'	125'
Number of Driveways	2	2	2	2

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

***Pedestrian buffer strips can be included in 10' requirement.

**TABLE TR 18 STREET STANDARDS BY ARTERIAL CLASSIFICATION—
COMMERCIAL/INDUSTRIAL COLLECTOR**

	Area Classification			
	Special Downtown Environment	Focused Growth Areas	Urban Areas	Non-Urbanized Areas
Traffic Volumes				
Recommended Minimum	-	-	-	-
Recommended Maximum	7,000	7,000	7,000	7,000
Number of Lanes				
Two-Directions	2-4	2-4	2-4	2-4
One-Direction	1-2	1-2	1-2	1-2
Lane Widths				
Interior	10'	10'	10'	10'
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	-	-	5-6'	5-6'
PBS Minimum: Hard Surface	4'	3'	3'	3'
Walkway Strip Minimum	8'	7'	5'	5'
208 Treatment/Drainage				
Adjacent Drainage Swale	No	No	Optional**	Optional**
Minimum Width	-	-	10'***	10'***
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	Yes
On-Street Parking				
Requirement	Yes	Yes	Desired	Desired
Width	8'	8'	8'	8'
Posted Speed				
Minimum	20 mph	20 mph	20 mph	20 mph
Maximum	30 mph	30 mph	30 mph	30 mph
Access Spacing				
Maximum Width	30'	30'	30'	30'
Spacing	100'	100'	100'	100'
Number of Driveways	2	2	2	2
*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane. **Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane. ***Pedestrian buffer strips can be included in 10' requirement.				

**TABLE TR 19 STREET STANDARDS BY ARTERIAL CLASSIFICATION—
RESIDENTIAL COLLECTOR**

	Area Classification			
	Special Downtown Environment	Focused Growth Areas	Urban Areas	Non-Urbanized Areas
Traffic Volumes				
Recommended Minimum	-	-	-	-
Recommended Maximum	5,000	5,000	5,000	5,000
Number of Lanes				
Two-Directions	2	2	2	2
One-Direction	1	1	1	1
Lane Widths				
Interior	-	-	-	-
Exterior	12'	12'	12'	12'
Single Lane, No Parking	16'	16'	16'	16'
Medians and Left-Turn Lanes				
Requirement	Optional	Optional	Optional	Optional
Minimum Width	2'	2'	2'	2'
Minimum W/Pedestrian Refuge	8'	8'	8'	8'
Maximum Width	15'	15'	15'	15'
Sidewalks				
Requirement	Both Sides*	Both Sides*	Both Sides*	Both Sides*
PBS Minimum: Planted	-	-	5-6'	5-6'
PBS Minimum: Hard Surface	4'	3'	3'	3'
Walkway Strip Minimum	8'	7'	5'	5'
208 Treatment/Drainage				
Adjacent Drainage Swale	No	No	Optional**	Optional**
Minimum Width	-	-	10'***	10'***
Bike Lanes (one direction)				
Requirement	See Bike Plan	See Bike Plan	See Bike Plan	Shared Bikeway
On-Street Parking				
Requirement	Yes	Yes	Yes	Yes
Width	8'	8'	8'	8'
Posted Speed				
Minimum	20 mph	20 mph	20 mph	20 mph
Maximum	30 mph	30 mph	30 mph	30 mph
Access Spacing				
Maximum Width	24'	24'	24'	24'
Spacing	80'	80'	80'	80'
Number of Driveways	1	1	1	1

*Required on both sides in all cases with exceptions to be coordinated with the City of Spokane.

**Proximity of storm sewer may limit option. Issue to be coordinated with the City of Spokane.

***Pedestrian buffer strips can be included in 10' requirement.

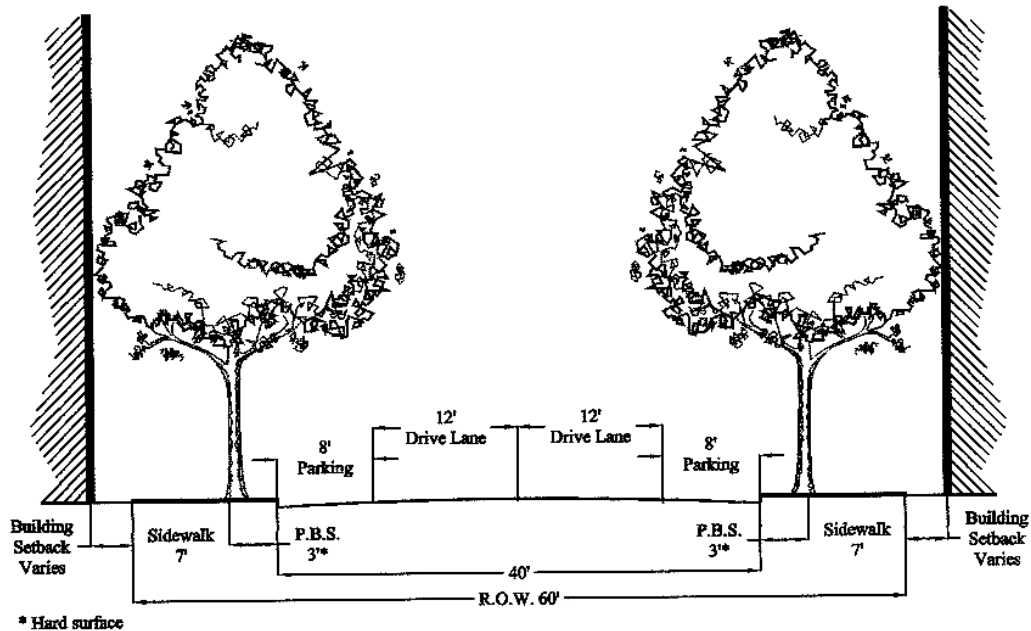


Figure TR 1a Collector Arterial: Two-Lane, One-Way
Focused Growth Areas

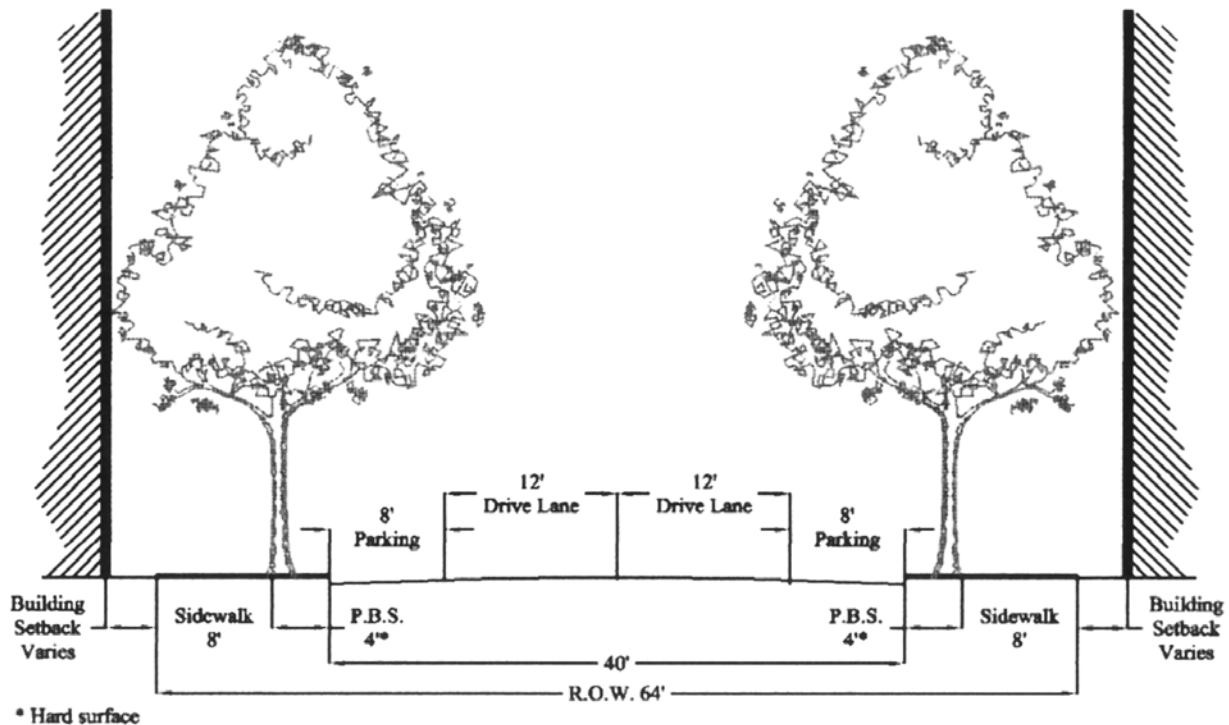


Figure TR 1b Collector Arterial: Two-Lane, Two-Way
Focused Growth Areas

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

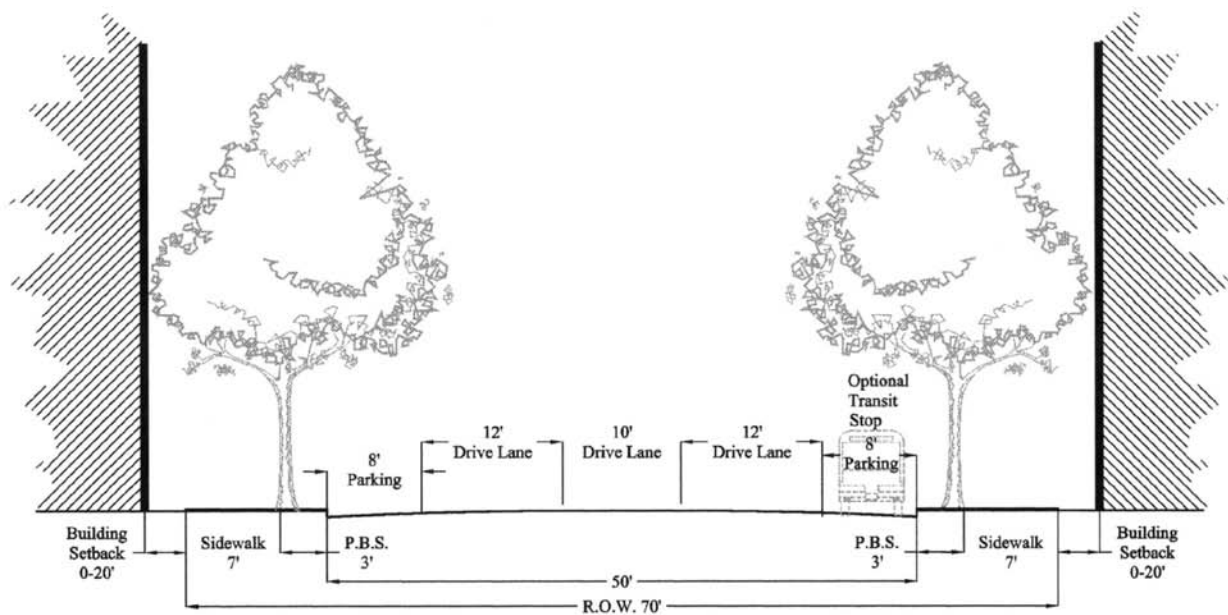


Figure TR 2a Principal Arterial: Three-Lane, One-Way
Focused Growth Areas

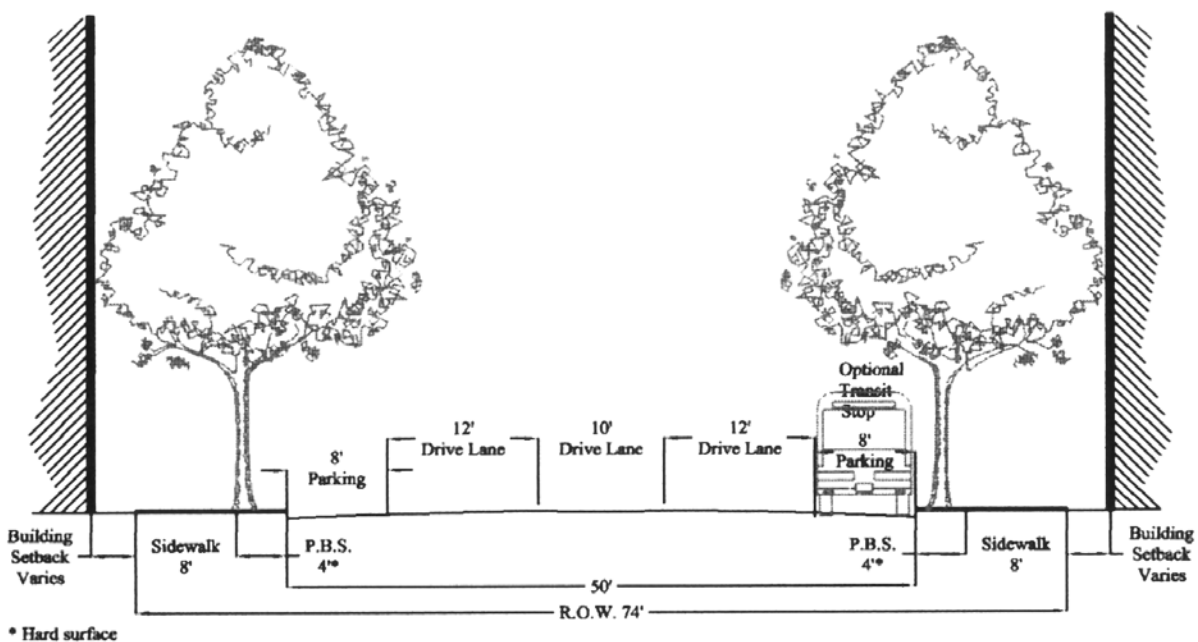


Figure TR 2b Principal Arterial: Three-Lane, One-Way
Special Downtown Environment

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

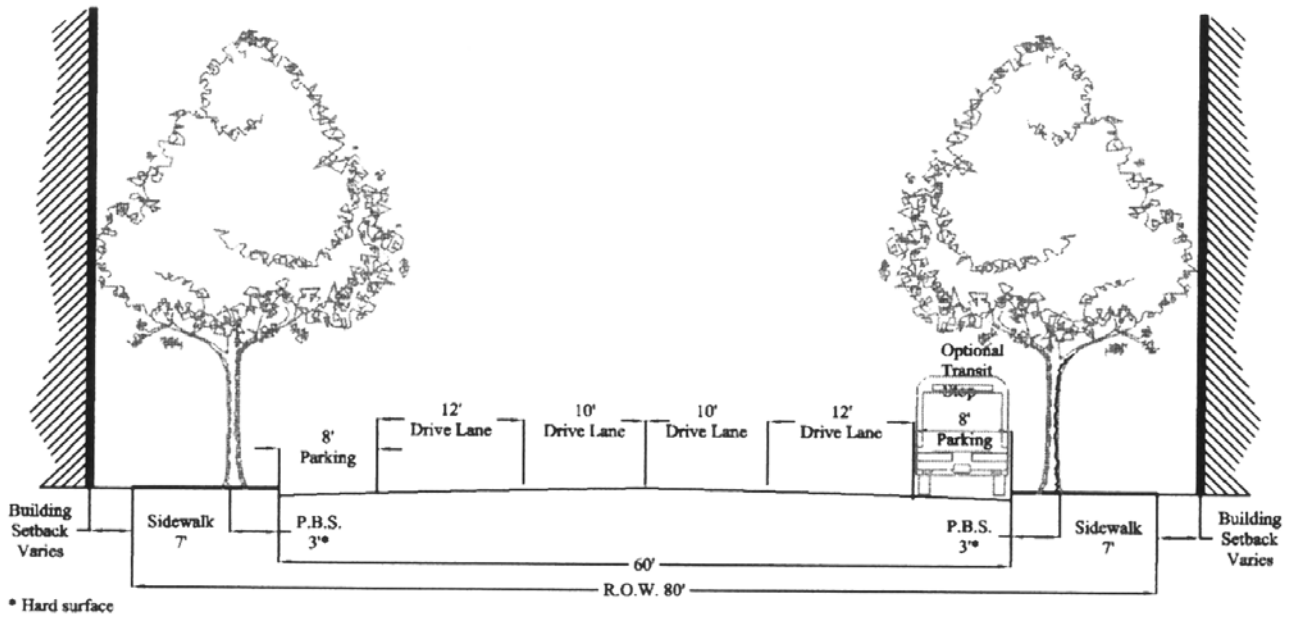


Figure TR 3a Principal or Minor Arterial: Four-Lane, Two-Way
Focused Growth Areas

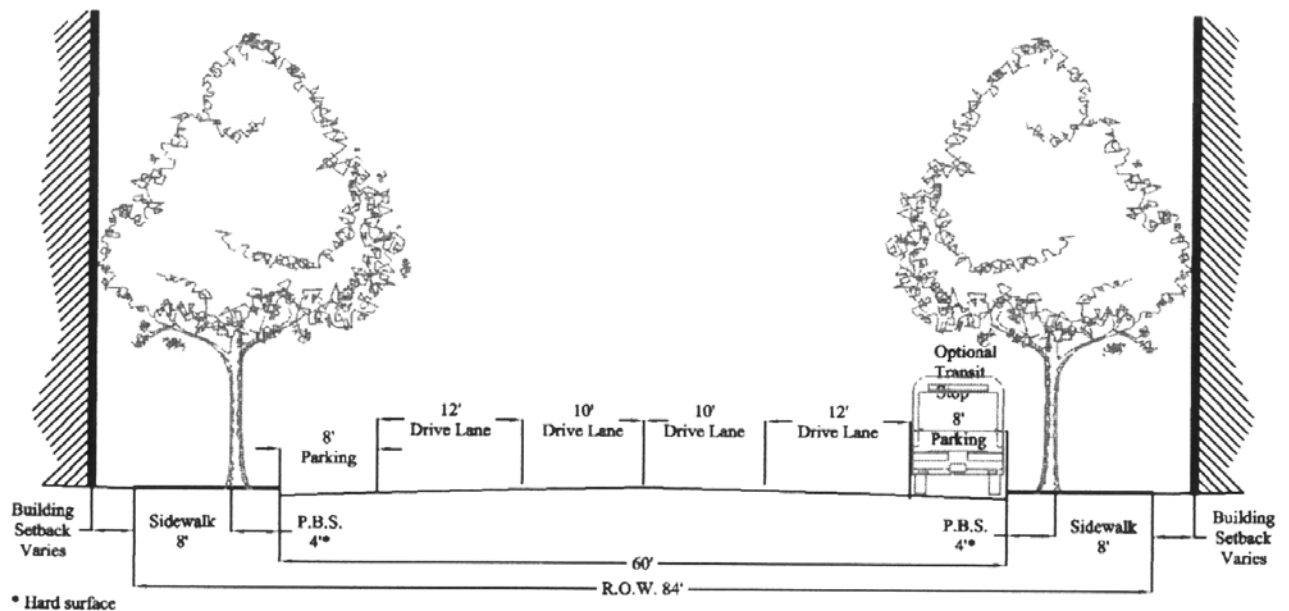


Figure TR 3b Principal or Minor Arterial: Four-Lane, Two-Way
Special Downtown Environment

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

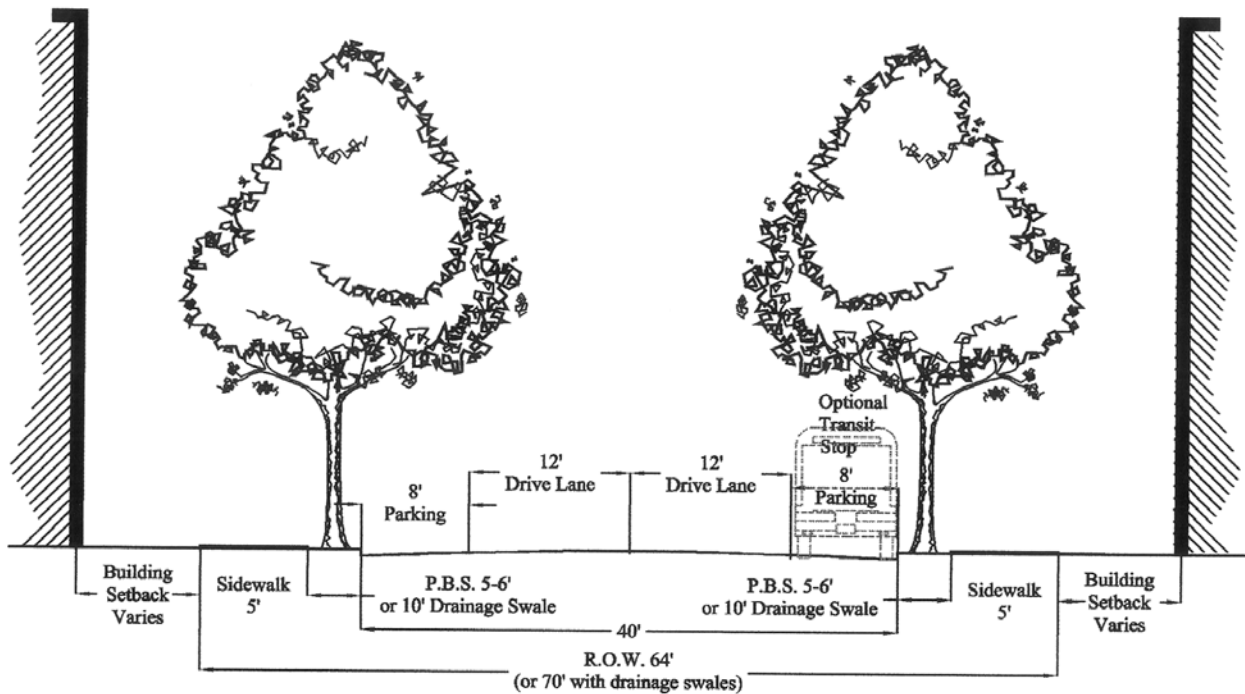


Figure TR 4 Collector Arterial: Residential or Commercial, Two-Lane Urbanized and Non-Urbanized Areas

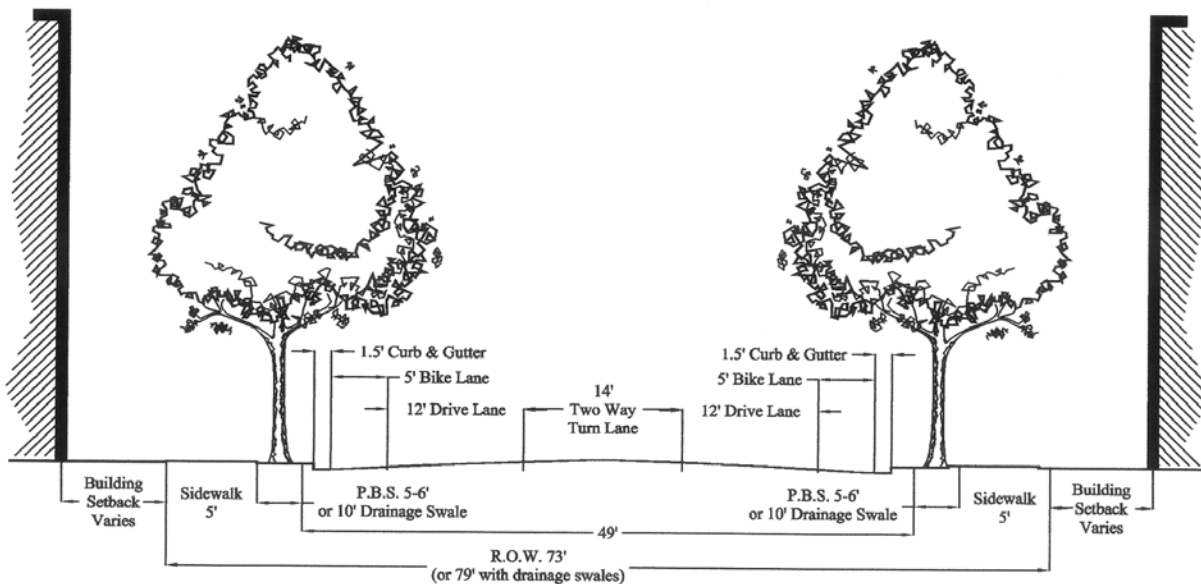
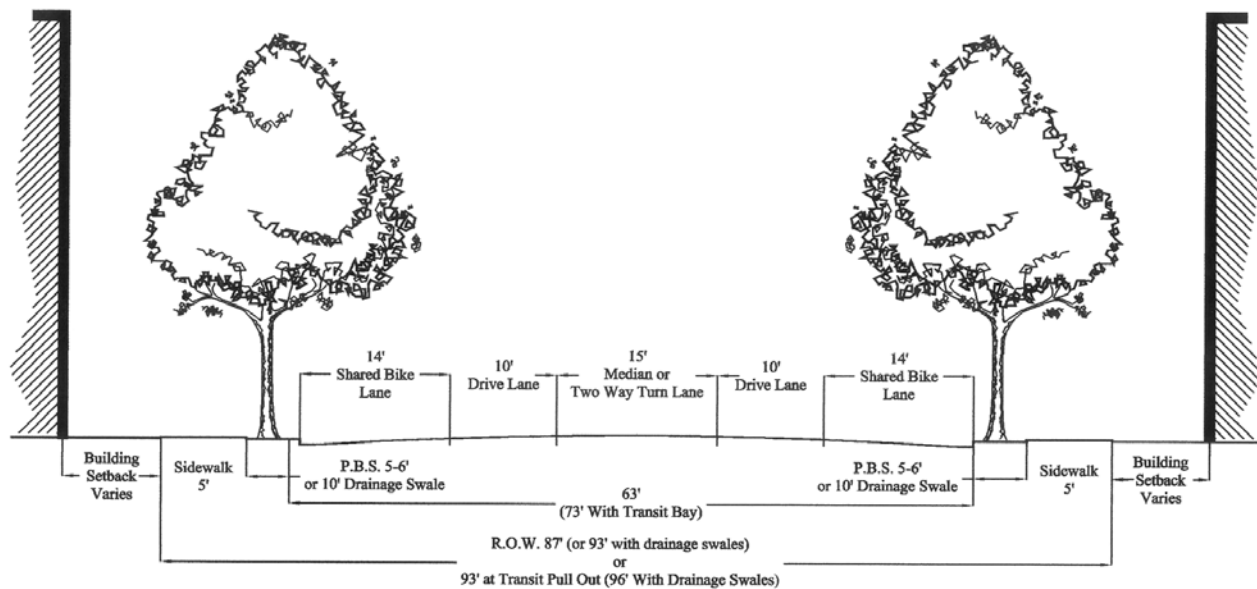


Figure TR 5 Principal or Minor Arterial: Three-Lane with Two Bicycle Lanes Urbanized and Non-Urbanized Areas

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.



**Figure TR 6a Principal Arterial: Five-Lane
Urbanized and Non-Urbanized Areas**

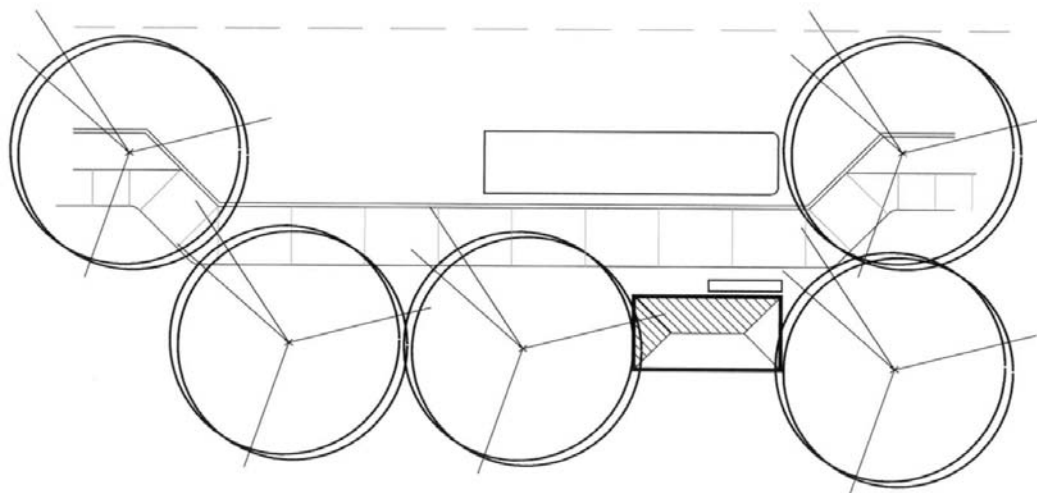


Figure TR 6b Plan View of Alternative Bus Pull-Out

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

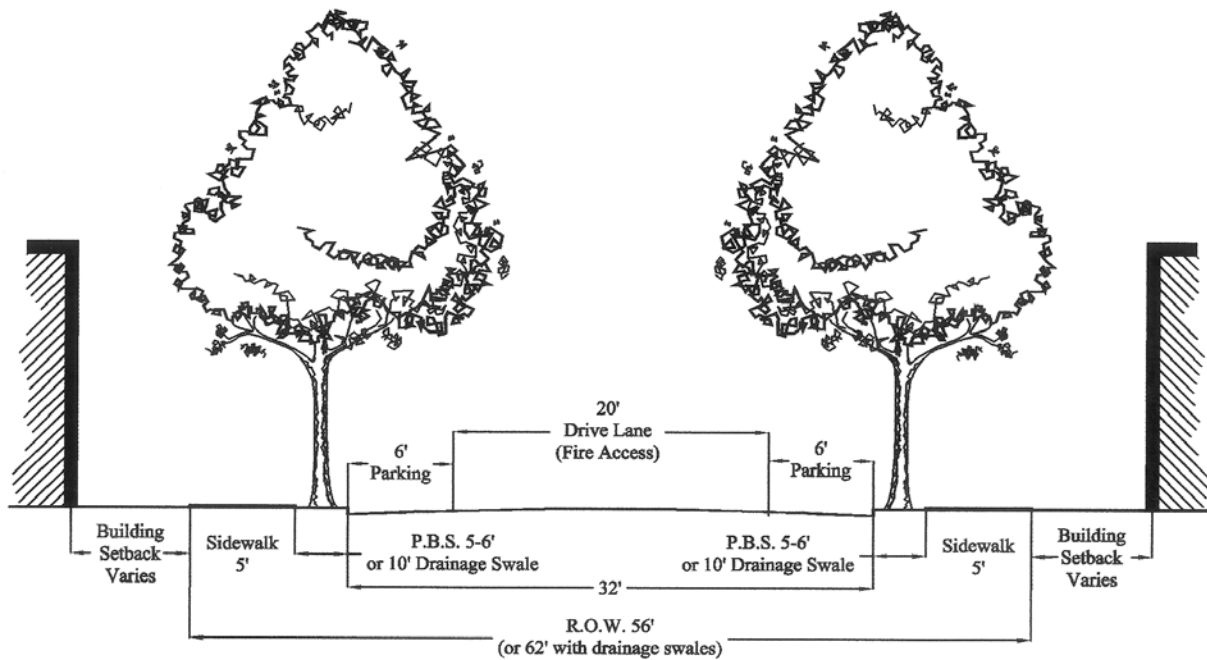


Figure TR 7 Local Access Street, Low Density Residential (<10 du/acre): Two-Lane Urbanized and Non-Urbanized Areas

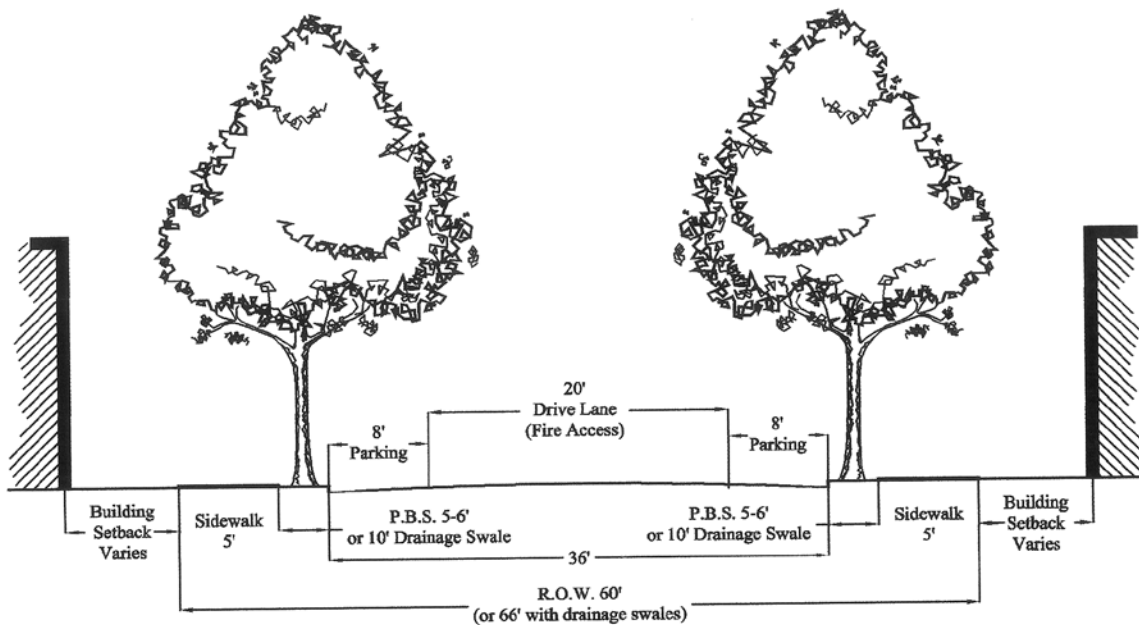


Figure TR 8 Local Access Street, Medium/High Density Residential (>10 du/acre): Two-Lane All Areas

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

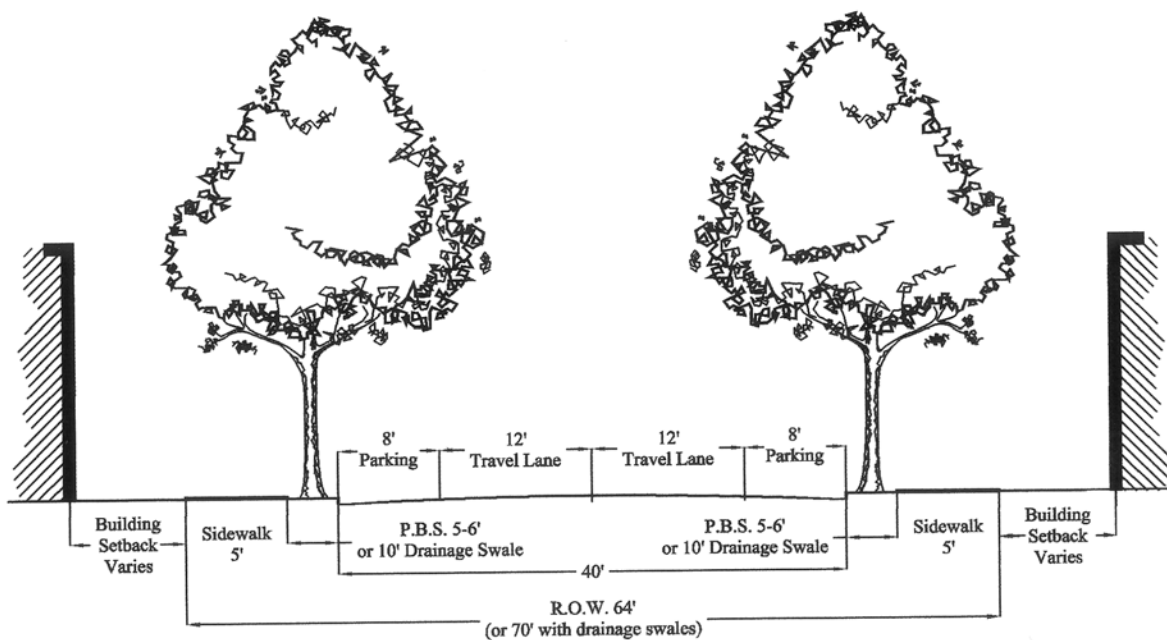


Figure TR 9 Local Access Street, Commercial/Industrial: Two-Lane
All Areas

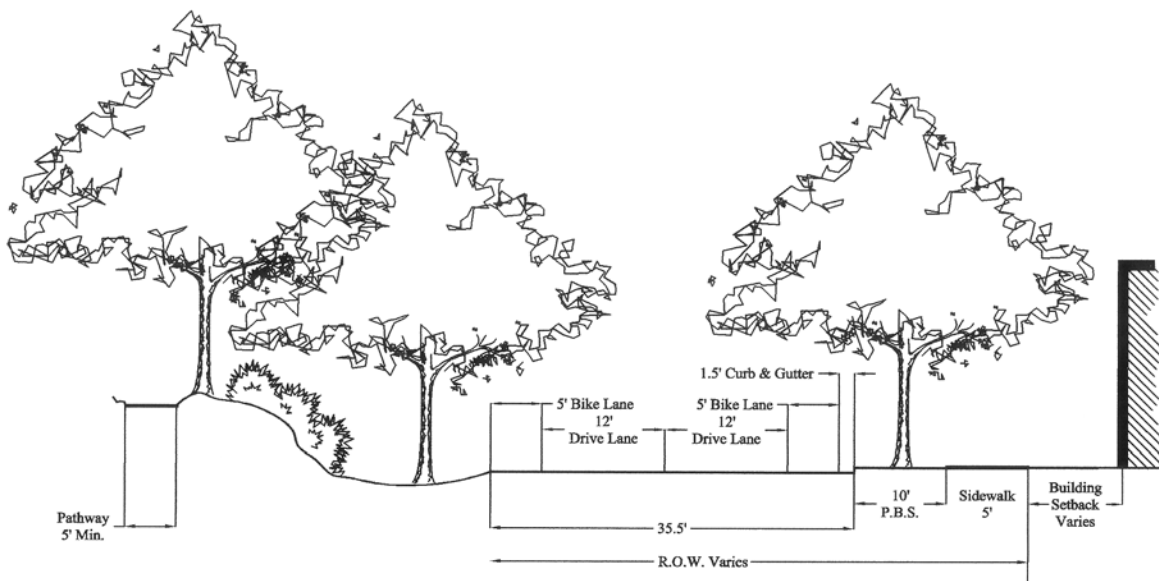


Figure TR 10 Parkway
All Areas

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

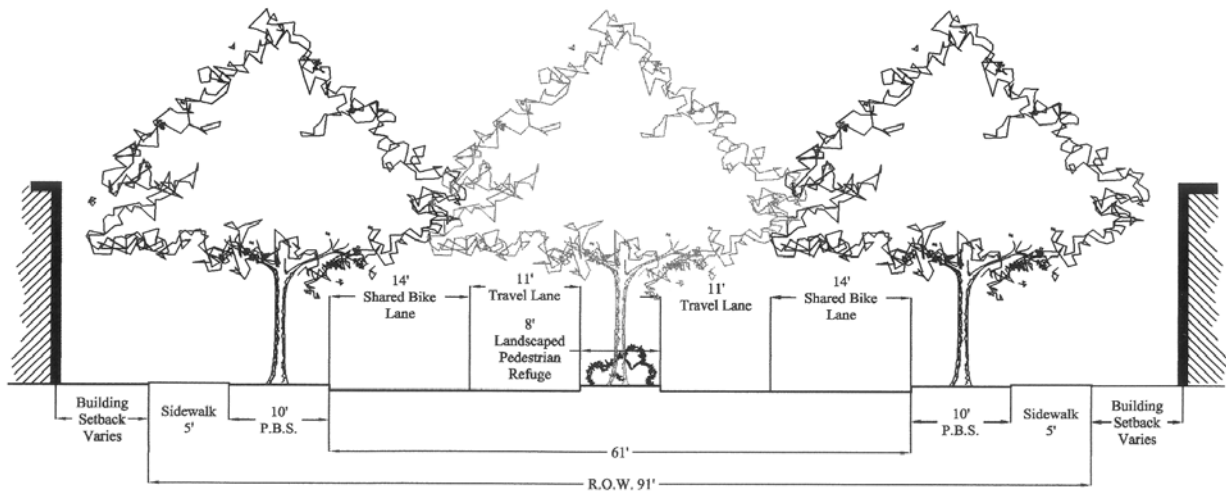


Figure 11 Boulevard
All Areas

These illustrations are examples only of potential applications of the street standards to depict the different types of streets and street environments. Refer to the street standards and policies for guidance on applying standards to specific cases.

4.7 TRANSPORTATION CAPITAL FACILITIES PROGRAM

The Transportation Capital Facilities Program identifies transportation capital projects required to serve the urban study area at the planning horizon of 2020 and to fulfill the regional transportation goals. The program consists of the following types of projects:

- ◆ Complete the proposed regional pedestrian, regional bikeway, and arterial street networks.
- ◆ Improve existing streets to meet parkway and boulevard standards, and bikeway and vehicle lane width standards.
- ◆ Network capacity improvements to maintain proposed LOS standards.

Local access streets and pathways and recreational trails are not included in the program. Also not included are projects under the state's jurisdiction, such as the North Spokane Corridor project and the Centennial Trail.

The 20-Year Capital Facilities Program will be used as a guide in establishing development standards, development mitigations, possible transportation impact fee programs, possible transportation benefit districts, and the Six-Year Comprehensive Street Program.

Development, as it occurs, generally constructs the arterial streets within the boundaries of the development and constructs frontage improvements along adjacent arterials. Development may also be required to construct off-site transportation improvements through the SEPA mitigation process.

Transportation impact fees and transportation benefit districts are mechanisms to fund completion of the 20-Year Capital Facilities Program in certain areas. These programs are used to allow distribution of the costs of transportation improvements within an area to all beneficiaries of the improvements.

The Six-Year Comprehensive Street Program is used to coordinate, prioritize, and schedule the city's transportation projects. The 20-Year Capital Facilities Program is one of the guiding factors for the Six-Year Comprehensive Street Program. The Six-Year Comprehensive Street Program is updated and adopted annually by City Council. This program is hereby adopted by reference as a part of the Comprehensive Plan. Printed copies are available and the programs may be viewed online at www.spokancity.org/services/documents.

The program is separated into eight types of projects as follows:

- ◆ **Boulevard/Parkway Improvements:** Provide special emphasis on selected streets with higher street tree standards and other aesthetic treatment as well as providing bicycle facilities and sidewalks to provide a multimodal facility.
- ◆ **Capacity Improvements:** Widening or intersection improvements along a corridor required to maintain the Level of Service standards.
- ◆ **Construct Sidewalks:** Retrofit sidewalks and complete missing sidewalk links on those streets where other improvements are not required. This project will complete sidewalks on both sides of all arterial streets except where typology or existing bridge structures limit sidewalks to one side.
- ◆ **New Routes:** Construct new arterial streets where no street currently exists.
- ◆ **New Shared-Use Pathway:** Construct new, shared pathways to complete bicycle and pedestrian network.
- ◆ **Reconstruct to Urban Standard:** Reconstruct rural design roads into urban streets with high type pavement, curbs, and sidewalks.
- ◆ **Widen to Meet Standards:** Widening to provide adequate street width to meet vehicle and bicycle lane width standards.

- ◆ **Pedestrian Facilities Retrofitting Program:** Allocation of funds dedicated to retrofitting the street system to meet the City of Spokane’s pedestrian design standards. This program implements policy TR 9.3, “Dedicated Funds for Retrofitting,” (see policy discussion section for more information).

The estimated cost of the 20-Year Capital Facilities Program is shown in Table TR 20. Costs are organized by the seven types of projects described above. A detailed summary of the 20-Year Program is included in section 4.8, “Individual 20-Year Transportation CIP Projects.” This section consists of seven tables, one for each project type, which lists the individual transportation projects.

TABLE TR 20 20-YEAR TRANSPORTATION CAPITAL FACILITIES PROGRAM	
(Estimated Costs - \$1000s)	
Project Type	
Boulevard/Parkway Improvements	\$70,580
Capacity Improvements	\$39,050
Sidewalk Construction	\$15,124
New Route	\$82,666
New Shared Pathway	\$1,494
Reconstruct to Meet Urban Standard	\$152,101
Widen to Meet Standards	\$8,037
Pedestrian Facilities Retrofitting Program	*
Totals	\$369,052
* Amount will be determined in future planning processes (see policy TR 9.3, “Dedicated Funds for Retrofitting”).	

Table TR 21 was a summary of the Six-Year Comprehensive Street Program. This summary table has been removed from this chapter. The Six-Year Comprehensive Street Program is available for viewing online at www.spokancity.org/services/documents.

Transportation Funding

This section provides an overview of the funding summary listed in the Six-Year Comprehensive Street Program. These funding sources can be viewed as four main types of funding: local, state, federal, and miscellaneous, as follows:

Local Funding

State Arterial Street Fund
Real Estate Excise Tax

Federal Funding

Surface Transportation Funds
Surface Transportation Project—Bridge Replacement Monies

State Funding

Public Works Trust Fund
Transportation Improvement Account

Miscellaneous

An important note regarding the funding is that not all funds listed in the Six-Year Comprehensive Street Program are guaranteed. Except for the local funding sources (State Arterial Street Fund and Real Estate Excise Tax), none of the funding categories are guaranteed. Federal and state-funded projects are selected on a competitive basis (with state funding competitive either on a statewide or eastern region basis), so their funding is not 100 percent guaranteed. The revenues shown in the Six-Year Comprehensive Street Program are projected revenues, based on historic levels of funding the city has received.

A description of the funding sources follows. A final type of funding is described at the conclusion: Potential Funding Sources. These are funding sources that, though not currently used by the City of Spokane, are potentially available for funding transportation projects.

Local Funding Sources

State Arterial Street Fund (SASF)

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing, and street repair (potholes, cracks, patching).

Real Estate Excise Tax (REET)

The Real Estate Excise Tax is assessed on sales of real estate. There are two separate funding programs; each assesses real estate sales at a rate of 0.0025 of the sale amount. The first REET fund must be used for infrastructure maintenance and operation. A portion of this fund is used to partially fund the city's street lighting program and the remainder of this fund is used for street maintenance activities. The second REET fund must be used for capital infrastructure projects caused by growth. Growth-related transportation capital improvement projects are eligible for this funding.

Federal Funding Sources

Surface Transportation Funds (STP)

Surface Transportation Funds (STP), in general, are the federal funds from TEA-21 that go to transportation-related projects. ISTEA (Intermodal Surface Transportation Act) was federal legislation passed in 1991 that authorized significant additional funding for both planning and construction of transportation facilities, as well as new planning requirements for Metropolitan Planning Organizations. In June of 1998, Congress authorized an upgrade of ISTEA called the Transportation Efficiency Act for the 21st Century (TEA-21). It carries forth the same basic tenants of ISTEA. Besides general STP funds, there are particular segments of STP funds, such as Bridge Replacement Monies (described below) and Enhancement Funds, which are for the improvement of pedestrian and bicycle facilities, scenic easements, historic sites, and the preservation of railroad corridors.

Surface Transportation Project—Bridge Replacement Monies (STP-BRM)

Surface Transportation Project—Bridge Replacement Monies (STP-BRM) are the federal TEA-21 funds set aside for bridge replacement. The State Bridge Replacement Advisory Committee prioritizes projects based on the rating condition of bridges. The funding policy is 80 percent of first \$10,000,000 and 50 percent thereafter. Local match is 20 percent of first \$10,000,000 and 50 percent thereafter.

State Funding Sources

Public Works Trust Fund (PWTF)

The Public Works Trust Fund (PWTF) is a program featuring low-interest state loans to eligible local governments. It was established by the legislature in 1985 to provide a dependable, long-term source of funds for the repair and construction of local public works systems. The PWTF is designed around a number of new concepts that distinguish it from existing grant programs. These include an emphasis on local effort as well as project needs in the loan application process, the provision of loans rather than grants, and a solid commitment to increasing local capital planning capacity. The PWTF will make low-interest loans for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards and to adequately serve the needs of existing population. It is not designed to finance growth-related

public works project expenditures. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects located in the public right-of-way. Approved Public Works Trust Fund-assisted projects must be completed within 24 months of the date of approval.

Transportation Improvement Account (TIA)

The source of Transportation Improvement Account (TIA) funds is an increase in the gas tax that was approved by the Legislature in 1990 (3.04 cents from the 23 cents per gallon collected at the pumps). The purpose of this funding account was to address community growth-related projects with matching funds from the state. The non-state matching funds would come from developers, other agencies, transit, or private individuals and groups. The TIA is administered by the Transportation Improvement Board, which distributes TIA funds based upon community need and availability of matching funds.

Miscellaneous Funding Sources

The miscellaneous funding category covers funding from other agencies, special grants, and private developers. Other agency funding usually comes from a partnership between the city and the other agency to jointly fund a project that is beneficial to both. The city occasionally receives grants under special programs from either the state or federal government. The city also receives mitigation fees and other private development funding to fund specific projects. None of these revenue sources are guaranteed.

Potential Funding Sources

Transportation Impacts Fees

A transportation impact fee program may be enacted by the city to fund the transportation capital needs caused by growth within a specific area. The program will establish the impact areas, the capital program related to growth in each area, and the fee and manner of collection for each transportation impact area. Each new building project in each impact area will be charged a fee for the share of the capital program attributed to the new building.

Local Option Gas Tax

A local option gas tax may be added to the fuel tax within Spokane County to fund street needs. This must be enacted on a countywide basis and requires a public vote. Voters have twice turned down requests for a local option gas tax.

Councilmanic Bonds

Councilmanic bonds may be passed by the City Council for street needs. Revenues raised by the city would repay the bonds. A revenue source for the bond repayment would have to be identified.

General Obligation Bonds

General obligation bonds may be passed by a public vote. A special assessment would be added to the property tax within the city to repay the bonds. In the past, individual general obligation bonds have both passed and failed.

Transportation Benefit District

A transportation benefit district may be created and district obligation bonds passed by a public vote within an identified area within the city. A special assessment would be added to the property tax within the district to repay the bonds. The district is also eligible for state funding through the Transportation Improvement Board. The Liberty Lake area has been the only area in the state to successfully pass a transportation benefit district.

4.8 INDIVIDUAL 20-YEAR TRANSPORTATION CIP PROJECTS

The following seven tables list the projects within the seven categories summarized in the 20-Year Transportation CIP.

TABLE TR 22 BOULEVARD/PARKWAY IMPROVEMENTS				
Project	Street	From	To	Estimate (\$1000s)
28	29th Avenue (1)	Grand Boulevard	Regal Street	\$3,400
15	Assembly Street, Indian Canyon Drive and Greenwood Road	Deska Drive	Government Way	\$2,600
16	Government Way and Riverside Avenue	Greenwood Road	Hemlock Street	\$3,600
26	Grand Boulevard (1)	29th Avenue	14th Avenue	\$2,300
25	Grand Boulevard, 8th Avenue, and Washington Street	14th Avenue	4th Avenue	\$1,800
22	Hamilton Street (2)	Mission Avenue	North Foothills Drive	\$1,600
89	Ide Avenue (realigned) and Bridge Avenue (realigned)	Cedar Street	Lincoln Street	\$600
18	Maxwell Avenue and Mission Avenue	Belt Street	Division Street	\$3,300
23	Mission Avenue (1)	Upriver Drive	Greene Street	\$2,500
19	Ohio Avenue and Cedar Street	Nettleton Street	Ide Avenue (realigned)	\$1,300
29	Regal Street (4)	57th Avenue	29th Avenue	\$3,700
27	Riverside Avenue	Monroe Street	Division Street	\$5,200
17	Riverside Avenue (3)	Hemlock Street	Maple Street	\$1,100
98	Upriver Drive (1)	Mission Avenue	Havana Avenue	\$2,800
99	Upriver Drive (2)	Havana Street	Buckeye Avenue	\$1,200
61	Upriver Drive (3)	Buckeye Avenue	City Limits	\$1,480
21	Wellesley Avenue	Belt Street	Market Street	\$8,100
Total Boulevard/Parkway Improvements				\$46,580

TABLE TR 23 CAPACITY IMPROVEMENTS*				
Project	Street	From	To	Estimate (\$1000s)
5	Ash Street and Maple Street	Second Avenue	Northwest Boulevard	--
1	Ash Street, Maple Street, and Country Homes Boulevard	Francis Avenue	Division Street	--
6	Assembly Road, Garden Springs Road, Grandview Road, 16th Avenue, Milton Street, 14th Avenue, Lindeke Street and Government Way	Thorpe Road	Sunset Boulevard	--
3	Buckeye Avenue	Post Street	Ruby Street	--
11	Crestline Street (3)	Illinois Avenue	Euclid Avenue	--
12	Freya Street, Freya Way, Greene Street, Grace Avenue and Market Street	Sprague Avenue	Euclid Avenue	--
10	Hamilton Street (1)	Trent Avenue	North Foothills Drive	--
7	Monroe Street	Main Avenue	Northwest Boulevard	--
4	Northwest Boulevard	Belt Street	Monroe Street	--
611	LOS Improvements - Total		Total Estimate	\$39,050
Total Capacity Improvements				\$39,050
*This table does not show capacity improvement estimates for the individual projects but rather total per growth scenario.				

TABLE TR 24 COMPLETE SIDEWALKS

Project	Street	From	To	Estimate (\$1000s)
472	17th Avenue	Latawah Street	Upper Terrace	\$8
474	29th Avenue	High Drive	Lincoln Street	\$31
476	37th Avenue	Bernard Street	Stone Street	\$234
477	37th Avenue	Regal Street	Freya Street	\$66
471	43rd Avenue	Scott Street	Grand Boulevard	\$25
609	44th Avenue	Altamont Street	Regal Street	\$86
478	57th Avenue	Glenrose Road	Willamette Street	\$52
479	63rd Avenue	Helena Street	Regal Street	\$166
604	65th Avenue	Regal Street	Freya Street	\$68
480	A Street	Driscoll Boulevard	Rowan Avenue	\$103
481	Addison Street and Standard Street	Lyons Avenue	Lincoln Road	\$91
482	Airport Drive	Spokane International Airport Terminal	SR 2 and Sunset Boulevard	\$1,119
483	Alberta Street	Driscoll Boulevard	Francis Avenue	\$92
484	Alberta St. Cochran St. and Driscoll Blvd.	Northwest Boulevard	Driscoll Boulevard	\$137
551	Arthur Street	3rd Avenue	2nd Avenue	\$10
487	Ash Street and Maple Street	Boone Avenue	Francis Avenue	\$432
510	Assembly Street	Driscoll Boulevard	Francis Avenue	\$16
490	Augusta Avenue and Belt Street	Pettet Drive	Northwest Boulevard	\$16
491	Belt Street	Garland Avenue	Francis Avenue	\$100
492	Bernard Street	High Drive	29th Avenue	\$138
570	Broadway Street	Havana Street	Theirman Road	\$154
493	Cascade Way	Wall Street	Division Street	\$99
494	Central Avenue	Wall Street	Addison Street	\$111
495	Cincinnati Street	Little Spokane Drive	Glencrest Drive	\$193
496	Clarke Avenue, Maple Street and Main Avenue	Elm Street	Monroe Street	\$13
603	Congress Avenue	Freya Street	Havana Street	\$33
497	Country Homes Boulevard	Cedar Street	Division Street	\$232
498	Cowley Street	Rockwood Boulevard	Fifth Avenue	\$27
499	Cozza Drive	Division Street	Nevada Street	\$173
500	Crestline Street	63rd Avenue	57th Avenue	\$90
501	Crestline Street	44th Avenue	37th Avenue	\$116
502	Deska Drive and Westcliff Drive	Assembly Street	West Drive	\$29
504	Division Street	Francis Avenue	Westview Avenue	\$54
505	Division Street	Westview Drive	Hawthorne Road	\$25
506	Division Street	Regina Drive	Wandemere Drive	\$339
509	Driscoll Boulevard	Alberta Street	Assembly Street	\$354
511	Eagle Ridge Boulevard	Moran View Avenue	Latah Valley Arterial (Meadow Lane)	\$42
514	Fancher Road	Broadway	Sharp Avenue	\$10
515	5th Avenue, Freeway Avenue South and 4th Avenue	Maple Street	Lincoln Street	\$97
457	Fort Wright Drive and Meenach Bridge	Government Way	Pettet Drive	\$158
458	Francis Avenue	Nine Mile Road	Indian Trail Road	\$173
459	Francis Avenue	Division Street	Market Street	\$126
460	Freya Street	37th Avenue	13th Avenue	\$152
461	Freya Street	Euclid Avenue	Courtland Avenue	\$25
463	Freya Street and Freya Way	Springfield Avenue	Greene Street	\$28
464	G Street	Northwest Boulevard	Wellesley Avenue	\$182
466	Garland Avenue	Northwest Boulevard	Ash Street	\$183
467	Glencrest Drive	Wandemere Road	End of Street	\$236
470	Hartson Avenue	Thor Street	Havana Street	\$145
524	Havana Street	Hartson Avenue	Broadway	\$220
526	Helena Street	63rd Avenue	57th Avenue	\$80
527	Helena Street	Sharpsburg Street	Lincoln Road	\$30
528	High Drive	21st Avenue	Grand Boulevard	\$70
529	Holland Avenue	Division Street	Newport Highway	\$26
531	Inland Empire Way	27th Avenue	7th Avenue	\$194
553	Liberty Park Place	3rd Avenue	Madelia Street	\$21

TABLE TR 24 COMPLETE SIDEWALKS continued page 2

Project	Street	From	To	Estimate (\$1000s)
533	Lidgerwood Street	Central Avenue	Lyons Avenue	\$89
534	Lowell Avenue	Pamela Street	Indian Trail Road	\$37
535	Lucus Drive	Flight Drive	Sunset Highway SR 2	\$30
536	Lyons Avenue	Division Street	Lyons Avenue	\$54
613	Lyons Avenue and Bruce Avenue	Nevada Street	Pittsburg Street	\$132
518	Mallon Avenue	Monroe Street	Lincoln Street	\$7
485	Maple Street	Francis Avenue	Country Homes Blvd.	\$32
486	Maple Street Bridge	Maple Street and Walnut Street	Ash Street and Maple Street (Dean)	\$239
520	Market Street	Francis Avenue	Lincoln Road	\$128
519	Market Street, Market Place, Haven Street, and Haven Place	Garland Avenue	Francis Avenue	\$297
521	Medical Lake Road SR 902	Craig Road	Geiger Boulevard	\$493
468	Milton Street and 14th Avenue	16th Avenue	Lindeke Street	\$33
523	Mission Avenue	Sharp Avenue	Railroad Avenue	\$49
522	Mission Avenue and Trent Avenue	Havana Street	Mission and Trent Ave.	\$29
537	Napa Street	Main Avenue	Trent Avenue	\$24
538	Navaho Avenue	Indian Trail Road	Seminole Drive	\$117
469	Nevada Street	Francis Avenue	Holland Avenue	\$178
539	Newport Highway	Holland Avenue	Hawthorne Road	\$78
540	Newport Highway	Hawthorne Road	Shady Slope Road	\$543
488	Nine Mile Road	Assembly Street	Francis Avenue	\$30
541	Nine Mile Road	Francis Avenue	City Limits	\$336
542	Nine Mile Road	City Limits	Urban Study Boundary	\$590
544	Northwest Boulevard	Alberta Street	Assembly Street	\$108
545	Pacific Park Drive	Forrest Boulevard	Indian Trail Road	\$147
546	Pamela Street	Pacific Park Drive	Barnes Road	\$55
547	Perry Street	57th Avenue	City Limits (53rd)	\$54
548	Perry Street	53rd Avenue	Thurston Avenue	\$143
549	Perry Street	Bridgeport Avenue	Wellesley Avenue	\$93
552	Perry Street and Perry Place	Mission Avenue	Illinois Avenue	\$64
554	Pettet Drive	TJ Meenach Drive	Mission Avenue	\$70
555	Pittsburg Street	Magnolia Street	Sharpsburg Avenue	\$9
52	Pittsburg Street (1)	Francis Avenue	Bruce Avenue	\$66
556	Post Street	Cora Avenue	Gordon Avenue	\$23
557	Queen Avenue	Wall Street	Division Street	\$66
561	Rockwood Boulevard	Upper Terrace	Southeast Boulevard	\$276
513	Rosamond Boulevard and 13th Avenue	F Street	Government Way	\$128
562	Rowan Avenue	Assembly Street	Wall Street	\$312
563	Rowan Avenue	Division Street	Crestline Street	\$117
465	Rustle Street	Sunset Boulevard	Deska Drive	\$24
586	Shawnee Avenue	Sundance Drive	Weiber Drive	\$224
525	South Riverton Ave. and Ermina Avenue	Sinto Avenue	Greene Street	\$117
567	Southeast Boulevard and 18th Avenue	Rockwood Boulevard	Perry Street	\$75
568	Sprague Way (Westbound)	Sprague Avenue	S2nd Avenue	\$52
516	Springfield Avenue	Fiske Street	Freya Street	\$56
569	Springfield Avenue and Broadway	Freya Street	Havana Street	\$98
577	Sunset Highway SR 2	Hayford Road	Sunset Boulevard	\$1,037
571	Standard St., Colton Pl. and Colton Street	Lincoln Road	Magnesium Road	\$133
574	Sundance Drive	Shawnee Avenue	Iroquois Drive	\$107
576	Sunset Boulevard	Government Way	Lindeke Street	\$15
579	Thurston Avenue	Perry Street	Regal Street	\$248
581	Warn Way	Country Homes Blvd	Eastmont Way	\$60
582	Waterworks Street	Trent Avenue	Rutter Avenue	\$77
583	Weipert Drive and Price Avenue	Country Homes Blvd.	Division Street	\$50
584	Wellesley Avenue	Assembly Street	A Street	\$112
585	Woodridge Drive	Shawnee Avenue	Bedford Avenue	\$136
Total Complete Sidewalks				\$15,127

TABLE TR 25 NEW ROUTE

Project	Street	From	To	Estimate (\$1000s)
140	21st Avenue	Hayford Road	C Road (New)	\$1,100
592	21st Avenue and Scenic Boulevard	Grandview Road	City Limits	\$820
591	29th Avenue	Assembly Road	City Limits	\$545
590	34th Avenue	Abbott Road	Assembly Road	\$513
153	44th Avenue (New)	Abbott Road	City Limits	\$3,000
128	51st Avenue	Myrtle Street	Glenrose Road	\$231
135	A Road (New)	C Road (New)	Sunset Highway SR 2	\$404
190	Aero Road (New)	Westbow Road	Thomas Mallen Road	\$1,200
32	Barnes Road (1)	Nine Mile Road	City Limits	\$2,200
33	Barnes Road (2)	City Limits	Indian Trail Road	\$1,500
34	Barnes Road and Strong Road	Farmdale Road	City Limits	\$1,400
131	C Road (New)	Medical Lake Road SR 902	Spotted Road	\$6,000
113	Carnahan Road (New Alignment)	Glenrose Road	8th Avenue	\$5,000
42	Cascade Way	Quamish Drive	Austin Road	\$320
165	D Road (New; alt Hayford)	Medical Lake Road SR 902	Thorpe Road	\$2,400
50	Dakota Street and Jay Avenue (Extended)	Holland Avenue	Nevada Street	\$610
162	Eagle Ridge Boulevard	Cedar Road	Moran View Avenue	\$900
189	F Road (New)	Hayford Road	Aero Road	\$647
133	Flint Road or B Road (New)	Airport Drive	Flint Road	\$1,100
191	G Road (New)	Aero Road	Hallet Road	\$474
180	H Road (New) and Thorpe Road	Hallet Road	Grove Road	\$9,100
194	Havana Street (2)	37th Avenue	29th Avenue	\$1,100
195	Havana Street (3)	25th Avenue	22nd Avenue	\$1,200
51	Helena Street, Weile Avenue and Pittsburg Street	Sharpsburg Avenue	Magnolia Street	\$620
172	L Road (New) and Westbow Road	Hayford Road	End of Existing Westbow	\$2,750
160	Latah Valley Arterial and Meadow Lane Rd.	Hatch Road	Qualchan Drive	\$2,400
154	Latah Valley Arterial, Inland Empire Highway Marshal Road, and 14th Avenue	Cheney-Spokane Road	13th Avenue	\$7,100
159	Lincoln Way	Anton Court	Eagle Ridge Blvd.	\$1,200
132	Lucas Road	C Road (New)	Flight Drive	\$429
178	M Road (New)	End of Road	Electric Boulevard	\$7,500
589	N Road (New)	Thorpe Road	Abbott Road	\$857
88	Nettleton Street	Ohio Avenue	Bridge Avenue	\$206
53	Pittsburg Street (1)	Bruce Avenue	Weile Avenue	\$227
43	Quamish Drive and Alberta Street	Five Mile Road	Cascade Way	\$433
125	Ray Street Crossover	Freya Street	Ray Street	\$2,400
168	Soda Road (1)	Urban Study Boundary	Westbow Boulevard	\$1,700
169	Soda Road (2)	Geiger Boulevard	Electric Boulevard	\$330
107	Springfield Avenue	Trent Avenue	Ralph Street	\$10,900
58	Saint Thomas Moore Way	Nevada Street	Crestline Street	\$825
39	Sundance Drive	Barnes Road	150' s/o Shawnee Dr.	\$332
593	Trainor Road	City Limits - 44th (New)	Thorpe Road	\$693
Total New Routes				\$82,666

TABLE TR 26 NEW SHARED PATHWAY

Project	Street	From	To	Estimate (\$1000s)
594	Ben Burr Shared-Use Pathway	South River Drive	Ray Street	\$595
619	Downtown-SR 90 Pathway	Cedar Street	Jefferson Street	\$65
595	Fish Lake Shared-Use Pathway	End of Existing Improvements	Government Way and Sunset Blvd.	\$834
Total New Shared Pathways				\$1,494

TABLE TR 27 RECONSTRUCT TO URBAN STANDARD				
Project	Street	From	To	Estimate (\$1000s)
115	29th Avenue (2)	Havana Street	Urban Study Boundary	\$420
116	37th Avenue (1)	Stone Street	Regal Street	\$616
117	37th Avenue (2)	Freya Street	City Limits	\$1,100
608	44th Avenue	Crestline Street	Altamont Street	\$236
118	49th Avenue	Perry Street	Crestline Street	\$610
181	53rd Avenue	Spotted Road	Cheatham Road	\$462
127	57th Avenue and Glenrose Road	Palouse Highway	Urban Study Boundary	\$2,600
188	57th Avenue, Hatch Road and Scott Street	Perry Street	43rd Avenue	\$1,800
144	Abbott Road	44th Avenue (New)	Abbott Road	\$404
152	Assembly Road	44th Avenue (New)	Garden Springs Road	\$1,600
145	Assembly Street	Sunset Boulevard	Deska Drive	\$1,900
41	Austin Road	600' n/of Five Mile Road	Strong Road	\$1,500
607	Boone Avenue	Helena Street	Madelia Street	\$40
615	Bruce Avenue	Pittsburg Avenue	Nevada Street	\$305
112	Carnahan Road	Glenrose Road	8th Avenue	\$1,600
44	Cedar Road and Strong Road	Country Homes Boulevard	Cedar Rd. and Strong Rd.	\$2,200
158	Cedar Road (1)	City Limits	Cheney-Spokane Rd.	\$1,500
45	Cedar Road (3)	Strong Road	Johannson Road	\$552
157	Cheney-Spokane Road	City Limits	SR 195	\$2,400
87	Clarke Avenue	Riverside Avenue	Elm Street	\$1,300
130	Craig Road	Medical Lake Road SR 902	McFarlane Road	\$3,000
119	Crestline Street (1)	57th Avenue	53rd Avenue	\$305
120	Crestline Street (2)	53rd Avenue	44th Avenue	\$725
56	Crestline Street (4)	Francis Avenue	Magnesium Road	\$2,600
72	Dartford Road	Little Spokane Drive	Wandermere Drive	\$144
111	8th Avenue	Havana Street	Carnahan Road	\$807
177	Electric Boulevard and 53rd Avenue	Hayford Road	Geiger Boulevard	\$2,900
147	F Street	Sunset Boulevard	Rosamond Avenue	\$116
104	Fancher Way	Trent Avenue	Rutter Avenue	\$512
76	Farwell Road	Newport Highway	Urban Study Boundary	\$2,400
40	Five Mile Road	Austin Road	Strong Road	\$4,800
134	Flint Road	Sunset Highway SR 2	Urban Study Boundary	\$231
60	Frederick Avenue (2)	Havana Street	Upriver Drive	\$1,100
597	Freya Street	49th Avenue	Ray Street Crossover	\$918
598	Freya Street	Courtland Avenue	Francis Avenue	\$3,465
126	Freya Street (1)	65th Avenue	Palouse Highway	\$841
85	Freya Street (2)	Francis Avenue	Market Street	\$2,100
588	Garden Springs Road	Geiger Boulevard	Lawton Road	\$871
186	Garden Springs Road (1)	Abbott Road	City Limits	\$670
187	Garden Springs Road (2)	City Limits	SR 90 Off Ramp	\$289
142	Geiger Boulevard	Medical Lake Road SR 902	Sunset Boulevard	\$8,800
114	Glenrose Road and Havana-Yale Road	Carnahan Road	12th Avenue	\$1,200
148	Grandview Road and 16th Avenue	Garden Springs Road	Milton Street	\$1,200
137	Grove Road (1)	Urban Study Boundary	Geiger Boulevard	\$1,900
138	Grove Road (2)	Sunset Highway SR 2	Urban Study Boundary	\$231
182	Hallett Road	H Road (New)	Spotted Road	\$1,800
163	Hatch Road (1)	SR 195	57th Avenue	\$1,800
73	Hatch Road (2)	Wandemere Drive	Urban Study Boundary	\$1,500
617	Havana Street	Broadway	Mission Avenue	\$730
193	Havana Street (1)	Glenrose Road	37th Avenue	\$1,300
101	Havana Street (4)	Upriver Drive	Frederick Avenue	\$660
82	Hawthorne Road	Nevada Street	Market Street	\$2,700
170	Hayford Road (1)	Melville Road	Westbow Road	\$924
129	Hayford Road (2)	Geiger Boulevard	Urban Study Boundary	\$5,800
69	Holland Avenue	Wall Street	Division Street	\$578
36	Indian Trail Road (2)	Ridgecrest Drive	City Limits	\$755
155	Inland Empire Way	SR 195	27th Avenue	\$575
143	Lawton Road	Geiger Boulevard	Abbott Road	\$739
605	Lincoln Road	End of Road	Five Mile Road	\$706
55	Lincoln Road (1)	Nevada Street	Crestline Street	\$920

TABLE TR 27 RECONSTRUCT TO URBAN STANDARD continued page 2

Project	Street	From	To	Estimate (\$1000s)
84	Lincoln Road (2)	Crestline Street	Market Street	\$1,000
71	Little Spokane Drive	Dartford Road	Urban Study Boundary	\$1,900
54	Magnesium Road (1)	Nevada Street	Crestline Street	\$1,200
83	Magnesium Road (2)	Crestline Street	Market Street	\$716
77	Market Street	Lincoln Road	Farwell Road	\$7,000
618	Marshal Road	City Limits	Latah Valley Arterial	\$1,660
599	McFarlane Road	Hayford Road	Airport Dr. (Eastbound)	\$1,370
171	Medical Lake Road and Aero Road	Westbow Road	Geiger Boulevard	\$606
602	Melville Road	Hayford Road	Thomas Mallen Road	\$1,887
74	Midway Road	Hatch Road	Urban Study Boundary	\$610
109	Mission Avenue (3)	Railroad Avenue	Urban Study Boundary	\$598
81	Nevada Street	Hawthorne Road	Newport Highway	\$400
64	North Five Mile Road (1)	Strong Road	Toni Rae Drive	\$2,700
66	North Five Mile Road (2)	Toni Rae Drive	Waikiki Road	\$1,200
124	Palouse Highway.	Freya Street	City Limits	\$432
596	Palouse Highway	City Limits	Regal Street	\$302
123	Palouse Highway and Freya Street	61st Avenue	49th Avenue	\$1,300
79	Parksmith Road	Hawthorne Road	Urban Study Boundary	\$1,300
80	Peone Road	Market Street	Urban Study Boundary	\$264
161	Qualchan Drive	Cheney-Spokane Road	Latah Creek Arterial	\$680
103	Ralph Street and Greene Street	Trent Avenue	Sharp Avenue	\$347
121	Regal Street (1)	65th Avenue	57th Avenue	\$813
102	Rutter Avenue	Waterworks	City Limits	\$1,700
31	Seven Mile Road	Spokane River	Nine Mile Road	\$1,000
75	Shady Slope Road	Newport Highway	Urban Study Boundary	\$340
174	Spotted Road (1)	Hallet Road	Westbow Boulevard	\$1,400
136	Spotted Road (2)	Airport Drive	Sunset Highway SR 2	\$638
37	Strong Road (1)	Indian Trail Rd	City Limits	\$532
38	Strong Road (2)	Five Mile Road	Cedar Road	\$1,700
141	Sunset Boulevard (1)	Sunset Highway SR 2	Assembly Street.	\$2,300
192	Sunset Boulevard (2)	Assembly Street	F Street	\$1,700
110	Theirman Road	Broadway	Mission Avenue	\$647
166	Thomas Mallen Road (1)	Melville Road	Westbow Boulevard	\$2,400
167	Thomas Mallen Road (2)	Geiger Boulevard	Electric Boulevard	\$545
139	Thorpe Road	Craig Road	Hayford Road	\$2,500
151	Thorpe Road and 23rd Avenue	SR 195	Inland Empire Way	\$277
149	Thorpe Road (1)	Grove Road	City Limits	\$745
150	Thorpe Road (2)	City Limits	SR 195	\$3,100
105	Trent Avenue (1)	Mission Avenue	Fancher Way	\$2,300
106	Trent Avenue (2)	Fancher Way	Urban Study Boundary	\$1,200
606	Upper Terrace	17th Avenue	Rockwood	\$175
70	Wandermere Road	SR 395	Hatch Road	\$2,800
616	Wellesley Avenue and Valley Springs Road	Market Street	City Limits	\$2,150
146	West Drive and Rosamond Avenue	Westcliff Place	F Street	\$855
179	Westbow Boulevard and Thorpe Road	Thomas Mellen Road	H Road (New)	\$2,400
173	Westbow Road and Hallet Road	End of Existing 420+616+1100+236+ 610+462+2600+1800+404+ 1600+1900+1500+40+305+ 1600+2200+1500+552+240 0+1300+3000+ Westbow Road	H Road (New)	\$1,000
68	Whitworth Drive	Wall Street	Division Street	\$1,800
67	Waikiki Drive	Urban Study Boundary	Mill Road	\$2,700
108	Yardley Street and Sharp Street	Broadway	Fancher Road	\$855
Total Reconstruct To Urban Standard				\$154,801

TABLE TR 28 WIDEN TO MEET STANDARDS				
Project	Street	From	To	Estimate (\$1000s)
587	14th Avenue	Cedar Street	Grand Boulevard	\$680
183	Cedar Street and Walnut Place	14th Avenue	10th Avenue	\$280
47	Country Homes Boulevard (1)	Ash Street Maple Street	Cedar Road	\$68
48	Country Homes Boulevard (2)	Cedar Road	Excell Drive	\$200
156	4th Avenue	McClellan Street	Cowley Street	\$572
59	Frederick Avenue (1)	Freya Street	Havana Street	\$832
185	High Drive	29th Avenue	Lamonte Street	\$645
35	Indian Trail Road (1)	Francis Avenue	Kathleen Avenue	\$345
46	Maple Street	Francis Avenue	Country Homes Blvd.	\$108
93	North Foothills Drive and Euclid Avenue	Division Street	Market Street	\$1,800
575	Sunset Boulevard	F Street	Government Way	\$1,307
95	Trent Avenue	Pittsburg Street	Regal Street	\$1,200
Total Widen To Meet Standards				\$8,037
Grand Total (Of All Seven Categories)				\$301,475

4.9 SPOKANE MASTER BIKE PLAN

Executive Summary

The Spokane Master Bike Plan creates a vision for enhancing bicycling opportunities for all citizens of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle- friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Although Spokane has performed bicycle facility planning for more than thirty years, this is the first Master Bike Plan adopted by the city. The current Bicycle Facilities Network is disconnected and signed bicycle routes are sporadic. There are numerous barriers (hills, high traffic volume streets, the Spokane River, etc.) that make cycling dangerous and inconvenient. Additionally, end-of-trip facilities, such as bicycle parking and lockers, are inadequate. This plan proposes to address these issues by creating a bicycle network that guides cyclists safely throughout Spokane and its unique geography. Importantly, the Spokane Master Bike Plan includes recommendations and actions that will ensure that bicycling becomes a more viable alternative mode of transportation for all.

Spokane currently has a strong cycling community. Research has consistently shown that enhanced bicycle facilities provide safe options for those individuals who may not bicycle regularly. Therefore, Spokane supports bicycling because it is a cost-effective mode of transportation that promotes health, the environment, and community development.

For this Plan to be effective, the city will need to commit funding through its annual budget process. This commitment to improving bicycle transportation includes facility maintenance, devotion of adequate staff resources to implementing the Plan, and providing sustained funding for projects and programs.

Goals and Policies:

1. Increase use of bicycling for all trip purposes and improve safety of bicyclists throughout Spokane.
2. Provide convenient and secure short-term and long-term bike parking throughout Spokane and encourage employers to provide shower and locker facilities.
3. Educate bicyclists, motorists, and the general public about bicycle safety and the benefits of bicycling and increase bicyclist safety through effective law enforcement and detailed crash analysis.
4. Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Master Bike Plan.

Spokane's Master Bike Plan uses the goals and policies to establish a broad vision for cycling in Spokane. Implementing this plan will be a challenge. However, if the enormous public support for this plan is any indication, the citizens of Spokane are ready to move towards more sustainable transportation options.

Introduction

We have reached a point where working towards creating sustainable communities is an essential part of maintaining our quality of life. Transportation networks are an important part of this sustainability and developing a system that relies less on unsustainable motorized modes of transport and more on sustainable non-motorized transportation, is crucial. Riding a bicycle is the most efficient form of personal transport. The city recognizes this fact and recent planning efforts have focused on finding a way to make cycling “safe, accessible, convenient, and attractive.” (Spokane’s Comprehensive Plan Ch. 4 p. 7) Spokane is in need of a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created this Master Bike Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Currently, there are over 1000 miles of paved streets within the city limits of Spokane; only 17 miles of those streets have designated bicycle lanes. Although these lanes provide a starting point for a bicycle network, many are disconnected and not adequately maintained. According to the 2000 census, Spokane has a higher percentage of cyclists than the national average, but there is still room for a significant improvement. A 2007 report, submitted by the Federal Highway Administration, states that 0.8% of working-age people in Spokane chose to ride their bicycles over other modes of transportation. Over the next twenty years, we would like to see 10 % of all trips in Spokane taken on a bicycle. Fortunately, a number of recent studies have shown that the addition of bicycle facilities and an enhancement of existing facilities can substantially increase the number of riders. If Spokane implements the recommendations contained in this Plan, the results will positively affect the city’s economy, transportation systems, environment and health of its citizens.

History

The 2008 Master Bike Plan is not the first bikeway planning effort for Spokane. The City’s initial Bikeways Plan was adopted by the City Council in October, 1976 and integrated into the Comprehensive Plan in 1980. The 1980 plan was minimally updated in 1987. In 1996, the City Council adopted the Spokane Regional Pedestrian/Bikeway Plan that was prepared by the Spokane Regional Transportation Council. This detailed plan outlined a regional network of trails and other related recommendations. In 2001, Spokane adopted a comprehensive plan with updated bicycle related policies and goals. The adoption also included a revised map of Spokane’s planned regional bikeway network. This marks the most recent occasion of significant changes to Spokane’s bikeway network and bicycle related policies.

In 2006, the Bicycle Advisory Board (BAB) encouraged the Spokane City Council to adopt an amendment to the Comprehensive Plan that would require the City of Spokane to adopt a Master Bike Plan. The BAB requested the plan be integrated into the City’s Comprehensive Plan. On January 17, 2007, Spokane’s City Council adopted a Comprehensive Plan amendment that included language supporting this request. Shortly thereafter, city staffs were assigned to begin work on the Plan.

Although studies and accurate statistics about bicycling are difficult and expensive to attain, two recent reports contained useful information for this bike planning process. First, the Spokane River Centennial Trail Gaps report completed by Alta Planning and Design in December of 2007 identified key projects that would close current gaps along the Centennial Trail. The analysis identifies the potential cost and benefit of several alternatives for each of the gaps. Spokane’s Master Bike Plan Map includes one of those alternatives for each of the four identified gaps. Second, in November of 2007 a report about cycling habits in Spokane was published. Spokane was chosen as the control city for four other cities highlighted in a non-motorized transportation pilot program conducted by the federal government (Interim Report to the U.S. Congress on the Nonmotorized Transportation Pilot Program SAFETEA-LU Section 1807, November 2007). Although Spokane did not receive any money for facility improvements,

the report extensively studied non-motorized transportation in Spokane and provided our community with important baseline information regarding bicycle transportation. In part, Spokane was selected as the control city because it was expected that few non-motorized facility improvements would be built. The aforementioned report coincided with the beginning of the bicycle planning process in the last quarter of 2007 and the results of this endeavor are contained within this plan.

The Public Planning Process

Public, city staff, and other stakeholder involvement have been essential to the plan's development. The bike planning process took more than a year to complete and contains the result of input from thousands of concerned Spokane citizens. With the help of newspapers, electronic notification, television news coverage, and various newsletters and magazines, city planning staff reached a large number of people regarding updates to the plan.

Key activities included:

- In 2008, nearly 350 people attended three preliminary open houses located at community and senior centers across the city. More than 70 people attended a city wide open house as well. These open houses encouraged citizens to provide input about specific routes and general goals of the plan. Open houses occurred on:
 - April 22 at Southside Senior Activities Center
 - April 24 at West Central Community Center
 - April 29 at Northeast Community Center
 - November 18 at Salem Lutheran Church
- 12 meetings with a workgroup representing diverse interests. This workgroup included representatives of city departments including Planning Services, Capital Programs, Police, Parks, Neighborhood Services and the Street Department. Other agencies represented included Avista Corporation, Spokane Regional Health District, and Spokane Regional Transportation Council. In addition there was active participation of interested groups such as the Friends of the Centennial Trail, members of the Bicycle Advisory Board (BAB), a member of the Community Assembly and Neighborhood Council (PeTT Committee). Staffs from Spokane County and the City of Spokane Valley also were a part of the process.
- Over 1200 people responded to a survey about biking in Spokane. This survey asked questions about riding habits and preferences for bicycle facilities while gathering demographic data about riders.
- 10 Bicycle Advisory Board meetings were attended by planning staff. The communication between the BAB and planning staff was essential to the success of the plan. Additional steering committee meetings were held.
- Information was presented to members of the PeTT sub-committee of the Community Assembly.
- Planning staff worked with consultant groups analyzing traffic of the downtown core and incorporated recommendations in the plan. In addition, staff from the National Parks Service and Bicycle Alliance of Washington participated in workgroup meetings.

After public input had been compiled, planning staff highlighted preferences and priorities of the public. City staff took this information and combined it with traffic volume counts, street width, number of existing lanes, presence/absence of curbs, need for on-street parking and other important observations to create a map of proposed facility ideas. The most direct route across town or between important destinations is always preferred to routes that wander or are confusing. There are many physical and

monetary factors that influence the feasibility of bicycle facilities on a particular roadway, but public opinion played a major role in shaping this plan.

In addition to this Master Bike Plan, a number of amendments to the Comprehensive Plan have also been made. The text amendments occur in the following sections of Chapter 4-Transportation of Spokane's Comprehensive Plan:

4.4 Goals and Policies

- TR 1.1 Transportation Priorities
- TR 2.1 Physical Features
- TR 2.2 TDM Strategies
- TR 2.3 Pedestrian/Bicycle Coordination
- TR 2.4 Parking Requirements
- TR 2.5 Parking Facility Design
- TR 2.10 Pedestrian Linkages Across Barriers
- TR 2.11 Pedestrian Access on Bridges
- TR 2.12 Pedestrian Access to Schools
- TR 2.13 Viable Bicycling
- TR 2.14 Bikeways
- TR 2.15 Bicycles on Streets
- TR 2.16 Bicycle Lanes and Paths
- TR 2.18 Viable Transit
- TR 4.4 Arterial Location and Design
- TR 4.5 External Connections
- TR 4.6 Internal Connections
- TR. 4.10 Downtown Street Network
- TR 4.12 Law Enforcement
- TR 4.13 Traffic Signals
- TR 4.15 Lighting
- TR 4.16 Safety Campaigns
- TR 4.17 Street Maintenance
- TR 4.25 Pedestrian Access to Parks
- TR 5.7 Neighborhood Parking
- TR 6.3 Transportation Alternatives and the Environment

4.5 Existing and Proposed Transportation Systems

- Existing Versus Proposed Transportation Systems
- Pedestrian and Bicycle Systems: The History of Planning for Pedestrians and Bicycles in Spokane
- Shared Bicycle and Pedestrian Facilities
- The Bicycle System
- Table TR2 Bicycle Terms

The Spokane Master Bike Plan is incorporated into the Spokane Comprehensive Plan. The purpose of the Master Bike Plan is to improve the environment for bicycling and provide more opportunities for multimodal transportation. The plan focuses on developing a connected bikeway network and support facilities.

The Spokane Master Bike Plan contains a list of specific actions that delineate activities or programs to be undertaken by the city or other appropriate agencies to assure successful implementation. In summary these include: Continue institutional commitments to improving bicycle transportation; devote adequate staff resources to implementing the Plan; provide sustained funding for projects and programs; and, learn

from implementing projects and adjust approaches, as necessary. The city will need to commit to these implementation actions through its annual budget process.

Master Bike Plan Part 1 contains citywide bicycling policies and action items that will be used to encourage construction of projects, support facilities, maintenance, education, funding, evaluation, coordination and other critical issues.

Master Bike Plan Part 2 contains facilities definitions, and planned bikeway network maps.

MASTER BIKE PLAN PART 1 - CITYWIDE BICYCLING POLICIES

Goal: Increase use of bicycling for all trip purposes and improve safety of bicyclists throughout Spokane.

Policy

MBP 1 Bikeway Network and Bicycle-friendly streets:

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.

Actions

Action 1.1: Provide bicycle facilities on designated arterial streets.

Spokane's arterial streets offer the most direct routes to workplaces, shopping areas, schools, transit park-and-ride lots, and other destinations. A lack of bicycle facilities on the city's arterial street system prevents more people from making trips by bicycle and makes conditions less comfortable for bicyclists. This action helps to fulfill Spokane's Comprehensive Plan TR 1 OVERALL TRANSPORTATION Goal: Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents.

Action 1.2: Complete the Bikeway Network.

The Bikeway Network provides a skeleton of high-quality bicycle facilities that connects other cycling opportunities within the city. These facilities include bike lanes, on-street markings, signed routes, bicycle boulevards, or paths which are on separated rights-of-way from motorized traffic. Spokane should complete the Bikeway Network including key components, such as completing the Centennial Trail missing links, the Ben Burr Trail, Fish Lake Trail, and connections to other trails within the Greater Spokane Area.

Action 1.3: Improve bicycle safety and access at arterial roadway crossings.

Improvements are needed at arterial roadway crossings in the Bikeway Network to provide bicyclists with continuous, safe routes between destinations. Spokane has a number of streets that carry high-speed and high-volume traffic (e.g. Monroe, Maple/Ash, Wellesley and 29th Ave). Many other arterial streets are also challenging to cross, particularly during peak travel periods. In order to make it possible for bicyclists to travel throughout the city, there needs to be opportunities to cross major streets without disrupting the traffic flow of these important corridors.

Recommended improvements include treatments such as traffic signals, median crossing islands, curb extensions combined with signs, and/or markings. These crossings must also be safe and accessible for pedestrians. While the recommended Bikeway Network map identifies many critical needs, it does not represent a complete inventory of the city's intersections. The city should evaluate the Bikeway Network for other potential bicycle crossing improvements. The first priority will be to improve intersections where existing bicycle facilities cross arterial roadways. Other key crossings should be considered as

each new segment of the Bikeway Network is implemented. In addition, all future roadway improvement projects should address bicycle crossing needs as a routine part of the design process when feasible.

Action 1.4: Make key operational improvements to complete connections in the Bikeway Network.

There are many spot locations in the Bikeway Network where bicycle access should be improved by making changes to roadway operations. The following is a list of general operational improvements that will need to be made by the city to complete bicycle connections:

- Provide bicycle turn pockets at key intersections. Left-turn pockets allow bicyclists to wait in a designated space for a gap in traffic before turning left. These pockets are particularly beneficial on roadways with relatively high traffic volumes and significant bicycle turning movements. Locations with raised medians may provide good opportunities to add pockets.
- Traffic signal timing should consider all modes including bicycling. Therefore, all traffic signals should facilitate safe bicycle crossings. This includes providing a minimum green time and a minimum yellow time to ensure that bicyclists are able to clear intersections, per the *AASHTO Guide for the Development of Bicycle Facilities* (1999 or latest edition). Explore new technologies to detect bicyclists at traffic signals. In the future, explore new detection technologies such as infrared or video sensors that can tell the difference between bicycles and motor vehicles. This can help improve bicycle detection at actuated signalized intersections and make it possible to detect bicyclists at pedestrian crosswalk signals.
- Explore innovative designs for bicycles at intersections. This includes modifying pedestrian crosswalk signals to have separate push-buttons or sensors to detect bicyclists, pedestrians, and motor vehicles. This allows the traffic signal to stop arterial traffic for a shorter amount of time for bicyclist crossings than for pedestrian crossings. Separate crossing signals are provided for bicycles and pedestrians at these intersections. The City of Tucson, AZ has successfully used this signal design. Bicycle boxes should also be considered at signalized locations with high numbers of left turning bicyclists. The design of all types of traffic signals should not confuse pedestrians and should comply with the Americans with Disabilities Act.
- Improve bicycle accommodations on bridges. Bicycle accommodations on bridges need to be improved as well as on their approaches and access ramps. In the short-term, bicycle access should be improved using signage, marking, maintenance, and other spot improvements. In the long-term, as bridges are repaired or replaced, they should be studied to determine the demand for bicycle facilities. If needed, the bridge project should include new facilities or retrofitted with facilities that provide appropriate bicycle access (e.g., bicycle lanes or wide sidewalks - minimum 10 feet wide). Bridges are critical for providing bicycle connectivity throughout Spokane.
- Explore the possibility of using “Bicyclists Allowed Use of Full Lane” signs. These signs should be considered in high-traffic areas, such as Downtown Spokane, to remind motor vehicle drivers of the legal right of bicyclists to use the roadway. Guidelines for use of these signs, including number of travel lanes, speed limits, and other roadway factors will need to be developed. The signs have been used in San Francisco.
- Explore the possibility of using “Share the Road” with bicycles signs. There are places where “Share the Road” signs may help alert motorists to the presence of bicyclists. For example, these signs could be posted along the Signed Shared Roadways as designated on the Bikeway Network Map.
- Pedestrian crosswalk signal design (i.e., improve access for both pedestrians and bicyclists).
- Additional locations for pedestrian pathways with bicycles permitted (e.g., potential pathways through parks, improvements to stairs).

Action 1.5: Provide wayfinding guidance through complicated connections in the Bikeway Network.

Wayfinding signs and pavement markings should be provided to help bicyclists navigate through complicated sections of the Bikeway Network (in addition to official Signed Bicycle Routes). There are a number of locations in the city where it may be necessary to use non-arterial streets, alleys, or sidewalks to connect between existing or proposed bicycle facilities. While many of these complicated connections are shown on the Bikeway Network Map, there are currently no signs or markings along the actual connection to facilitate wayfinding. The city should install a combination of signs and markings to guide bicyclists through these connections. Examples include:

- Centennial Trail
- Ben Burr Trail
- Fish Lake Trail.

Action 1.6: Improve the quality and quantity of bicycle facility maintenance.

Bicycle facility maintenance will be improved by establishing clear maintenance responsibilities and by involving the public in identifying maintenance needs. Maintenance agreements between city agencies should be negotiated to take advantage of the strengths of each agency. In addition, there are also opportunities to utilize volunteers to assist with some maintenance tasks. These actions will improve the efficiency and quality of bicycle maintenance in the city.

- Encourage bicycle organizations and other community groups to assist with minor maintenance activities. The city will work with bicycle organizations, community groups, civic organizations, and businesses to provide periodic upkeep along trail corridors. This will help improve bicycle facility safety, reduce maintenance costs, and build goodwill with neighborhood residents.
- Consider creating an “adopt a bike lane” program. A neighborhood or citizen group could work with the city to implement this plan. Potentially, groups could raise the money required for on-street paint, signage and maintenance of a particular bike project within the Master Bike Plan.
- Continue to respond to citizen complaints and maintenance requests. Establish a Bike Spot Safety program to accept maintenance complaints and requests from citizens. Use these requests to make short term improvements and to set maintenance priorities.
- Consider different types of weather and road conditions when developing and maintaining bicycle facilities. Weather and seasonal issues will be considered in the development and maintenance of bicycle facilities within reasonable limits. For example, slip-resistance will be a factor considered in the selection of pavement markings for bicycle facilities. Also on-street bicycle facilities and off-street paths should be swept more frequently to ensure the safety of cyclists. Drainage will also be addressed in the design of all roadways and paths.

Action 1.7: Fix spot maintenance problems on existing city streets and bikeways.

Making maintenance improvements on existing on and off road bicycle facilities should be given high priority. Spot improvements, such as removing of specific surface irregularities, filling seams between concrete pavement sections, and facilitating safe railroad crossings should be made on an as-needed basis. The city should address these maintenance problems in conjunction with utility providers (e.g., utility providers may have responsibility for utility hole covers, steel plates, etc.). Public feedback is critical for identifying maintenance issues.

Action 1.8: Prioritize bicycle facility development and maintenance to maximize the use and safety benefits of these investments.

Several factors will be considered to prioritize bicycle facility development and maintenance. The bicycle improvements that will be made first will be those that serve high volumes of users, improve safety, are cost-effective, and improve geographic equity. Prioritization criteria will be developed and may include the following:

User volumes

- Improve conditions in corridors where there is high potential to increase bicycle trips
- Increase the connectivity and safety of the Bikeway Network
- Improve bicycle conditions (by providing facilities that make bicycle and motorists behavior more predictable) in areas with high numbers of police-reported crashes
- Improve bicycle conditions proactively in locations where there is a high potential risk of crashes

Cost-effectiveness

- Implement bicycle facilities as a part of other projects, such as roadway repaving and reconstruction
- Make improvements that have been identified as important bicycle facilities in previous plans

Geographic equity

- Provide facility connections in areas where bicycle lanes and trails are missing or disconnected
- Implement projects that have been identified as important bicycle facilities by the public

Policy

MBP 2 Bike Parking and other support facilities:

Provide convenient and secure short-term and long-term bike parking throughout Spokane and encourage employers to provide shower and locker facilities.

Actions

Action 2.1: Improve bicycle storage facilities at transit facilities.

Bicycle parking improvements are needed at transit facilities including park and ride lots.

This includes providing bicycle racks and lockers and reserving adequate space during transit station construction to provide future bicycle racks and lockers. The following specific actions will be undertaken:

- Provide sufficient space for bicycle storage at transit stations and multimodal hubs.
- Provide sufficient space for bicycle storage at future transit stations and park and ride lots. As transit systems develop in the future, bicycle parking demand should be evaluated to determine the amount of space that is needed for bicycle racks and lockers. Space for bicycle parking should be included in station designs from the onset of a project.
- Work with the Spokane Transit Authority (STA) to develop a safe bicycle storage facility at the downtown transit center. By funding and promoting a staffed bicycle facility at the downtown transit center, Spokane will be showing support for bicycling as a viable form of transportation. This facility will provide a safe place for commuters to store their bicycle. In addition to parking, this facility could provide resources for bicycle repair, maps and other information.

Action 2.2: Increase the availability of bicycle parking throughout the city.

Secure bicycle parking located in close proximity to building entrances and transit entry points is essential in order to accommodate bicycling. Secure bicycle parking helps to reduce the risk of bicycle damage and/or theft. Update the bicycle parking requirements for new developments in Spokane as necessary.

- **Establish a proactive bicycle rack installation program.** A proactive bicycle rack installation program should be established to provide additional bicycle parking in urban areas, particularly on commercial and high-density residential blocks. Schools, libraries, and community centers should also be targeted for bicycle rack installation. It will be important to work closely with

adjacent property owners to make sure that racks are properly located and do not interfere with loading zones and other business related activities.

- **Strengthen legislation to require more bicycle racks and lockers as a part of new developments.**
- **Consider installing covered, on-demand, longer-term bicycle parking.** The City of Spokane will work with local agencies and the Spokane Parks and Recreation Department to examine the possibility of installing covered, on-demand, longer-term bicycle parking. Unlike locker facilities, this type of bicycle parking facility also has the advantages of not needing to be rented, not requiring keys, and not being a potential receptacle for trash. Certain types of covered, on-demand bicycle parking facilities can be locked with a padlock provided by the bicyclist.
- **Provide incentives for operators of private parking facilities to add secure, high quality bike parking.** It will be important for the city and transit agencies to maintain bicycle racks and lockers and use enforcement to deter misuse of these facilities. Abandoned bikes and locks can make existing racks unusable. Other racks can be obstructed by planters, news boxes and other street furniture.

Action 2.3: Encourage office development and redevelopment projects to include shower and locker facilities.

The city should amend its development ordinance to strengthen existing requirements for shower and locker facilities based on employment densities. For employees who are considering bicycling to work, such facilities make it possible to shower and change into work clothes after the commute.

Policy

MBP 3 Education, law enforcement and crash analysis:

Educate bicyclists, motorists, and the general public about bicycle safety and the benefits of bicycling and increase bicyclist safety through effective law enforcement and detailed crash analysis.

Actions

Action 3.1: Educate Spokane’s transportation system users about all bicycle facilities, including new elements. Additionally, perform community-wide efforts to increase public awareness of the rights of cyclists on the road.

The city will provide Spokane residents with information about the purpose of new bicycle facility treatments (e.g., bicycle boulevards, shared lane markings, etc.) and safe behaviors for using these facilities. The city will work with the Spokane Police Department (SPD) to educate users about the new facilities, including the following strategies:

- Develop web pages and disseminate information about each treatment.
- Install temporary orange warning flags, flashing lights, or cones at locations where new facilities are installed, where appropriate.
- Increase police patrols for a period of time as roadway users adjust their behavior after a new facility is installed.

Action 3.2: Promote bicycle education and encouragement in Spokane through partnerships with community organizations and schools.

Action 3.3: Develop a Bicycle Crash Report “cheat sheet” so officers reporting bicycle crashes include necessary information for crash analysis.

This is needed for development of engineering, safety education and for enforcement program.

- The city should analyze bicycle crash data to determine bicycle safety improvement goals; to determine causal factors leading to such crashes and to identify locations where such crashes commonly occur.
- Engineers will work with the Spokane Police Department to enable them to develop traffic law enforcement plans that are responsive to these identified safety problems.

Action 3.4: Increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes.

The City of Spokane will work with the Spokane Police Department (SPD) to enforce laws that reduce bicycle/motor vehicle crashes and increase mutual respect between all roadway users. This enforcement program will take a balanced approach to improving behaviors of both bicyclists and motorists.

Motorist behaviors that will be targeted include:

- Turning left and right in front of bicyclists.
- Passing too close to bicyclists.
- Parking in bicycle lanes.
- Opening doors of parked vehicles in front of bicyclists.
- Rolling through stop signs or disobeying traffic signals.
- Harassment or assault of bicyclists.

Bicyclist behaviors that will be targeted include:

- Riding the wrong way on a street.
- Riding with no lights at night.
- Riding without helmets.
- Riding recklessly near pedestrians on sidewalks.
- Disobeying traffic laws.

Bicyclist safety is a shared responsibility between all roadway users. Enforcement priorities should be established through a collaborative process involving the Bicycle Advisory Board and the Spokane Police Department.

Action 3.5: Support efforts to obtain funding for bicycle education and enforcement programs.

Action 3.6: Convert current bike route network signage to a destination based network.

The city will begin to use signs to mark bicycle routes that identify distances, destinations and directions.

Action 3.7: If proven to be safe and effective, construct Bike Boxes at select and appropriate signalized intersections.

A Bike Box is an advance stop bar for bicycles. It provides a safe area for bicyclists to wait at traffic controls/signals that allow them to get an advance start on motor vehicle traffic, which stages at a stop bar behind the bicyclist. Often, the pavement within a Bike Box is painted.

Policy

MBP 4 Secure Funding and Implement Bicycle Improvements:

Develop a collaborative program between a variety of city departments and agencies and several outside organizations to implement the Master Bike Plan.

Discussion: Implementation of this Plan will be a collaborative effort between a variety of city departments and agencies and several outside organizations. The Bicycle/Pedestrian Coordinator will lead this effort and will work with city staff so that the Plan recommendations are implemented as a part

of their regular work. The Transportation Department will provide technical expertise on issues related to bicycling and ensure that implementation of the Plan moves forward.

Key divisions within the city for planning and implementing bicycle improvements include:

- Street Department
- Engineering/Capital Projects/Design
- Planning Services
- Police Department

Progress on implementing the Plan will be monitored on an annual basis with the goal of completing most of this Plan by 2020.

Every transportation project offers an opportunity to implement a piece of this Master Bike Plan. Therefore, institutionalizing bicycle improvements will be essential for successful implementation of this Plan. As stated in Action item 4.1, bicyclists' needs should be considered in the planning, design, construction, and maintenance of all transportation projects in the city.

Actions

Action 4.1: Provide bicycle facilities as a part of all transportation projects to all possible extents.

Incorporate requirements for bicycle facilities in the city Engineering Standards Manual, standard specifications, and standard plans.

- Actively seek opportunities to provide bicycle lanes, shared lane markings, and other on-road bicycle facilities as a part of repaving projects. (This includes roadways in the Comprehensive Plan Planned Bikeway Network as well as viable alternatives to the routes proposed, if necessary.)
- Develop trails in conjunction with the installation of underground cable, water, sewer, electrical, and other public or private efforts that utilize or create linear corridors. If possible, develop new trails along these utility corridors.
- Continue to develop trails in railroad corridors no longer needed for railroad purposes. Where appropriate, develop trails adjacent to rails.
- Leverage other types of projects that could potentially include bicycle facilities.
- Fix potholes, surface hazards, sight distance obstructions, and other maintenance problems on a regular basis.

Action 4.2: Dedicate funding for bicycle project planning and implementation.

Action 4.3: A Bicycle Program should provide the necessary staff expertise and commitment to implement the Bikeway Network within 20 years.

Action 4.4: Continue to make minor improvements for bicycling through the Bicycle Spot Improvement Program.

Spokane should continue to make the following types of improvements through this program:

- Surface improvements (patch potholes, fill seams between concrete panels in the street, replace drain grates, etc.).
- Signing and striping (bicycle lane striping and stenciling, motor vehicle warning signs at trail crossings, etc.).
- Access improvements (adjust electronic detection for bicyclists at traffic signals, traffic island modification, etc.).
- Sidewalk bicycle rack installation.
- Other low cost bicycle improvements as appropriate.

Action 4.5: Continue to receive regular input and guidance from the Bicycle Advisory Board.

The Bicycle Advisory Board should continue to provide regular input and guidance regarding bicycle issues. This will include monitoring the progress of implementation.

Action 4.6: Provide bicycle planning and facility design training for appropriate project-level staff and consultants, and encourage staff from other agencies to attend.

Staff and consultants working on projects that affect bicycle access, directly or indirectly, should be strongly encouraged to attend training sessions on bicycle planning and facility design.

Action 4.7: All divisions of the City of Spokane should consult the Master Bike Plan when working on all projects.

All divisions should consult this Plan to ensure that the recommended facilities and maintenance practices are implemented in accordance with this Plan. For roadway repaving and reconstruction projects, the Master Bike Plan recommendation represents the best option. As conditions change, better alternatives to the proposed bicycle network may form. Further study, additional public involvement and consultation with the Bicycle Advisory Board may ultimately result in an even better strategy to provide bicycle access.

Action 4.8: Integrate the recommendations of the Master Bike Plan into other city ordinances, plans, and guidelines.

Action 4.9: Coordination within the city and between the agencies and organizations where necessary to implement the Master Bike Plan.

Action 4.10: Update the Master Bike Plan on a regular basis.

Action 4.11: Evaluate new bicycle facility treatments.

New bicycle treatments should be evaluated to determine their effectiveness. For guidance on the type of bicycle facility treatments to be used, the city will use the U.S. Department of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD). Brief studies of these facility treatments should be done in the first three years after the Plan is adopted, and the results of these evaluations will be used to refine, adjust, and guide the future use (or discontinuation) of these treatments. This includes evaluating the following facilities (potential evaluation measures are shown in parenthesis):

- Shared lane and bicycle lane markings (evaluate their use by bicyclists, placement relative to parked cars and vehicles in travel lanes, maintenance needs, effects of any travel lane rechannelization and/or narrowing on the safety and comfort of all roadway users).
- Signage and wayfinding (assessment by stakeholders, use by bicyclists, interpretation of signs, effectiveness of sign and/or pavement marking placement).

MASTER BIKE PLAN PART 2 – BIKEWAY NETWORK MAPS AND FACILITY DEFINITIONS

Providing a network of bicycle facilities throughout Spokane is fundamental to achieving the goal of this Plan. Additional bike lanes, roadway crossing improvements, multi-use trails, and other facilities are needed in some areas of the city in order to encourage more Spokane residents to bicycle.

Bikeway Network Definition

Implementation of this Plan will establish roughly a 160-mile network of bikeways throughout the city of Spokane. This Bikeway Network is composed of all of the locations throughout the city where specific improvements have either already been made or are proposed in the future to accommodate bicycles.

Almost all Bikeway Network segments will have some type of visible cue (i.e. a bike lane, a bike route sign, a pavement marking, a trail, etc.) to indicate that special accommodations have been made for bicyclists. While the network will provide primary routes for bicycling, it is important to note that, by law, bicyclists are permitted to use *all* roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to safely access all parts of the city and other parts of the transportation system.

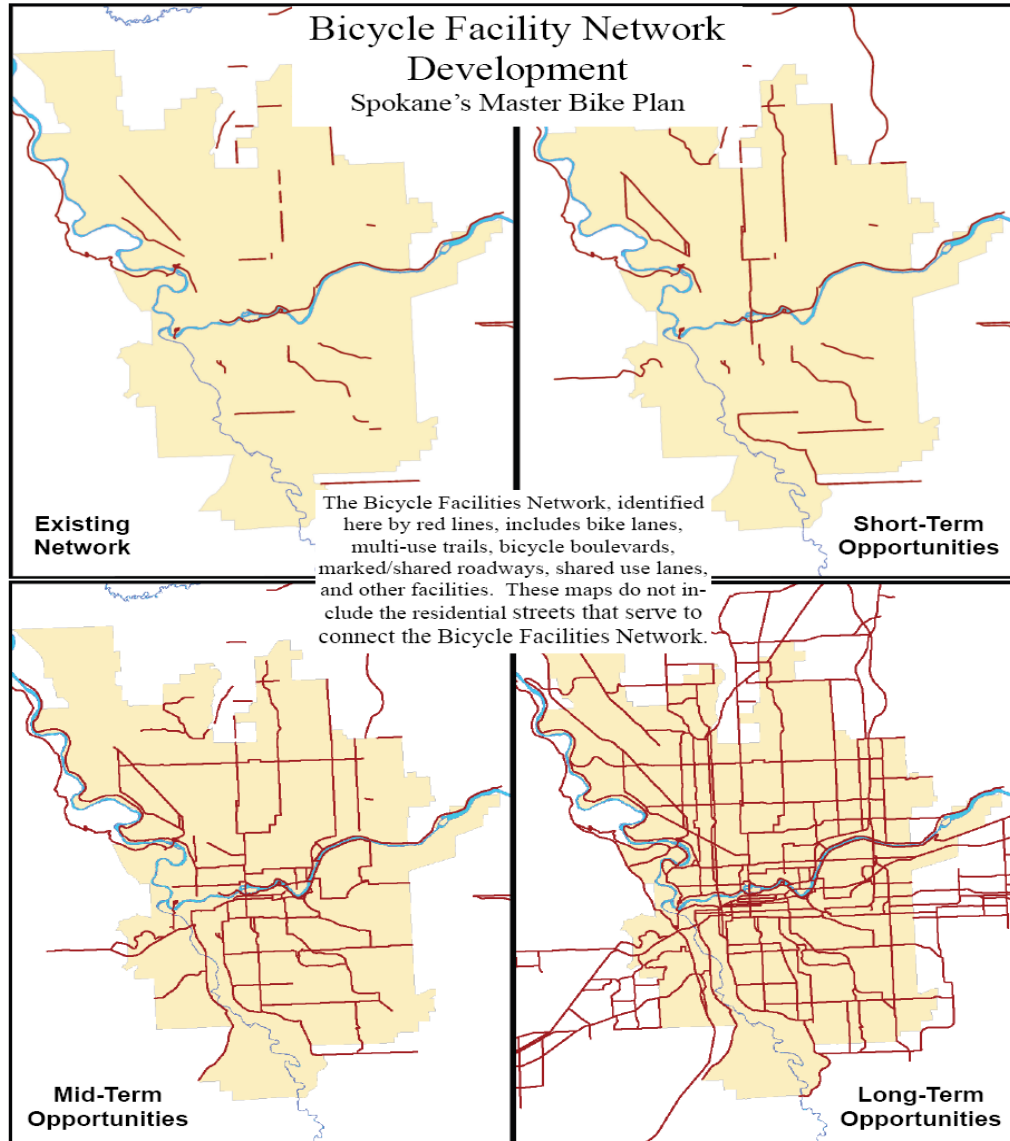
Portions of the Bikeway Network identified as “short-term” are recommended to be implemented in the next 6 years. Other segments of the network may require a longer period to implement due to their higher complexity. The completed Bikeway Network will connect all parts of the city and will provide a bicycle facility within one-half mile of most Spokane residents.

Bikeway Network Maps

Bicycle Facility Network Development Maps- Spokane’s bicycle facilities network, identified on the graphic by red lines, includes bike lanes, multi-use trails, bicycle boulevards, marked/shared roadways, shared use lanes, and other facilities. These maps do not include the residential streets that serve to connect the bicycle facilities network. The development of bicycle facilities is expected to take place over the course of the next 20 years. A number of unforeseen circumstances may affect the way that Spokane’s bike network will develop. The Bicycle Facility Network Development Maps are not intended to define a specific time frame for the development of bike facilities within the city. These maps represent how the network may develop over time recognizing that the network cannot be created immediately. If an opportunity to develop any of the facilities on the map arises, that opportunity should be pursued.

1. **Existing Network Map-** This map shows all of the existing bike lanes and multiuse paths in Spokane at the time of the adoption of the Master Bike Plan.
2. **Short-Term Opportunities Map -** These opportunities may be chances to add bicycle facilities to planned street projects if funding is found. These are also considered “high priority projects” that could be completed easily and would significantly improve Spokane’s bikeway network.
3. **Mid-Term Opportunities Map -** The mid-term opportunities are further connections to the short-term facilities. These projects may need more analysis to determine the most appropriate route.
4. **Long-Term Opportunities Map -** The long-term opportunities are projects that are more difficult to complete, require a lot of money (Ex. Bridge improvements, tunnel construction, large sections of trails completed, etc.) or are less of a priority shown by the

feedback from the open houses.



Bikeway Network Facility Type Map (See 4.10 Map TR 2)- The Bikeway Network Facility Type Map is intended to show where bicycle improvements should be implemented and maintained in the City of Spokane. There are four different classifications on this map: “Signed/Shared”, “Bike Lane”, “Bike Boulevard” and “Shared Use Path”. All of these facilities require signs in a combination with other improvements (e.g. a built path or paint on the street). This map is not intended to designate where streets should have a wide “shared lane” without signs. When feasible, all streets should be designed to safely accommodate both automobiles and bicycles. Specific aspects of each design will be included in future project descriptions. This map is intended to show a network of bicycle facility improvements that will encourage more cyclists to safely use the roadways. Cyclists are welcome and encouraged to use any roadway; (with the exception of Interstate 90, Division between Buckeye and “The Y” and the Hamilton off ramp) but this map shows potential and current bicycle routes that may be more direct, have lower traffic volumes, or are safer.

Bikeway Network Facility Definitions

The following section is a description of the legend for the Bikeway Network Facility Map.

Bicycle Boulevard:

A number of tools can help to transform a roadway into a bicycle boulevard. Bicycle boulevards are designed for the safe and efficient movement of bicycles. Traffic engineers may use signs, on-street markings or traffic calming devices to create a roadway that prioritizes bicycle traffic. The design of the bicycle boulevard is flexible and will be tailored to meet the specific needs of the roadway. Below are examples of possible bicycle boulevard treatments.



Bike Lane:

A bike lane is identified by on-street striping. Typically a bike lane is 5 feet wide. However, bike lanes can be 4 feet wide if there is no curb or gutter. An on-street marking of a bicyclist and/or street signs identifying the bike lane may accompany the striping. Below are examples of potential bicycle lane designs. The actual design will depend on the roadway width and traffic conditions.



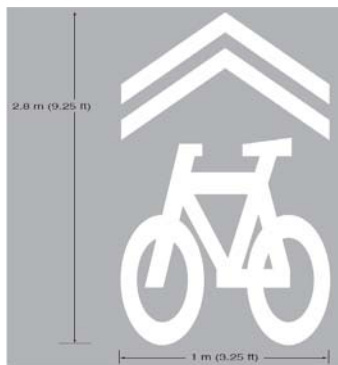
Shared Use or Multiuse Path:

A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path.



Marked/Shared Roadway:

A Marked/Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. A Marked/Shared Roadway may use on-street markings and signs to alert motorists and cyclists to the designation. Sharrows are used to remind all roadway users to share the road while directing cyclists out of the “door zone”. In cases of steep terrain, a “climbing lane” should be used on the uphill side of the roadway and sharrows should be used to guide cyclists in the downhill lane.



Shared Roadway:

A shared roadway requires no on-street markings or signs. Typically, this designation is reserved for streets where a wide shoulder or wide lane increases safety and comfort for cyclists and motorists. However, these roadways may be considered for the addition of on-street markings if needed.



Further Evaluation of Bicycle Facility Recommendations

The projects that are shown on the maps will require additional evaluation during the implementation process to determine if there are other factors that may either help or hinder their development.

Additional traffic analysis will be needed in some cases to determine the optimum design for specific locations and transportation capacity impacts, with the understanding that the network is a flexible tool that can and should be modified as circumstances dictate. Like other public projects, neighborhood

involvement will also be an important part of the evaluation process. Some locations shown on the map may be determined, after more detailed analysis, to require different or more costly improvements and, therefore, may become longer-term projects. However, for every project, the first assumption will be that the bicycle facilities, as shown in the Bicycle Master Plan, will be implemented. If the city decides not to proceed with implementing the Bicycle Master Plan recommendation on a particular roadway an explanation shall be provided to clarify why it is not implementing a recommendation in the Plan.

4.10 MAPS

TR 1 Regional Pedestrian Network

TR 2 Planned Bikeway Network

TR 3 Arterial Network

TR 4 Boulevards, Parkways and Area Classifications

TR 5 Regional Freight and Goods, Airports, and Railroads

Regional Pedestrian Network

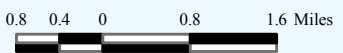
Map TR 1

Legend

- Shared Use Pathway
- Sidewalk
- Pedestrians Prohibited
- City of Spokane Urban Growth Area

Base Information

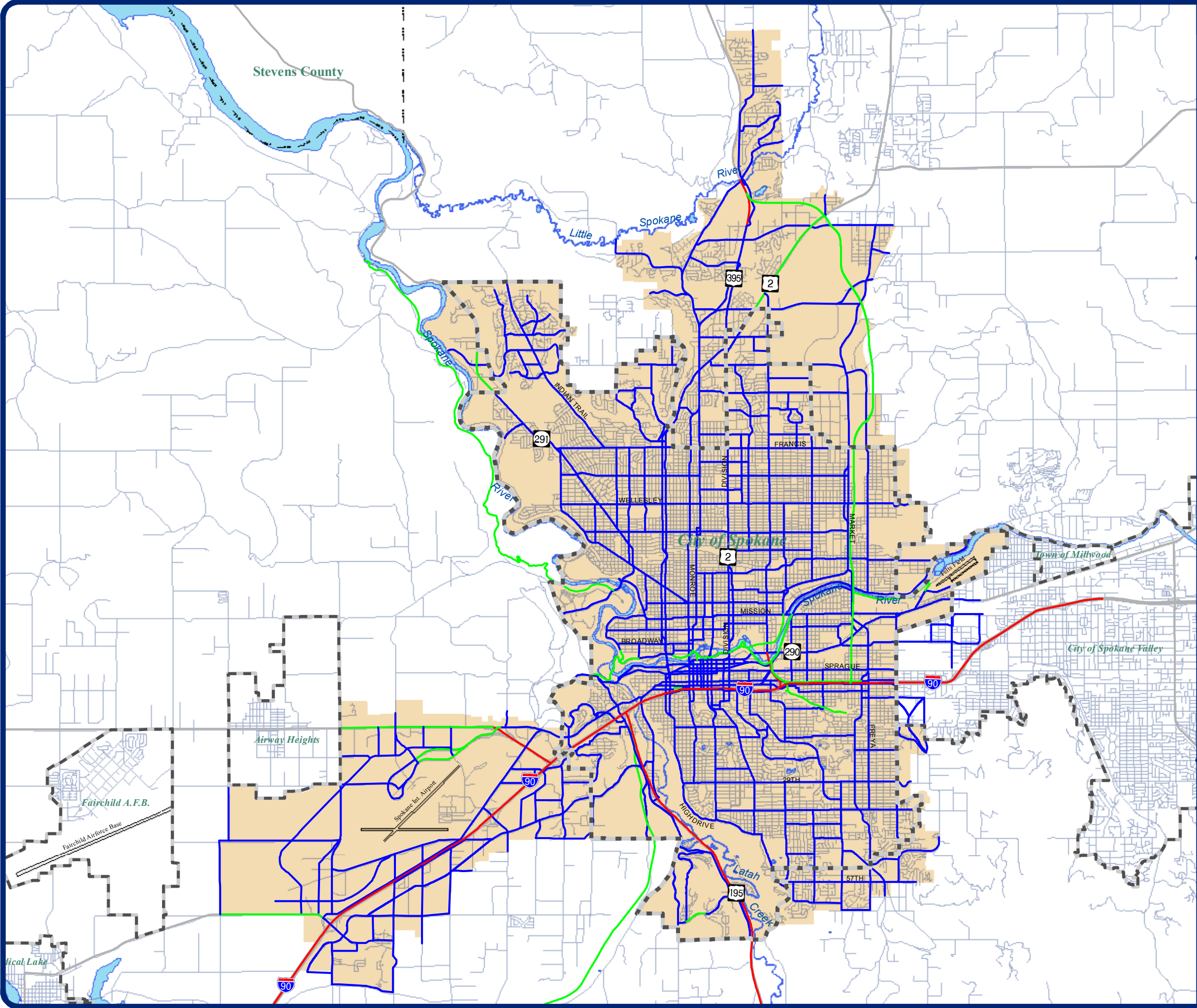
- City Limits
- County Boundary
- Highways
- Regional Streets
- Interstate Highway
- Rivers

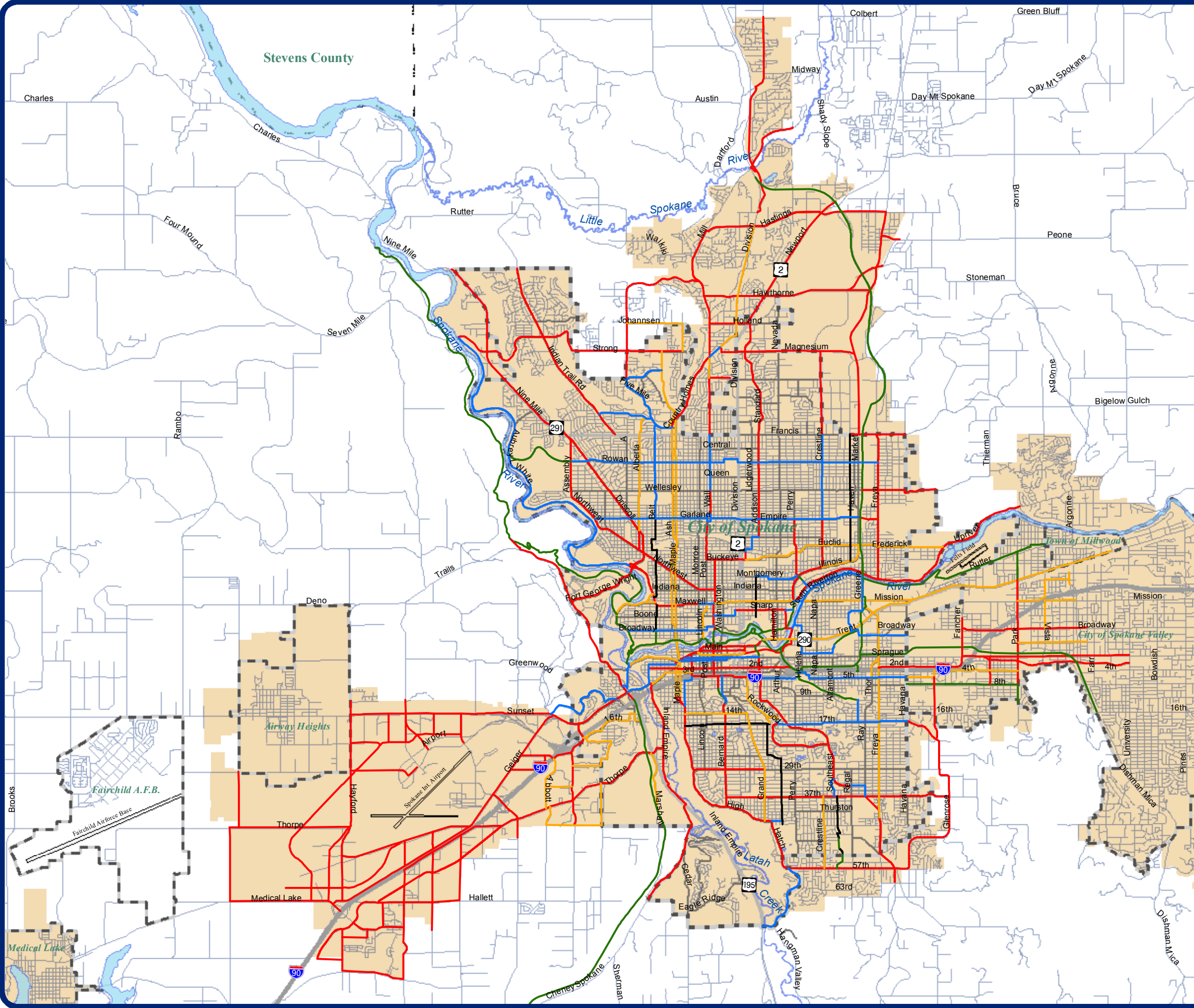


Source: GIS
Date: 05/30/2006



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The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc.





Planned Bikeway Network Map

Map TR 2

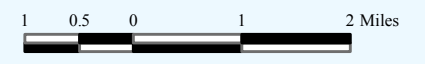
Legend

- Bicycle Boulevard
- Bike Lane
- Shared Roadway
- Shared Use or Multiuse Path
- Marked/Shared Roadway
- Urban Growth Area

Base Information

- City of Spokane Boundary
- Municipal Boundary
- County Boundary
- River
- Regional Street
- Arterial Street
- Highway
- Interstate Highway

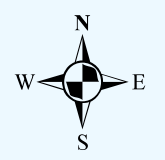
* Please consult the Boulevards, Parkways, and Area Classifications Map for additional bicycle facilities.



Source: Planning Services
Date: 08/28/2009



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Planned Arterial Network

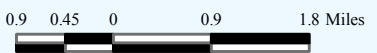
Map TR 3

Legend

- Neighborhood Collector
- Minor
- Principal
- Principal - Controlled Access High Capacity
- Principal - State Route
- City of Spokane Urban Growth Area
- Full Movement Interchange
- Partial Movement Interchange

Base Information

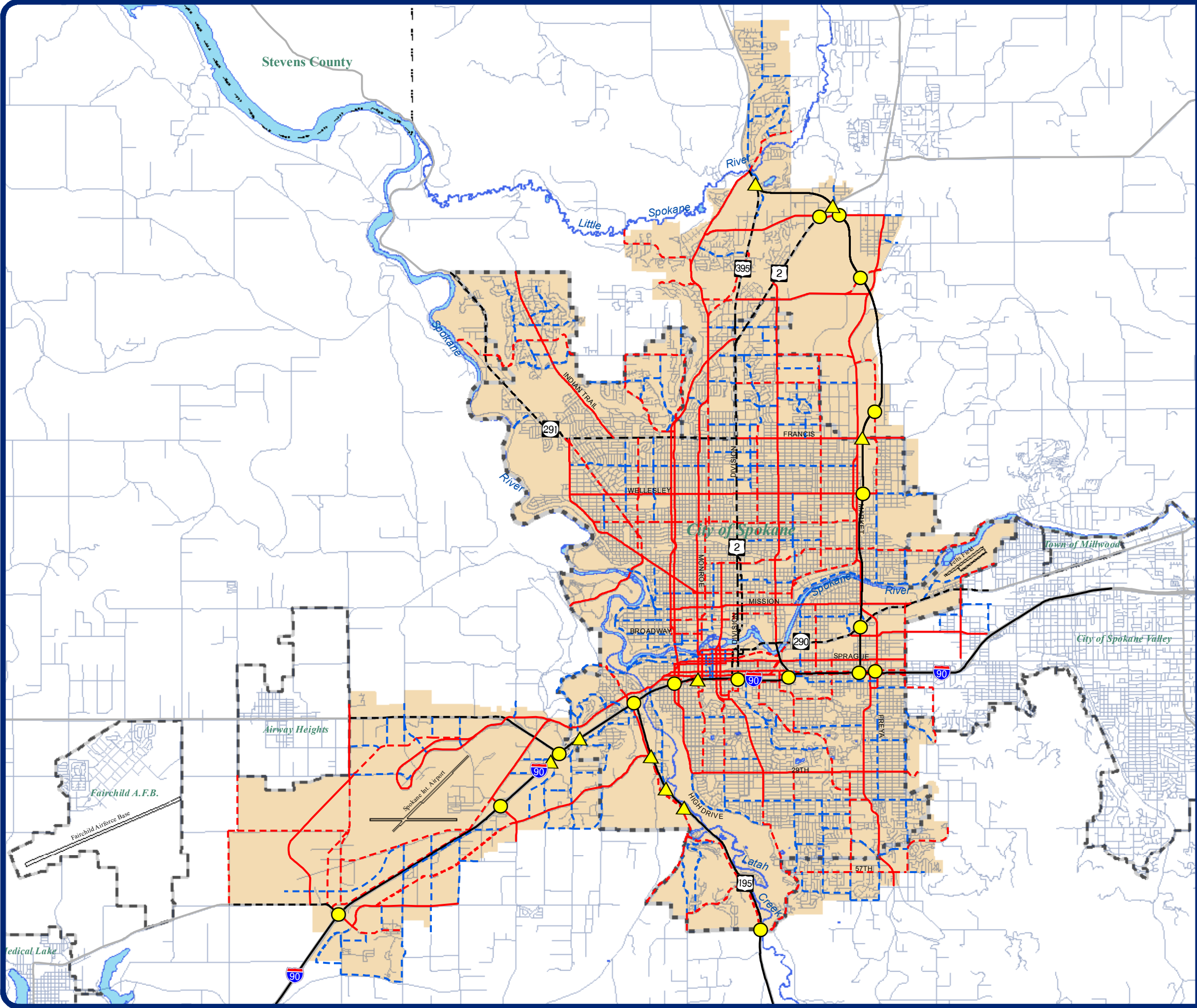
- City Limits
- County Boundary
- Highways
- Regional Streets
- Interstate Highway
- Rivers



Source: GIS
Date: 05/30/2006



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Boulevards, Parkways and Area Classifications

Map TR 4

Legend

- Boulevards *
- Parkways *
- Arterials
- - - Downtown Boundary
- Neighborhood Center
- Employment Center
- District Center or Corridor
- City of Spokane Urban Growth Area

Base Information

- City Limits
- County Boundary
- Shorelines
- Rivers

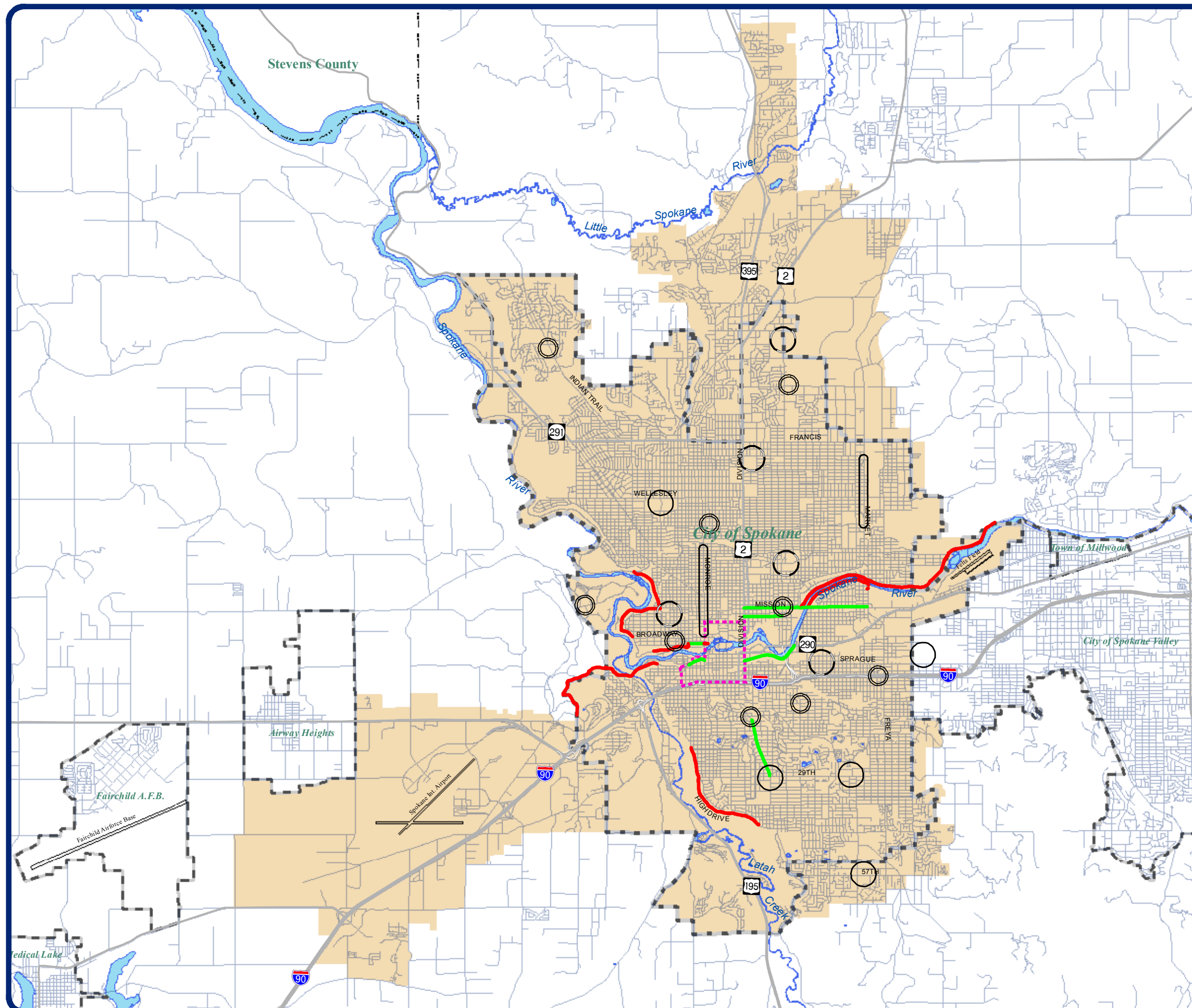
* See glossary for definitions of "Boulevards" and "Parkways"

0.9 0.45 0 0.9 1.8 Miles

Source: GIS
Date: 05/30/2006



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Regional Freight and Goods, Airports, and Railroads

Map TR 5

Legend

- Boulevards *
- Parkways *
- Arterials
- T-4
- Rail Roads
- Airports
- Regional Arterials
- City of Spokane Urban Growth Area

Base Information

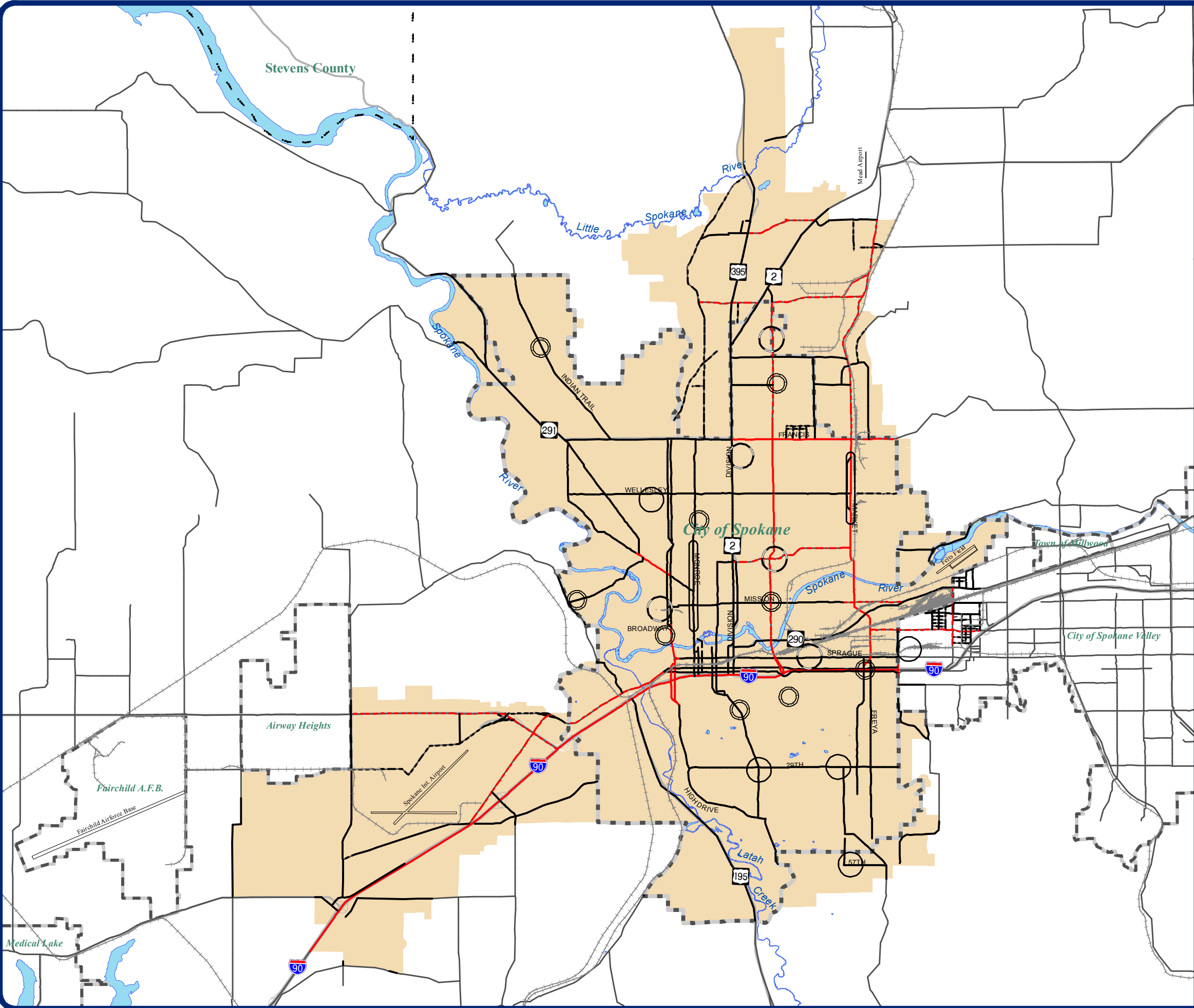
- City Limits
- County Boundary
- Shorelines
- Rivers



Source: GIS
Date: 05/30/2006



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Capital Facilities and Utilities

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5.1 INTRODUCTION

Capital facilities and utilities provide services that are essential to a community and its ability to grow in the future. Capital facilities consist of facilities owned by public entities, such as water and sewer systems and fire and police stations. Utilities consist of electrical lines, telecommunication lines, and gas lines. The purpose of this chapter is to guide how these crucial services coordinate with and support the future growth and development of Spokane.

Background and Key Issues

The essential services provided by capital facilities and utilities are crucial to the health, safety, and welfare of community residents. Water, heat, and light are among the necessities of life; today, people also depend on other services such as communications and police and fire protection. Both current and future residents should be assured that service capacity is adequate to meet demand. In this regard, it is particularly important to ensure that efforts to provide for future growth do not degrade or diminish services to existing users. Even more fundamentally, the location of capital facilities and utilities (where service is available) should be in sync with community plans to support and foster development where it is desired.

In an age of scarce fiscal and environmental resources, it is important that capital facilities and utilities be provided efficiently. Efficiencies can be gained through greater coordination between service providers and jurisdictions, more predictable and orderly patterns of development, and by using capital facilities and services to serve multiple purposes. Careful planning of capital facilities and utilities is needed to achieve such efficiencies.



The importance of planning for capital facilities and utilities is also reflected by the fact that the GMA provides a great deal of direction for their planning, more so than most other plan elements. For example, one GMA goal encourages growth to take place in urban areas where public facilities and services can be provided efficiently. Another GMA goal includes the need to consider the capacities of public facilities and services when planning for economic development. Yet a third GMA goal requires that the public facilities and services necessary to support development be provided concurrent with development. Known as “concurrency,” this is one of the most important principles and requirements of the GMA. (Further detail on the GMA goals and specific requirements for capital facilities and utilities are found in section 5.2, GMA Goal and Requirements and Countywide Planning Policies”).

While the planning of capital facilities and utilities is important, it is also extremely challenging. The GMA requirements for capital facilities and utilities are both specific and complex, particularly given the capital facilities and utilities service environment. For example, not all capital facilities and utilities are owned and operated by the City of Spokane. Some are owned and operated by private companies, while others, such as schools, are owned and operated by different public entities, such as school districts. Furthermore, the geographical boundaries of service providers rarely correspond to the city’s borders, which change continually through annexation.



Overview

The GMA requires that comprehensive plans include elements for capital facilities and utilities. For the City of Spokane's comprehensive plan, they have been combined into one element. This chapter addresses the City of Spokane's planning for capital facilities and utilities and consists of:

Capital Facilities Goals and Policies Plan contains the city's main guidelines for implementation of long term capital improvements. It contains broad goals and specific policies and levels of service for the provision of adequate public facilities and services to support the current and future population and employment growth within the city's urban growth area. The plan provides policy guidance for the Capital Facilities Program (CFP).

Capital Facilities Program (CFP) establishes the city's long-range work program for capital facilities, carries out the intents and policies of the comprehensive plan, and gives further direction to implement the plan. It specifically identifies public facilities that will be required in the next six years. Water, sewer and street facility

improvements are addressed in the annually updated six-year capital improvement (CIP) programs. These CIP programs are reviewed for consistency with the Comprehensive Plan and are updated by the Plan Commission and adopted by the City Council.

The CFP contains an inventory of existing and proposed capital facilities, establishes level of service (LOS) standards, identifies long-range facility service capacities and projected deficiencies, and outlines the actions necessary to meet such deficiencies. The program also provides the GMA-required six-year financing plan. This financing plan ensures that needed capital facilities will be financed and that the growth envisioned in the comprehensive plan can really happen. The available capacity of public facilities will affect the type, amount, and rate of growth. The CFP also contains twenty-year capital facility needs, projected improvements, and estimated expenditures required to adequately serve population and job growth while maintaining desired LOS standards. Operational and maintenance costs are not included in the CFP.

The goals and policies for parks and recreational facilities are contained in Chapter 12, Parks, Recreation, and Open Spaces, although the six-year plan for parks is located in the Capital Facilities Program of this chapter, Section 5.9, "Parks, Recreation and Open Space Facilities." Furthermore, planning related to streets is contained in Chapter 4, Transportation.

5.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Capital Facilities and Utilities Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals that are intended to guide the content of comprehensive plans and development regulations. Following are the GMA goals that relate to capital facilities and utilities:

- ◆ Urban growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ Economic development. “Encourage economic development throughout the state that is consistent with the adopted comprehensive plans, ... and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.”
- ◆ Public facilities and services. “Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.”

GMA Requirements for Capital Facilities and Utilities Planning (RCW 36.70A.070)

Capital facilities and utilities are two of the required elements of a comprehensive plan under the GMA. They are both combined into one chapter in this comprehensive plan.

Capital facilities elements must include at least the following (RCW 36.70A.070(3)):

- ◆ An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.
- ◆ A forecast of the future needs for such capital facilities.
- ◆ The proposed locations and capacities of expanded or new capital facilities.
- ◆ At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- ◆ A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

The utilities element must describe the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070(4)). Local criteria for siting utilities should address locations and densities of projected growth and land use, public service obligations, optimal siting for effective service, and design considerations (WAC 365-195-320,2,f). The Washington Administrative Code further outlines recommendations for meeting requirements relative to capital facilities (WAC 365-195-315) and utilities (WAC 365-195-320).

Checks and Balances

This capital facilities and utilities element should function as a check on the practicality of achieving other elements of the plan. For example, in order to prevent new development’s service demands from lowering the community’s existing level of service, concurrency requirements demand that adequate public facilities be available when the service demands of development occur. Taken in conjunction with the transportation and land use goals and policies, the following goals and policies related to capital facilities and utilities complete the framework for implementation of the GMA requirements for concurrency, consistency, and conformity.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) adopted by the Spokane Board of County Commissioners require the capital facilities and utilities chapter to address the siting of public capital facilities, joint city and county planning within urban growth areas, and the promotion of contiguous and orderly development and provision of urban services to such development (RCW 36.70A.210(3)).

For the entire text of the policy topics that relate to capital facilities and utilities, consult the Countywide Planning Policies for Spokane County, adopted December 22, 1994.

5.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Capital facilities and utilities are services and facilities that support the physical development and growth of the city.

Vision

"Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents."

Values

The things that are important to Spokane's future include:

- ◆ Developing police and fire services that accompany growth.
- ◆ Ensuring good parks, schools, libraries, and streets in the neighborhoods.
- ◆ Continuing to provide facilities for cultural and entertainment opportunities.
- ◆ Providing services and facilities as growth occurs.
- ◆ Maintaining quality education and avoiding overcrowding in the schools."

5.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.



CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES

Goal: Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.

Policies

CFU 1.1 Level of Service

Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future development.

Discussion: Urban governmental services and public facilities for which level of service standards should be in place include fire, police, parks and recreation, libraries, public wastewater, public water, solid waste disposal and recycling, transportation, and schools. (CWPP 3.1). The level of service shall be defined as the optimum level of service desired from a service provider, which may differ from the current level of service.

CFU 1 CAPITAL FACILITY LEVEL OF SERVICE STANDARDS – LONG-TERM	
Emergency Medical Services	6 minutes 30 seconds/80 percent of the time for Basic Life Support (BLS) 8 minutes/ 80 percent of the time for Advanced Life Support (ALS)
Fire	7 minutes/80 percent of the time for the first engine on scene 8 minutes/80 percent of the time for the first ladder on scene
Law Enforcement	1.5 officers per 1000 residents
Libraries	3.25 books per person
Parks	Neighborhood – 1.17 acres per 1000 persons Community – 1.49 acres per 1000 persons Major - 2.59 acres per 1000 persons
Recycling	4.33 collections per household per month
Schools	Elementary – 1 teacher per 26 students Middle and High – 1 teacher per 30 students
Solid Waste	4.33 collections per household per month
Stormwater*	10 year design rainfall frequency for public right of way Prevent flooding of property during a 25-yr 24-hour rainfall event Prevent damage to buildings for a 100-year rainfall event
Wastewater	100 gallons per capita per day
Water	Minimum water pressure of 45 pounds per square inch
* The City of Spokane is in the process of developing a Stormwater Management Plan. A final Stormwater Management LOS will be established once the city adopts the Stormwater Management Plan.	

CFU 1.2 Operational Efficiency

Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.

Discussion: The concept of increased use infers a more intense development pattern, not the physical extension of services to more consumers. The idea is to utilize the capacity of existing utilities to the fullest extent possible, in strategic coordination with and support of land use objectives.

CFU 1.3 Maintenance

Require the maintenance, rehabilitation, and renovation of existing capital facilities.

CFU 1.4 Use of Existing Structures

Require the use and adaptive reuse of existing buildings before new community facilities are constructed.

Discussion: It is good stewardship of public resources to utilize what exists before consuming land and expending funds to build new facilities. New uses should be consistent with neighborhood criteria established through a stakeholder involvement process.

CFU 1.5 Utility Construction Standards

Ensure that construction standards for public and private utilities are adequate to withstand the anticipated frequency and severity of natural and man-made hazards.

Discussion: Service interruptions can be both inconvenient and expensive for users. Clients expect any breaks in service to be as brief as possible. However, efforts to guard against such inevitabilities should be tempered so they do not unnecessarily increase user rates.

CFU 1.6 Regulation Changes

Evaluate continually the impact of new state or federal regulations on the capacity of existing and planned facilities to meet the needs of future growth and make adjustments as needed in the way services are provided.

CFU 1.7 Management Plans

Establish and maintain management plans and systems for capital facilities, storm drainage, and other city services whose level of service standards could be affected by future growth and development.

Discussion: Examples of useful management plans include, but are not limited to, the following: Wastewater Facility Plan, Combined Sewer Overflow Reduction Plan, Spokane Area Wellhead Protection Program, Coordinated Water System Plan, Water Quality Management Plan, Stormwater Management Plan, Drainage Design and Erosion Control Manual, Comprehensive Solid Waste Management Plan, and such other plans as relate to fire and police protection and emergency services.

CFU 1.8 Funding

Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.

Discussion: It is necessary to leverage and supplement city funds to the fullest extent possible in order to maximize limited city resources. In addition to the grants and loans available to cities, certain other funding mechanisms are available locally.

CFU 1.9 Intangible Costs and Benefits

Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.

Discussion: Consistency and conformity between plans and budgets are important aspects of the GMA. However, siting decisions should be based on more than the standard fiscal analysis. In order to evaluate fully the impacts and consequences, these decisions should also be informed by considerations such as the preservation of neighborhood character and environmental quality.

CFU 1.10 Public Safety Capital Funding Plans

Strive to establish separate capital funding plans for police and fire services to ensure that capital requirements will be met without further negative impact upon staffing and level of service.

Discussion: Police Services: Declining law enforcement funding causes the current level of services to fall below the acceptable minimum of 1.5 officers per thousand city residents. This will be compounded by the lack of a capital facility fund to meet projected law enforcement needs. A capital facility funding plan will be established which will include but not be limited to: (1) Evaluate lease/purchase of office buildings to utilize rental income stream toward capital needs, (2) Evaluate a county-wide Law Enforcement Bond Issue with the Sheriff, and (3) establish a separate law enforcement (police) capital reserve account sufficient to meet anticipated capital requirements. The funding plan will be reviewed/revised annually.

Fire Services: Public bonds presently fund Fire Department capital improvements. At such time when bonds don't adequately fund capital improvements, the city should pursue a separate capital funding plan to avoid negative impacts to Fire Department level of service.

CFU 2 CONCURRENCY

Goal: Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.

Policies

CFU 2.1 Available Public Facilities

Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at the time of development approval to provide all other public services within six years.

Discussion: Public facilities are those public lands, improvements, and equipment necessary to provide public services and allow for the delivery of services. They include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, solid waste disposal and recycling, fire and police facilities, parks and recreational facilities, schools and libraries.

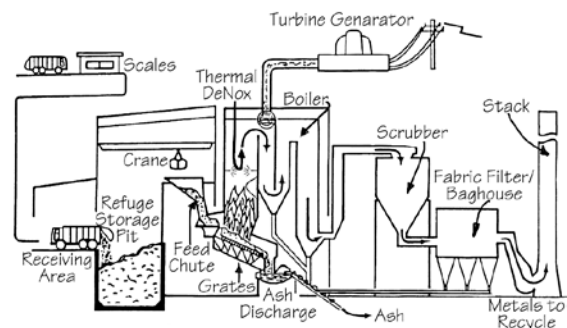


Illustration of a waste-to-energy facility

It must be shown that adequate facilities and services are available before new development can be approved. While occupancy and use imply an immediate need for water, wastewater and solid waste services, other public services may make more sense to provide as the demand arises. For example, a certain threshold of critical mass is often needed before construction of a new fire station, school, library, or park is justified. If these facilities and services do not currently exist, commitments for services may be made either from the public or the private sector. Public commitments are documented through the Capital Facilities Program and the relevant Six-Year Capital Improvement Plans.

If there is no public commitment to provide needed resources, the development could still proceed if the developer assumes responsibility for provision of all needed facilities and services, either through actual provision of the facility or service, or appropriate financial assurances that facilities and services will be provided in a timely manner. In this case, the City of Spokane may enter into an agreement with the developer for repayment through latecomer fees, special connection fees, or other payments earmarked for or pro-ratable to the particular system improvement.

CFU 2.2 Concurrency Management System

Maintain a concurrency management system for all capital facilities.

Discussion: A concurrency management system is defined as an adopted procedure or method designed to ensure that adequate public facilities and services needed to support development and protect the environment are available when the service demands of development occur. The following facilities must meet adopted level of service standards and be consistent with the concurrency management system: fire protection, police protection, parks and recreation, libraries, public wastewater (sewer and stormwater), public water, solid waste disposal and recycling, transportation, and schools.

The procedure for concurrency management includes annual evaluation of service levels and land use trends in order to anticipate demand for service and determine needed improvements. Findings from this review will then be addressed in the Six-Year Capital Improvement Plans, Annual Capital Budget, and all associated capital facilities documents to ensure that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.

The City of Spokane must ~~either~~ ensure that adequate facilities are available to support development or ~~else~~ prohibit development approval when such development would cause service levels to decline below standards currently established in the Capital Facilities Program.

In the event that reduced funding threatens to halt development, it is much more appropriate to scale back land use objectives than to merely reduce level of service standards as a way of allowing development to continue. This approach is necessary in order to perpetuate a high quality of life. All adjustments to land use objectives and service level standards will fall within the public review process for annual amendment of the Comprehensive Plan and Capital Facilities Program.

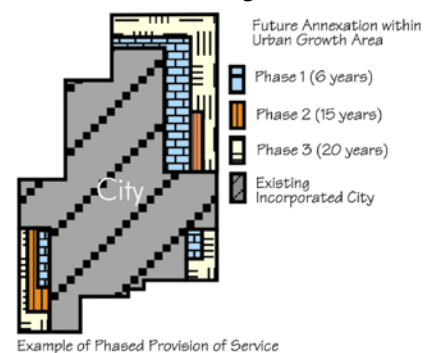
CFU 2.3 Phasing of Services

Develop and implement a phasing schedule for the provision of services within the Urban Growth Area that is reflected in six-year capital improvement plans and strategically coordinates planned service levels with anticipated land use and development trends.

Discussion: This schedule should set guidelines for prioritizing the provision of service. Exceptions to this will only be granted to address public health concerns.

It can be more cost-effective and less disruptive to provide service capacity in excess of current service demands if it extends the useful life of the facility in terms of accommodating future growth. Therefore, this program should also require that transmission, distribution, and storage facilities in newly developing areas be sized to serve future growth as well as immediate needs. For example, water and sewer main sizes and storage reservoirs should be designed to meet both current and anticipated future fire flow and domestic supply needs.

Insofar as this process anticipates demand from future development, it should also describe and implement mechanisms to ensure an equitable allocation of the costs incurred. Fees and billing mechanisms should be in place, such as latecomer fees and special connection fees to cover costs of oversized mains or related facilities, and hook-up fees so new users share in the cost of system-wide facilities. However, costs associated with project-specific improvements (such as pump stations for low lying property) should be paid for by those who benefit from the improvement.



Facility phasing serves to integrate the concurrency requirements of the GMA with the environmental assessment requirements of the State Environmental Policy Act (SEPA). This, in turn,

provides a high level of predictability for both developers and the community regarding what type of development is permitted and what infrastructure is provided to support that development.

CFU 2.4 Impact Fees

Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities.

Discussion: Approval of the GMA included new statutes (RCW 82.02.050-.090) authorizing impact fees in counties or cities planning under the GMA. These sections authorized local jurisdictions to impose impact fees on development activity as part of the financing for public facility system improvements in order to ensure that adequate facilities are available to serve new growth and development. The purpose is also to ensure fair share: those who benefit should pay, and those who pay should benefit. In particular, residents who live where services are adequate should not have to bear the costs of new growth at the outside edges of the city where adequate services are not yet available.

The City of Spokane may charge impact fees relative to both new public facilities that are necessitated by new development and previously constructed system improvements that serve the new growth and development activity. The proportionate share of public facility system improvement costs is calculated based on the extent to which the improvement is reasonably related to or reasonably benefits the new development. Financing for system improvements to serve new development must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees. In no case may the impact fee charged exceed the proportionate share of the costs of system improvements that are reasonably related to the new development.

Impact fees may be collected and spent only for the public facilities that are addressed in the capital facilities program. These facilities must be system improvements designed to provide service to the community at large, as opposed to project improvements that provide service only for a particular development project. According to RCW 82.02.090(7), public facilities for which impact fees can be applied are as follows: (a) public streets and roads, (b) publicly owned parks, open space, and recreation facilities, (c) school facilities, and (d) fire protection facilities in jurisdictions that are not part of a fire district. Impact fees shall be expended or encumbered for a permissible use within six years of receipt, unless the governing body of the city identifies in written findings that an extraordinary and compelling reason exists for fees to be held longer than six years. A person required to pay an impact fee for system improvements shall not be required to pay a SEPA mitigation fee (pursuant to RCW 43.21C.060) for those same system improvements.

CFU 2.5 Exemptions from Impact Fees

Exempt development activities with broad public purposes from growth-related impact fees.

Discussion: Development activities with broad public purposes may include low-income housing, special needs housing, transit, and childcare facilities. Exemptions are contingent on the impact fees for such development activity being paid from public funds other than impact fee accounts. (RCW 82.02.060,2).

CFU 2.6 Funding Shortfalls

Reassess the land use element whenever probable funding falls short of meeting existing needs in order to ensure that development patterns and level of service standards remain consistent with financing capabilities related to capital facilities plans.

Discussion: The GMA requires consistency and conformity between plans and budgets so that development does not occur before there are adequate services to support it. In this regard, the land use element, capital facilities plan element, and financing plan within the capital facilities plan element should be coordinated and consistent.

In the event that reduced funding threatens to halt development, it is much more appropriate to scale back land use objectives than to reduce level of service standards as a way of allowing development to continue. This approach is necessary in order to perpetuate a high quality of life. All adjustments to land use objectives and service level standards will fall within the public review process for annual amendment of the comprehensive plan and Capital Facilities Program.

CFU 2.7 Utility Permits

Endeavor to consider utility permits simultaneously with the proposals requesting service and, when possible, approve utility permits when the project to be served is approved.

Discussion: It is important to process permits and approvals for utility facilities in a fair and timely manner in order to foster predictability and help ensure reliable private utility service. Approval of new private utility facilities should require that their design is compatible with the surrounding land uses, natural environment and future service area.



CFU 3 COORDINATION

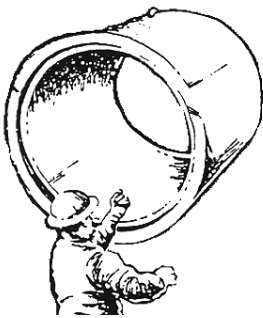
Goal: Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.

Policies

CFU 3.1 Special Purpose Districts

Enter into agreements with special purpose districts within the City of Spokane's Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities.

Discussion: Interlocal agreements between jurisdictions and special purpose districts relating to the provision of urban governmental services and public facilities shall address fiscal impacts, revenue sharing, use of existing facilities, and level of service standards.



CFU 3.2 Utility Installations

Facilitate coordination of public and private utility trenching activities by giving interested utilities timely and effective notification of road projects that would afford them an opportunity for utility installation and maintenance.

Discussion: The goal of such coordination should be to reduce the disruption of public streets and the negative economic and visual impacts incurred when developing utilities. To further this effort, the City of Spokane should encourage joint use of transportation rights-of-way and utility corridors where possible. In addition, utility service providers should receive copies of all six-year street programs on an annual basis.

CFU 3.3 Utilities Coordination

Work with adjacent planning jurisdictions and private utility providers to develop a process that ensures consistency between each jurisdiction's utilities element and regional utility plans, as well as coordinated and timely siting of regional and countywide utility facilities.

Discussion: Local criteria for siting utilities should address locations and densities of projected growth and land use, public service obligations, optimal siting for effective service, and design considerations (WAC 365-195-320,2,f). Both public and private utility providers should coordinate with land use planning so that future development does not obstruct utility corridors as described in the CWPP's under Regional Utility Corridor Planning.. Land use plans should also take into consideration any possible environmental or health issues associated with regional utility corridors.

CFU 3.4 Natural and Man-Made Disasters

Participate in a coordinated regional plan for the provision of public services in the event of natural or man-made disasters.

CFU 3.5 Uniformity of Standards

Apply the City of Spokane's engineering, land use and related level of service standards throughout the City of Spokane's designated Urban Growth Area (UGA), regardless of governing jurisdiction.

Discussion: Regardless of which jurisdiction administers development in the unincorporated portions of the City of Spokane's UGA, it is imperative that engineering standards, land use patterns and development densities correspond to city standards so that services may be provided by the city in an efficient and cost effective manner once those lands are annexed by the city.

CFU 3.6 Limitation of Services Outside Urban Growth Areas

Limit the provision of water and sewer service by the City of Spokane outside Urban Growth Areas (UGAs) to areas where exceptions apply.

Discussion: It is appropriate for the City of Spokane to extend or expand water and sewer services outside UGAs in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development. (RCW 36.70A.110(4)). The intent of this policy is to provide for connection and/or expansion of the city's public utility infrastructure outside Urban Growth Areas in limited situations consistent with the Growth Management Act and the County Wide Planning Policies for Spokane County, where the long term viability of the City and the health and safety of residents of the rural areas are balanced with maintaining the character of the rural areas and sound planning principles.

A. City of Spokane Sewer Service

1. Sewer Service Connections

Sewer Service Connections to property outside UGAs will be approved only if the connection is to existing infrastructure with surplus capacity, and one or both of the following conditions for exception exists:

- a The Spokane Regional Health District or the Washington State Department of Health has determined that an existing development poses an immediate threat to public health or safety.
- b A written commitment for service to a vested development was made by the City of Spokane prior to the adoption of the City of Spokane's Comprehensive Plan under RCW 36.70A.
- c Contingent upon mutual agreement of the City Council and the Board of County Commissioners, sewer service outside designated urban growth areas may be allowed for the purpose of protecting the sole source Aquifer, subject to additional conditions and as allowed by state law.

2. Sewer Main Extensions

Any mains extended outside UGAs after May 31, 2001, shall be for the overall operational benefit and efficiency of the City of Spokane's sewer utility system. Such extensions shall be for transmission purposes only with no connections allowed except for as allowed in 1. (a.), (b.) and (c.) above.

B. City of Spokane Water Service

Expansion of City of Spokane water service outside an UGA may be allowed in the following limited cases:

1. Water Service Connections

Service connections outside an UGA may be allowed only under the following conditions:

- a. Connections required under 2.(a), (b), (c), and (d) below:
- b. Connections may be allowed to parcels directly adjacent to a main if the parcel existed and the main was installed prior to May 31, 2001, or the main is located along an UGA boundary.

2. Water Main Extensions

- a. The Spokane Regional Health District or Washington State Department of Health has determined that an existing development poses an immediate threat to public health or safety.
- b. A written commitment for service to a vested development was made by the City of Spokane prior to the adoption of the City of Spokane's Comprehensive Plan under RCW 36.70A.
- c. The main may supply services to premises used to provide public services typically provided by government-owned facilities which are allowed outside a UGA. A public service may include, but is not limited to, law enforcement, fire protection, public utilities, schools, libraries, parks and recreation services.
- d. The main may supply service to a Rural Cluster Development approved by the County within an area zoned Urban Reserve subject to the platted streets directly bordering each lot meeting City Standards and sewer mains being installed in these platted streets concurrent with water main installations. If conditions 1 and 2 in Section A are not met, the sewer mains shall be "dry lines" until connections are allowed by State Law and orders to connect are issued by the City as addressed in Section C.
- e. All costs associated with the extension of water infrastructure subject to this policy will be borne by the proponent.
- f. Any water infrastructure extended or located outside an UGA after May 31, 2001, shall be for the overall operational benefit and efficiency of the City of Spokane's water utility system. Such extensions shall be for transmission purposes only with no connections allowed except for as allowed in (a), (b), (c), (d), and (e) above.

C. General Provisions

All owners of property outside UGAs that are allowed to connect to the City's utilities shall sign a binding agreement to annex when requested to do so by the City. In the case of connections to the Water Utility only, the binding agreement shall also provide that the property owner agrees to connect to the City of Spokane's sewer system at the property owner's sole expense when requested to do so by the City. In addition, all exceptions shall be considered within the context of overall cumulative impacts on capacity and level of service obligations in accordance with the city's Capital Facilities Program, Six-Year Capital Improvement Plans and Concurrency Management System. Except for the limited exceptions addressed herein, the rural population allocation shall be accommodated without reliance on the extension of public services.

This policy does not limit the City's authority to impose additional conditions, require a developer agreement that includes a requirement for payment of mitigation fees, or modify existing conditions on extensions of water or sewer service outside of urban growth areas.

In all cases, water or sewer service can be extended only if:

1. it can be done in a timely and reasonable manner; and,
2. ground water resources and the sole source Aquifer can be protected by concurrently connecting the premise to a public sewer or reasonable accommodations are made to connect to a public sewer as soon as allowed by law; and,
3. a developer agreement incorporating mitigation requirements is approved by City Council.



CFU 4 SERVICE PROVISION

Goal: Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.

Policies

CFU 4.1 Compact Development

Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.

Discussion: Infill and dense development should be encouraged where excess capacity is available since compact systems are generally less expensive to build and maintain. However, it may also be necessary to periodically include upgrades in the Six-Year Capital Improvement Plans if sufficient capacity is not currently available to support intensification of development in target areas.



CFU 4.2 Access to Utility Easements

Require that subdivision and building regulations protect and preserve access to utility easements.

Discussion: In order to facilitate timely repair and reduce the duration of power outages, it is important that access to electrical, cable, and telephone transmission facilities be available and unobstructed at all times. Satisfactory access can be provided either by placing pedestals along the street in the case of underground utilities or running lines along dedicated alleys. Utility easements in new developments should not be permitted along back lot lines without alley access.

CFU 4.3 Underground Utilities

Require utility lines to be installed underground unless it is not physically feasible.



Discussion: Running utility lines underground is often a potentially effective approach to minimizing power outages that result from natural hazards. Underground utilities also improve the community's visual character by removing unsightly poles and lines. These potential benefits, therefore, should be weighed heavily against service requirements and the cost of burying new electrical, cable, and telephone lines underground. Wherever feasible, public and private utility providers should also be encouraged to convert existing overhead distribution lines to underground lines whenever major road construction projects afford such an opportunity.



CFU 5 ENVIRONMENTAL CONCERNS

Goal: Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.

Policies

CFU 5.1 On-Site Wastewater Disposal

Prohibit on-site septic wastewater disposal within the City of Spokane's Urban Growth Area.

Discussion: Activities above the aquifer and in the aquifer recharge area must be regulated in order to protect the area's water supply. Potential pollution can be reduced by requiring new development to be sewered. Existing on-site disposal should be eliminated and appropriate treatment of wastewater provided.

CFU 5.2 Water Conservation

Encourage public and private efforts to conserve water.

Discussion: Water conservation is an important way to protect the environment, reduce the demands placed on the sewer system, and retain sufficient water availability to support future growth and development. Conservation can be accomplished through a variety of approaches that include: conservation-oriented rate structures, plumbing codes that require low-water-use fixtures, systemic improvements that result in the reduction of unaccounted for or unmetered water losses, a community-wide conservation education program, or promotion of low-water-use landscaping and low-water-use irrigation systems for home and garden.

CFU 5.3 Stormwater

Implement a Stormwater Management Plan to reduce impacts from urban runoff.

Discussion: The impacts of flooding and erosion can be reduced or eliminated by regulating the type, location, and design of development through thoughtful site plans and careful construction practices. Drainage plans should be designed to control and reduce the flow of stormwater, retain natural drainage functions and patterns, avoid habitat loss, and protect the quality of both surface water and ground water. In general, stormwater should be treated and retained on-site in new developments. However, some compact development may necessitate off-site facilities, such as playgrounds, to handle stormwater storage, treatment and disposal.

Disposal of stormwater to either sanitary or combined sewers is not allowed in new developments. In addition, the City of Spokane should work continuously toward the reduction of existing combined sewer overflows wherever technically, economically, and environmentally appropriate.

CFU 5.4 Ground Water

Protect, preserve, and enhance ground water resources through proactive, aggressive measures.

Discussion: Ground water can be protected through watershed and wellhead protection programs, as appropriate, and comprehensive monitoring, which is coordinated with other regional efforts. In addition, permit processes should be designed to avoid or mitigate land uses and activities that reduce ground water quality or increase the quantity of ground water above normal levels. Management and monitoring strategies should acknowledge the physical link between surface water and ground water and emphasize prevention and control of pollutants at the source. Sewer lines should be maintained or repaired to prevent leakage into ground water and surface waters, as well as to prevent excessive infiltration into the system. When necessary, the City of Spokane should ~~consider buying~~ acquire land or development rights if there is property that must be kept undeveloped to protect a vulnerable ground or surface water resource.

CFU 5.5 Waste Reduction and Recycling

Provide integrated, efficient, and economical solid waste management services in a manner that encourages and promotes waste reduction and recycling and minimizes environmental and public health impacts.

Discussion: In addition to using recycled products itself, the City of Spokane should encourage residents and businesses to reduce waste and recycle through differential rates, educational and promotional programs, and other initiatives. Recycling should be recognized for its potential to provide employment opportunities and contribute to affordable housing through resource-efficient construction materials and the reuse of demolition debris. The city shall coordinate its efforts with regional planning for solid waste reduction and disposal.



CFU 5.6 Power-Frequency Magnetic Fields

Encourage electrical utilities to base their facility siting decisions on the most recent findings concerning the health impacts of power-frequency magnetic fields.

Discussion: Based on a periodic review of current research on power-frequency magnetic fields, the electrical utility should be encouraged to consider incorporating methods of reducing exposure to power-frequency magnetic fields into its utility system design, lines, and substations.

CFU 5.7 Telecommunication Structures

Use existing structures to support telecommunication facilities before new towers or stand-alone facilities are constructed.

Discussion: Since urban land is at a premium, it should be consumed as efficiently and effectively as possible. For this reason, it is the policy of the City of Spokane to minimize the number of wireless communication support towers and to encourage the co-location of antenna arrays of more than one wireless communication service provider on a single support tower. In addition, existing structures such as buildings or water towers should be fully utilized as support sites for telecommunication facilities before new towers are built. To assist in the implementation of this policy, the city will pursue all reasonable strategies to promote co-location agreements between multiple wireless communication service providers.

CFU 5.8 Fire Protection

Regulate development in a manner that is conducive to adequate fire protection.

Discussion: Growth shall be limited to areas served by a fire protection district, located within the corporate limits of a city providing its own fire department, or served pursuant to an interlocal cooperation agreement. Commercial and residential subdivisions and developments, residential planned unit developments, and manufactured home parks shall include the provision for road access adequate for residents, fire department, or district ingress/egress and water supply for fire protection. Development in forested areas must provide defensible space between structure and adjacent fuels and require that fire-rated roofing materials be used (CWPP 3.7).



CFU 6 MULTIPLE OBJECTIVES

Goal: Use capital facilities and utilities to support multiple interests and purposes.

Policies

CFU 6.1 Community Revitalization

Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in older parts of the city.

Discussion: Public investment often needs to be the first step toward revitalization of a community. Once the public sector takes steps to rehabilitate and improve dilapidated and deteriorated areas of the city, this inspires the confidence that encourages private investment to follow.

While Six-Year Capital Improvement Plans must cover maintenance and repair of existing facilities, projects that expand facilities and services must be done with land use objectives in mind in recognition of the key link between service levels and development. In the past, construction of capital infrastructure facilities (roads, sewers, water lines, and parks) at the edge of the city limits and beyond has facilitated sprawl and accommodated its impacts. This practice in turn drained away resources needed to meet the service requirements of the inner city neighborhoods. A good rule of thumb for the future is to spend a higher than proportionate share of all capital dollars in central city neighborhoods in order to bring infrastructure back into the older parts of the city where the need for revitalization is greatest. In this way, the economic viability and desirability of the city center can be restored, creating a cycle of enhancement that becomes sustainable.

CFU 6.2 Economic Development

Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.

Discussion: Service provision can be used as an important economic development tool. Availability of unique or high quality services can serve as an incentive that encourages redevelopment of areas not otherwise seen as desirable locations. This, in turn, increases the tax base for the entire city.

CFU 6.3 Joint Use of Public Sites

Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.

Discussion: Location and design of community facilities should encourage maximum flexibility, utility, and multiple uses as a cost-effective alternative to single-use buildings and sites. For example, many programs may share space in one building at different times of the day. Also, stormwater facilities could be integrated with recreation and open space areas.

5.5 CAPITAL FACILITIES PROGRAM (CFP)

An Inventory, Analysis, and Financing Plan

Introduction

The Capital Facilities Goals and Policies and this Capital Facilities Program (CFP) complement the Land Use Chapter to ensure that facilities are available and funded for the city's proposed land uses.

This CFP specifically identifies public facilities that will be needed in the future. Table CFU 2 lists the City's Capital Facility Plans and Capital Improvement Programs (CIP) for the services that maintain detailed plans. When a service does not maintain a separate capital facility plan or capital improvement program the plan and program is maintained within a chapter of this document.

Each CFP contains an inventory of existing and proposed capital facilities, establishes level of service (LOS) standards, identifies long-range facility service capacities and projected deficiencies, and outlines the actions necessary to meet such deficiencies. The program also provides the GMA-required future financing plan. The six-year financing plan portion of the CFP is a summary of the city service providers' six-year capital improvement programs (CIPs). The program is, therefore, a mechanism to coordinate the capital improvement needs of the city departments. CIPs and the CFP will be updated annually. The updates will be completed prior to adoption of the city budget in order to incorporate into the budget the capital improvements from the updated CFP. The six year capital improvement (CIP) programs for Water, Sewer, and Streets, and the 10 year plan for the Solid Waste Department are hereby adopted by reference as a part of the Comprehensive Plan. Printed copies are available and the programs may be viewed online at www.spokanecity.org/services/documents.

Program Scope

The Capital Facilities Program (CFP) addresses all areas within the incorporated city limits as well as the unincorporated areas within the city's proposed urban growth area.

The scope of the City of Spokane's Capital Facilities Program is, in alphabetical order:

- ◆ Fire and Emergency Medical Services
- ◆ Law Enforcement
- ◆ Libraries
- ◆ Parks, Recreation, and Open Space Facilities
- ◆ Sanitary Sewer/Stormwater
- ◆ Schools
- ◆ Solid Waste
- ◆ Water

The Capital Facilities Program for Transportation is included in Chapter 4, Transportation. Private Utilities are discussed in Section 5.14, "Private Utilities."

Table CFU 2 lists service types, service providers and the associated capital facility related plans and programs.

TABLE CFU 2 TYPES AND PROVIDERS OF CAPITAL FACILITIES		
Service Type	Service Provider	Source for capital facility inventory, planning, and programming
Fire and Emergency Services	City of Spokane Fire Department and Fire Districts 1,3,6,8,9, and 10 See Map CFU 1	Comprehensive Plan Chapter 5.5
Law Enforcement	City of Spokane Police Department and Spokane County Sheriff See Maps CFU 2 and 3	Comprehensive Plan Chapter 5.5
Libraries	Spokane Public Libraries Spokane County Public Library District	Comprehensive Plan Chapter 5.5 1997 Strategic Service Plan

	See Map CFU 4	
Parks, Recreation, and Open Spaces	City of Spokane Parks and Recreation Department Spokane County Department of Parks, Recreation and Golf See Map CFU 5	City of Spokane Parks and Open Spaces Plan.
Sanitary Sewer/ Stormwater	City of Spokane Sewer Maintenance, Spokane Wastewater Management, and Spokane County Public Works and Utilities See Maps CFU 6 and 7	City of Spokane Wastewater Facilities Plan Volumes I through III. City of Spokane 6 Year Comprehensive Sewer Program. Spokane County Wastewater Facilities Plan
Schools	Spokane Public Schools (District 81), Mead School District, and Cheney School District See Maps CFU 8,9,10, and 11	Provides elementary and secondary educational facilities. Each school district maintains their own capital facility plan as needed.
Solid Waste	City of Spokane Solid Waste Management	Spokane County Comprehensive Solid Waste Management Plan of 1998 (currently being updated) and the Solid Waste Management Department's 10 year plan.
Water	City of Spokane Water and Hydroelectric Services See Map CFU 12 and 13	City of Spokane Comprehensive Water System Plan City of Spokane 6 Year Comprehensive Water Program
Transportation	City of Spokane Spokane County WA State Department of Transportation See Maps TR 1, 2, 3, 4, and 5	Transportation Chapter (Ch. 4) of the City of Spokane Comprehensive Plan City of Spokane 6 Year Comprehensive Street Program.

Explanation of Levels of Service (LOS) Standards

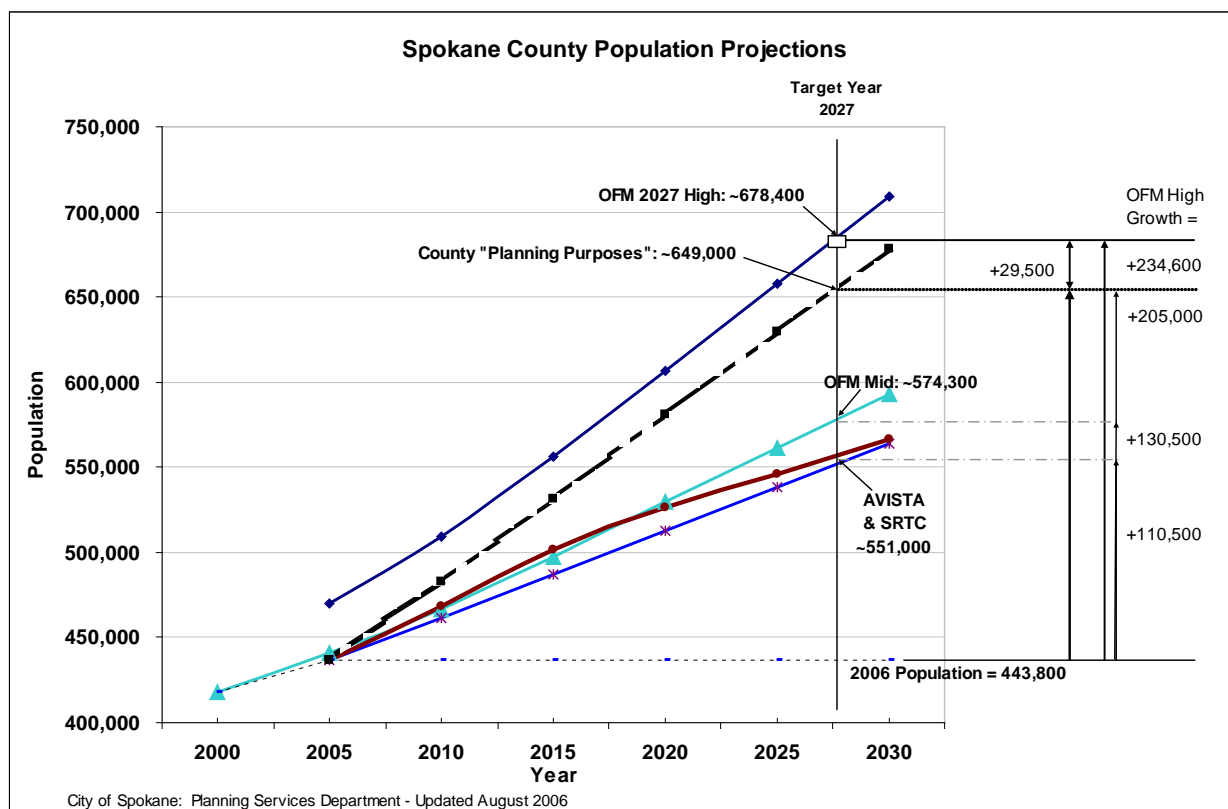
Levels of service measure the amount of public facilities and services that are provided to the community, factors that significantly contribute to the community's quality of life. Service providers establish levels of service to identify future capacities of capital facilities, projected deficiencies, and the necessary improvements to serve new growth while still maintaining service levels that will meet the desires of the community, state standards, and federal requirements.

Levels of service usually are quantifiable measures of the amount of public facilities and services that are provided to the community but also may measure the quality of a public facility. Typically, LOS is expressed as a ratio of facility or service capacity to unit(s) of demand. Examples of LOS measures include the number of police officers per 1,000 people, the number of park acres per 1,000 people, and the number of gallons of water used per day per customer.

The City of Spokane service providers have determined that, in most cases, the current levels of service are adequate. Therefore, the proposed LOS standards established for the comprehensive plan to determine future capital facility capacities, needs, deficiencies, and projected improvement costs are, with the exception of Fire and Emergency Services, based on current service levels.

Future Demand

As the LOS is based, for the majority of services, on population it is necessary to understand just how much the population of the City and UGAs may grow over the years. Per RCW 43.62.035 the Washington State Office of Financial Management (OFM) provides each county with a population projection range. The County chooses a population growth rate within this range and then allocates (or distributes) the population to the municipalities within its jurisdiction. The Spokane County Steering Committee of Elected Officials recommended that the OFM median 20 year population projection be used. Spokane County has tentatively decided to use a population projection that is higher than the OFM median as shown in the chart titled "Spokane County Population Projections".



Spokane County has tentatively allocated for “initial planning purposes” a twenty year (to 2027) population growth of 70,235 new people to the City of Spokane. It appears this allocation may change based on the ability of the various jurisdiction’s within the County ability to provide services. The tentative population allocation used in this update may be adjusted in 2007 to reflect any changes in population allocation from Spokane County.

The City of Spokane has separated the tentative population allocation of 70,235 into a future population to be accommodated within the City Limits and within the Urban Growth Areas where the City plans to accommodate the remainder of the population allocation.

The City of Spokane is planning to be able to accommodate a population increase within the City Limits of 47,000 and within the area that the City has proposed for an Urban Growth Area (UGA) of approximately 23,235 new people by the end of 2027, for a total of 70,235 new people. If the population increases according to these numbers, the total City of Spokane and UGA population will be 309,035 in 2027. Throughout the Capital Facilities and Utilities Element there will be references to Demand Population in either a six-year outlook or a twenty year outlook and some of those numbers will reference City Only or UGA Only or Total Population Growth. Table CFU 2.5 below is intended as a reference to those numbers:

CFU 2.5 FUTURE DEMAND POPULATION				
Year	City Limits Only	UGA Only	Amount of Growth Planned for within City Limits and City proposed UGA for time period	Total Population
2006	201,600 *	37,200		238,800 (2)
2006-2012 (six year increase)	14,100	6,970	21,070	259,870
2027 (20-year increase)	47,000	23,235	70,235	309,035
*Washington State Office of Financial Management 2006 Population Estimate for the City Limits Only Numbers may not add exactly due to rounding.				

(2) Estimate.

Table CFU 3, “Capital Facility Level of Service Standards –Long Term,” lists proposed capital facility levels of service.

CFU 3 CAPITAL FACILITY LEVEL OF SERVICE STANDARDS – LONG-TERM	
Fire and Emergency Medical Services	11:00 min – non-emergency / non-life threatening (90% of the time) 8:30 min – emergency / potentially life-threatening) (90% of the time)
Law Enforcement	1.5 officers per 1,000 residents
Libraries	3.25 books per person
Parks	Neighborhood – 1.17 acres per 1000 persons Community – 1.49 acres per 1000 persons Major - 2.59 acres per 1000 persons
Recycling	4.33 collections per household per month
Schools	Elementary – 1 teacher per 26 students Middle and High – 1 teacher per 30 students
Solid Waste	4.33 collections per household per month
Stormwater*	10 year design rainfall frequency for public right of way Prevent flooding of property during a 25-yr 24-hour rainfall event Prevent damage to buildings for a 100-year rainfall event
Wastewater	100 gallons per capita per day
Water	Minimum water pressure of 45 pounds per square inch
* The City of Spokane is in the process of developing a Stormwater Management Plan. A final Stormwater Management LOS will be established once the city adopts the Stormwater Management Plan.	

5.6 FIRE AND EMERGENCY MEDICAL SERVICES

The Spokane Fire Department serves the City of Spokane with a full range of fire suppression and Emergency Medical Services (EMS), as well as prevention and educational activities. Map CFU 1, “Fire Districts,” shows the location and service areas of the fire stations staffed and maintained by the Spokane Fire Department. It also shows fire stations outside the city limits that are maintained by other fire agencies. All of these agencies have mutual aid agreements to assist each other in major emergencies. Additional information on EMS and fire services is available in the City of Spokane Planning Services Department.

Emergency Medical Services (EMS)

The fire department provides Emergency Medical Services (EMS) throughout the city for Basic Life Support (BLS) and Advanced Life Support (ALS). All firefighters in the City of Spokane’s 14 fire stations are Emergency Medical Technicians (EMTs) trained to provide a BLS function. EMTs can perform basic medical care and CPR in order to help a patient breathe. When someone calls 911 for medical help, the closest fire unit to their area or neighborhood is dispatched to start basic life support treatment. Those fire personnel normally respond on a fire apparatus because they have multiple responsibilities – fire, rescue, and EMS, and might be called to another type of emergency at a moment’s notice. If a patient needs advanced treatment, fire department paramedics who perform ALS, including administering IVs and medication, are dispatched to the scene. Paramedics, who are cross-trained firefighters, respond on pumpers, pumper/ladders or ladders. A private ambulance company under contract to the City of Spokane currently provides transportation of patients to medical facilities.

Inventory of Existing Facilities and Apparatus

The Spokane Fire Department uses its fire-fighting equipment for dual purposes: to respond to fire emergencies and to all EMS calls. The number and location of ALS (paramedic) level units are determined based on service demands which is determined through historic analysis of incidents

TABLE CFU 4 EXISTING APPARATUS – EMS PARAMEDIC VEHICLES (ALS ONLY)	
	Number of Units
Active Units – As of January 2007	
Engine 1 (Riverside and Browne)	1
Engine 3 (Indiana & Ash)	1
Engine 4 (1515 W. 1 st)	1
Pumper/ Ladder 11 (32 & Perry)	1
Pumper/ Ladder 13 (Wellesley & Jefferson)	1
Engine 15 (Wellesley & Crestline)	1
Engine 18 (120 E. Lincoln Rd)	1
Total Units	7

Forecast of Future Needs – EMS

Existing Demand

Approximately 83 percent of the city’s total calls for EMS and fire services in 2005 were for EMS purposes, totaling 20,530. This percentage has been steadily rising since the mid-1980s, when 67 percent of the Fire Department’s total calls were for EMS purposes. The level of calls for service received from a specific area can be influenced by several factors: population density – the demand for service increases with population; age of the population – the elderly generally generate more calls for service; and income – lower poverty levels typically result in the financial inability of residents to afford insurance coverage for medical necessities, resulting in an increase in calls for EMS service.

Level of Service (LOS)

The level of service for EMS is a function of response time and call volumes. These, in turn, are dependent on the number and location of fire stations, the number of units, and the number of firefighters available.

In 2001, the Growth Management Steering Committee for Spokane County amended the interim regional minimum levels of service for emergency medical services to the following:

1. Urban areas shall be served by a state certified Basic Life Support (BLS) agency.
2. Urban areas should be served by:
 - A. An operating Basic Life Support (BLS) unit within 5 miles; and
 - B. An operating Advanced Life Support (ALS) unit within 6 miles or 10 minutes response time for those jurisdictions with urban areas in excess of 5,000 population; and
 - C. BLS and ALS transport service.

Within the City of Spokane, the Fire Department's levels of service for Fire and EMS are as follows:

11:00 min – non-emergency / non-life threatening (90% of the time)
8:30 min – emergency / potentially life-threatening (90% of the time)

As a reference for the impact of time on the outcome of medical emergencies, the American Heart Association recommends a four-minute EMS response time for Basic Life Support (BLS) and an eight-minute response time for Advanced Life Support (ALS) for cardiac arrest patients. When EMS treatment intervention occurs past these times, a cardiac arrest patient's chance of survival decreases significantly.

Need for Capital Facility Improvements

Table CFU 5 lists the ALS units required for the next twenty years. The anticipated total need through the year 2027 is nine paramedic vehicles.

TABLE CFU 5 TWENTY-YEAR NEED - ADVANCED LIFE SUPPORT UNITS		
Time Period	Demand (Population)	ALS Units Required at LOS response time of 8:30 minutes/90 percent of the time
2007-2012 (increase - City)	14,100	1
2007-2012 (increase -UGA)	6,970	*
2007 - 2027 (increase-City)	47,000	3
2006-2027 (increase-UGA)	23,235	2*
Total 2006 - 2027 (increase-City + UGA)	70,235	6
The twenty-year needs are based on the assumption that the entire urban growth area will be annexed and served by the City of Spokane. However, the timing of annexations is difficult to predict. Assumptions are that annexations will occur over a twenty-year period. * Depends on location of UGA		

Proposed Facilities – EMS

The location of paramedic - equipped apparatus required within the next twenty years will depend on the location of additional population and demand for service. New units will be housed in either existing stations or in new stations, depending on demographics. It is anticipated that new ALS units will be achieved by staffing an existing BLS unit with additional personnel trained as paramedics or adding new companies with paramedics assigned.

The approximate cost necessary to add an additional company staffed with 3 personnel per shift (3 x 4 shifts = 12) would be as follows: \$86,931 + benefits (\$32,078 including pension costs) per year for a paramedic officer x 4 (one per shift) + \$76,609 + benefits (\$28,269 including pension costs) per year for a paramedic firefighter x 2 (two per shift) x 4 (four shifts) = \$1,313,000 for personnel cost for 12 personnel and \$350,000 for the cost of the vehicle.

Fire Protection Services

The Washington Survey and Rating Bureau establishes a class of fire protection for an area, which is the basis for the insurance ratings charged by the insurance industry. The city currently has a Class 3 rating (on a scale of 1 to 10, with 1 being the best, thus lowest, insurance rates).

Inventory of Existing Facilities and Apparatus – Fire Protection

The fire department utilizes fourteen fire stations, all staffed on a full-time basis. Staffed Front-line equipment includes eleven pumpers, two pumper/ladders, three ladders and one heavy rescue unit. Additionally, numerous apparatus is cross-staffed by station personnel including: one hazardous materials unit, one technical rescue unit, two water rescue units, eight brush units and one command/rehab vehicle. The Fire Department maintains a reserve apparatus fleet of five pumpers and one ladder. Table CFU 7, “Existing Facilities and Apparatus – Fire Protection,” lists locations and square footage for each station.

TABLE CFU 7 EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION		
Facility Name	Address	Unit Capacity Size (square feet)
Buildings		
Station 1	44 West Riverside Avenue	31,284
Station 2	1001 East North Foothills Drive	8,110
Station 3	1713 West Indiana Avenue	8,110
Station 4	1515 W. 1st Ave	12,821
Station 7	1901 East First Avenue	6,544
Station 8	1608 North Rebecca Street	8,110
Station 9	1722 South Bernard Street	8,110
Station 11	3214 South Perry Street	8,110
Station 13	1118 West Wellesley Avenue	8,110
Station 14	1807 South Ray Street	8,110
Station 15	2120 East Wellesley	6,724
Station 16	5225 North Assembly	8,110
Station 17	5121 West Lowell Road	8,110
Station 18	120 N. Lincoln Road	11,165
Old Dispatch	508 North Wall	1,708
New CCB (Combined Communications Building)	1620 N. Rebecca	21,200
Training Fieldhouse	1614 N. Rebecca	26,126
Training Admin/ EOC.	1618 N. Rebecca	17,000
Shop	1610 N. Rebecca	21,754
Burn Building	1616 N. Rebecca	3,215
Total		(20 Buildings) 229,637
Fire Apparatus	Location	Number of Units
Pumpers		
Front Line Pumper	Station 1	1
Front Line Pumper	Station 3	1
Front Line Pumper	Station 4	1
Front Line Pumper	Station 7	1
Front Line Pumper	Station 8	1
Front Line Pumper	Station 9	1
Front Line Pumper	Station 14	1

Front Line Pumper	Station 15	1
Front Line Pumper	Station 16	1
Front Line Pumper	Station 17	1
Front Line Pumper	Station 18	1
Pumper/Ladder	Station 11	1
Pumper/Ladder	Station 13	1
Reserve Pumper	Shop	5
Total Pumpers		18
Ladders		
Front Line Ladder	Station 1	1
Pumper/Platform Ladder	Station 2	1
Front Line Ladder	Station 4	1
Reserve Aerial Ladder	Shop	1
Total Ladders		3
Specialty Vehicles		
Rescue	Station 1	1
Air Trailer	Station 1	1
Hazardous Materials Unit	Station 1	1
Decon Unit	Station 1	1
Marine 2	Station 2	1
Wildland Cache	Station 3	1
Tech Rescue	Station 4	1
Reserve Medic Units	Stations 11, 13	2
Command/Rehab Vehicle	Station 14	1
Marine 16	Station 16	1
Salvage Cache	Station 18	1
Brush Units	Stations 7,8,9,11,14,15,16,17	8
Total Specialty Vehicles		20
Total Fire Apparatus		41

Forecast of Future Needs – Fire Protection

Existing Demand

The fire department received 4,673 fire and miscellaneous calls in 1999, or 21.3 percent of total emergency service calls received and in 2005 received 4,161 fire calls and miscellaneous calls or nearly 17 percent of total emergency service calls. The level of calls for service received from a specific area can be influenced by several factors: population density – the demand for service increases with population; age of construction of the area – aging structures that have not had ongoing maintenance are prone to a greater potential of various fire causes; and income – lower poverty levels restrict the ability to provide maintenance or make repairs to structures.

Level of Service (LOS)

The level of service for fire protection is a function of response time and call volumes. These, in turn, are dependent on the number and location of fire stations, the number of fire apparatus units, number of firefighters, traffic patterns and vehicle or pedestrian congestion, and type of structure.

Fire stations are located to provide services to areas of the city that have higher population densities. The ability for the fire department to better serve the community was greatly improved in 1989 when the public approved a bond issue that allowed fire stations to be relocated and built to accommodate multiple emergency units. The station design allowed the department to place various types of resources in fire stations based on analysis of prior calls for service. Current station locations allow the fire department, under normal circumstances, to provide an initial response time of six to eight minutes to most areas of the city.

In 2004, the Growth Management Steering Committee for Spokane County amended the regional minimum levels of service for fire protection and fire code enforcement to the following:

1. Urban areas, for those jurisdictions in excess of 5,000 population, or once a population of 5,000 persons is achieved, shall be served by a Fire District with at least a (*Washington Survey and Rating Bureau of Insurance Services Office*) Class 6 Insurance Rating or better. For the purposes of GMA minimum Levels of Service, Class 6 or better shall be based on the ISO Grading Schedule for municipal fire protection, 1974 edition, as amended, by using the fire district, fire service communication, and fire safety control portions of the grading schedule. The total deficiency points identified in these portions of the ISO or Washington Survey and Rating Bureau schedule shall not exceed 1,830 points; and;
2. All jurisdictions, regardless of size, shall ensure that new development has a fire flow and hydrant placement per the International Fire Code adopted by that jurisdiction.
3. Urban areas must be within 5 road miles from an operating fire station that provides service with a “Class A” pumper, unless:

Structures are equipped with fire sprinkler(s) that are rated in accordance with the edition of the International Fire Code adopted by the jurisdiction, and is located within 5 road miles of an operating fire station that provides service with a “Class A” rated pumper.

Jurisdictions with urban areas shall, at a minimum, provide for the enforcement of the International Fire Code and conduct inspections.

Need for Capital Facility Improvements

Over the next six years, in order to maintain the proposed levels of service while accommodating new growth, additional equipment, personnel, and facilities will be needed. In broad terms, a new fire station is justified with a population increase of approximately 7,000 to 10,000 and/or 200 calls for service per year. New fire stations may be needed in the following areas: Qualchan, West Plains, Moran, or Glenrose based on population and incident growth. The location, construction and staffing of new fire stations will not only be determined based on maintaining levels of service for population demand and the timing of annexations, but will also be dependent on the City’s ability to fund such new capabilities.

Twenty-year needs anticipate two new fire stations in two of four areas: Qualchan, West Plains, Moran or Glenrose. The location of the two new fire stations will be determined based on maintaining levels of service for population demand and the timing of annexations.

If increased population density occurs as projected within the existing city limits, two additional pumpers and one additional ladder will also be needed to be purchased, as well as staffed and would be housed in existing fire stations. Apparatus and equipment may be redistributed based on where the specific increased concentrations of the population occur.

Proposed Facilities

Buildings and Apparatus Within Six Years:

- a. None – unless population density and incident volumes grow to trigger the need for a station. Land for future station locations may be acquired in growth areas if funding is available.

Seven to Twenty Years

- a. If growth occurs as projected, two new fire stations and two new pumpers in two of four areas: Qualchan, West Plains, Moran or Glenrose.

- b. If fill-in growth occurs in the City as projected, two additional pumpers and one additional ladder would have to be purchased and staffed.

Table CFU 8, “Twenty-Year Need – Fire Stations and Apparatus,” lists the total number of fire stations and apparatus needed for the next twenty years.

TABLE CFU 8 TWENTY-YEAR NEED - FIRE STATIONS AND APPARATUS		
Time Period	Demand (Population)	Fire Stations Required at LOS response time of 8:30 minutes/90 percent of the time
Six-Year Need		
2006 (present count City)	201,600	14
2006 (present count-UGA)	37,200	
2006 - 2012 (increase-City)	14,100	1
2006-2012 (increase-UGA)	6,970	
Total population through 2012 (City + UGA)	259,870	15
Twenty-Year Need		
2006 – 2027 (increase-City)	47,000	2
2006-2027 (increase-UGA)	23,235	
Total Population 2006 - 2027 (City + UGA)	309,035	17
Total through 2027 (increase-City + UGA)	70,235	3
Time Period	Demand (Population)	New Apparatus Units Required
Six-Year Need		
2006 (present count-City)	201,600	42*
2006 (present count-UGA)	37,200	
2006-2012 (increase-City)	14,100	1 pumper
2006-2012 (increase-UGA)	6,970	
Total population through 2012 (City + UGA)	259,870	43
Twenty-Year Need		
2006-2027 (increase-City)	47,000	4 pumpers and 1 ladder
2006-2027 (increase-UGA)	23,235	
Total Population 2006-2027 (City + UGA)	309,035	48
Total through 2026 (increase-City + UGA)	70,235	6
2006 population numbers include the city's urban growth area, currently being served by other fire districts. However, the need for fire facilities for the year 2001 is based on the present service area of the Spokane Fire Department. The six-year and twenty-year needs are based on the assumption that the entire urban growth area will be annexed and served by the Spokane Fire Department. However, the timing of annexations is difficult to predict. Assumptions are that annexations will occur over a twenty-year period. *Additional paramedic vehicles required for the twenty-year period are listed in Table CFU 5, “Twenty-Year Need – Life Support Units.”		

Table CFU 9 shows the estimated cost for additional fire stations and apparatus. In addition to the stations and apparatus listed below, personnel costs average \$920,000 per year (salary and benefits) for a three-person Basic Life Support company and \$ 1.2 million per year (salary and benefits) for a four-person Basic Life Support company.

TABLE CFU 9 TWENTY-YEAR COST - FIRE STATIONS AND APPARATUS		
Time Period	Description	Fire Stations
Six-Year Need		
2006		

2006-2012	Replace Station 7	\$2,500,000
	Replace Station 15	\$2,500,000
	Additional Station	\$2,500,000
	Remodel/ Addition Station 1	\$8,000,000
	Burn Building Addition	\$1,000,000
	Upgrades to 11 existing Stations @ 250,000 each	\$2,750,000
	Vehicle Storage Area	\$750,000
Total through 2012		\$20,000,000
Twenty-Year Need		Fire Stations
2006-2027	2 new stations @ \$3.0M (*)	\$ 6,000,000
	Upgrades to 14 existing Stations @ 300,000 each	\$4,200,000
Total 006-2027		\$10,200,000
Total through 2027 (increase)		\$30,200,000
Six-Year Need		New Apparatus
2006	6 Pumpers @ 350,000 each	\$ 2,100,000
	1 Pumper Ladders @ 800,000 each	\$,800,000
	1 Ladder	\$900,000
	Misc Vehicles	\$600,000
Total through 2012		\$4,400,000
Twenty-Year Need		New Apparatus
2006 – 2027		
	6 Pumpers @ 380,000 each	\$2,280,000
	1 Pumper Ladders	\$700,000
	1 Ladder	\$800,000
	1 Rescue Unit	\$500,000
	1 Marine Unit	\$50,000
	1 Haz mat Unit	\$300,000
Total 2006 - 2027		\$4,630,000
Total 2006-2027 (increase)		\$9,030,000
Total stations and apparatus through 2027 (increase)		\$39,230,000
* New fire station will be built based on maintaining levels of service for population demand.		

Six-Year Financing Plan – Fire Protection

Six-Year Need

See the sections entitled, “Need for Capital Facility Improvements” and “Proposed Facilities.”

Six-Year Funding and Projects

Table CFU 10, “Six-Year Funding and Projects – Fire Protection,” lists six-year projects for fire protection.

TABLE CFU 10 SIX-YEAR FIRE FUNDING AND PROJECTS – FIRE PROTECTION							
Funding Sources	2006	2007	2008	2009	2010	2011	Total
General Fund							\$ -

Bond Issue 1999	\$700,000						\$700,000
Bond Issue (new) 2009					\$5,000,000	\$5,000,000	\$10,000,000
Projects							
Burn Building Addition						\$1,500,000	\$1,500,000
Apparatus					\$3,800,000	\$600,000	\$4,400,000
Repairs to Existing Stations					\$500,000	\$500,000	\$1,000,000
Other (Equipment upgrades)					\$700,000	\$2,400,000	\$3,100,000

5.7 LAW ENFORCEMENT

Inventory of Existing Facilities – Law Enforcement

The Spokane Police Department (SPD) and the Sheriff's Office both reside in the county-owned City-County Public Safety Building (PSB) located on the Spokane County government campus. Both agencies rent additional space in nearby buildings to house expanding programs.

SPD and the Sheriff's Department have occupied the Public Safety Building jointly since 1970. SPD provides all records and property room services for both departments. The Sheriff's Department provides all identification, major crime processing, and evidence processing for both departments. The county, on a straight square foot basis, bills the Spokane Police Department for the space directly occupied. The joint use space such as the Records Division and the Property Room are paid on calculations performed by the County Auditor formulated on 60 percent city expense and 40 percent county expense.

TABLE CFU 11 EXISTING FACILITIES- LAW ENFORCEMENT (excluding C.O.P.S. Substations)		
Facility Name	Location	Size (square feet)
Public Safety Building	1100 West Mallon Avenue	60,311
Monroe Court	901 North Monroe	1,000
Police Academy (without Range Area)	2302 North Waterworks	13,500
Property Warehouse	1307 West Gardner	10,240
Evergreen Warehouse	108 South State	12,000
Core Office Facilities (Public Safety Building and Monroe Court)	Total Square Feet=	71,311

The Spokane Police Department and community volunteers have also developed and staffed Community Oriented Policing Services Substations (see Map CFU 3, "C.O.P.S. Substations," for locations). Both private and public funding sources fund the C.O.P.S. Substations. Because of the varied funding sources and limited capital expense, the C.O.P.S. Substations are not included in the needs analysis for future capital facilities. Currently, the SPD has 221 vehicles for commissioned officers, 20 motorcycles, 15 vehicles for non-commissioned employees, and 20 new vehicles plus 8 motorcycles in reserve status.

Forecast of Future Needs – Law Enforcement

Existing Demand

Current facility space for the Spokane Police Department is at capacity today. This includes both the Public Safety Building and Monroe Court. There are no additional facilities in the area near the Public Safety building that could serve for expansion. There have been discussions about acquiring Monroe Court in order to have the future ability to utilize additional space currently occupied by other tenants. This is but one of several options under consideration.

Both the Evergreen Warehouse and the Property Facility are at capacity today. There is an immediate need to seek additional space for these facilities as well.

The Spokane Police Department has an authorized strength of 284 commissioned officers, although vacancies, attrition, and budget constraints cause actual staffing to fall below authorized numbers. The SPD also has 99 full-time civilians, 6 temporary or project employees, and 105 volunteers. All but an insignificant few of the 494 SPD employees work out of 60,311 square feet of combined core facility space (122 square feet per SPD employee).

TABLE CFU 12 LEVEL OF SERVICE – NEEDED LAW ENFORCEMENT OFFICERS				
Year	Demand Population	Officers per 1,000 Residents (LOS)	Number of Officers needed to provide adopted LOS	Number of Civilian Employees needed**
2001	195,700 *	1.5	293	108
2006-City (present)	201,600	1.5	282	93
2006-UGA (increase)	37,200	1.5	56	18
2006-2012 (increase-City)	14,100	1.5	21	7
2006-2012 (increase-UGA)	6,970	1.5	10	3
Total Population 2006-2012 increase City + UGA	259,870	1.5	390	129
2006-2027 (increase-City)	47,000	1.5	71	23
2006-2027 (increase-UGA)	23,235	1.5	35	12
Total Population Growth (City + UGA) for 2027	70,235	1.5	105	35
Total 2027 Population	309,035	1.5	464	153
*The 2001 Demand Population is a larger number in 2001 because both the City Limits and the UGA population was used at that time. The number has been divided between City Limits and proposed UGA areas.				
**The number of civilian employees per police officer is estimated to be close to .33. Including this category to the Comprehensive Plan is intended to reflect the actual numbers of employees, and their associated costs, with anticipated population growth.				

Level of Service (LOS)

The number of officers per one thousand city residents is a common method used to measure level of police service. It is not a good indicator, however, of the actual demand upon police services because the service population is regionally based. More than this, some areas of the city require more Police service as they generate more calls for service than others do.

A ratio of 1.5 officers per thousand persons has historically been considered adequate for the City of Spokane. Although the average LOS for the past 5 years has been 1.5, the 2005 LOS was 1.5. The average for cities over 100,000 population in Washington State is 1.8 officers per one thousand citizens.

The city can afford to maintain the proposed LOS of 1.5 officers per thousand residents over the next six years. There is more to police work than just policing; it also includes a well proportioned amount of civilian employees to keep things running smoothly. It has been suggested that the current LOS provided by civilian employees at approximately .33 civilian employees per police officer is the standard that should be carried forward. This need is also reflected in Table CFU 12.

Future Demand

Table CFU 12 shows the number of officers needed over the next six and twenty years to maintain the LOS of 1.5.

The projected population growth within the city and its UGA is 70,235 new people through the year 2027. The city (limits only) will need 302 officers and 100 civilian employees by 2012, and 433 officers and 143 civilian employees by 2027 to support the new growth within the City Limits and UGA at a level of 1.5 officers per one thousand residents.

Table CFU 13 identifies how many additional officers, civilians, and additional building square footage will be needed to meet the projected level of service over the next six and twenty years. To maintain a level of service of 1.5 officers per thousand residents, .33 civilians per officer, and 122 square feet of building the city will need to add 10 additional officers over the next six years and a total of 98 additional officers over the next 20 years.

TABLE CFU 13 NET ADDITIONAL OFFICERS NEEDED				
Time Period	Demand (Population City Limits + UGA)	Additional Officers Needed	Additional Civilian Employees Needed	Additional Building Square Footage Needed *
2001	220,471	N/A	N/A	
2006-2012	21,070	29	10	4,758
2012- 2027	49,165	69	23	11,224
2027	70,235	98	33	15,982
* Square Footage is based on the current 122 square Feet of Space per person.				

In 2005, the total cost to support one officer was \$136,876, which includes the cost of civilian personnel. This is operating cost only and does not address capital needs. Capital needs are covered in Table CFU 15, "Six-Year Funding Sources Less Costs of Capital Projects." Multiplying the cost per officer by the number of net new officers equals the additional amount of money needed to support the new officers. A conservative 3 percent annual increase in operating expenses was used to project future officer support costs.

Table CFU 14, "Future Need: New Officers," shows the additional operating cost to support a level of service equal to that of 2000. Approximately \$3.6 million in additional revenue will be needed to support SPD through 2012. A total of \$12.3 million in additional revenue will be needed through 2027.

TABLE CFU 14 FUTURE NEED: NEW OFFICERS		
Time Period	Demand (Population Increase City Limits + UGA)	Cost Of New Officers
Six-Year Need		
2006-2012 (increase)	21,070	\$ 3,650,897
2012-2027 (increase)	49,165	\$ 8,686,617*
Total Increase	70,235	\$ 12,337,514
* In 2000 Dollars		

Six-Year Financial Plan

Table CFU 15 projects Spokane Police Department funding sources less capital costs over the next six years. This table also shows the increase in revenue from year to year. The city plans to spend around 9.6 million dollars on capital needs through 2012. The capital needs per year are listed below.

- ◆ 2007: Vehicle Replacement
- ◆ 2008: Vehicle Replacement
- ◆ 2010: CAD/RMS/JMS/AFR Replacement, Network Replacement

2007 and 2008 goals: Vehicle replacement for patrol cars. 2010 goal: replace the CAD/RMS/JMS/AFR system and upgrade the city's wireless network. New criminal justice center building in 2012.

The Management and Budget Office provided city funding sources for the years 2006 through 2011. The Police Planning and Research Unit estimated the future grant funding sources.

TABLE CFU 15 SIX-YEAR FUNDING SOURCES LESS COSTS OF CAPITAL PROJECTS							
Funding Sources	2006	2007	2008	2009	2010	2011	Total

Annual Budget	\$42,729,974	\$44,351,619	\$5,622,828	\$46,177,065	\$55,513,429	\$48,872,229	\$283,307,145
Bond	0	0	0	0	0	0	0
Grants	\$1,094,553	\$1,083,490	\$1,072,426	\$1,061,362	\$1,050,298	\$1,039,234	\$6,401,363
Less Cost of Capital Needs		-\$800,000	-\$800,000	-\$0	\$8,000,000	0	-\$9,600,000
Operating Balance	\$41,635,421	\$42,468,129	\$43,790,403	\$45,115,703	\$46,463,130	\$47,832,995	\$267,305,781
Revenue Increase From Previous Year	\$0	\$832,708	\$1,323,273	\$1,325,300	\$1,347,427	\$1,369,864	\$6,197,574

5.8 LIBRARIES

Inventory of Existing Facilities

Due to economies of scale and technological innovations, the library system has diverged from the past approach of neighborhood-level service to library districts and electronic delivery. Spokane Public Library currently has six branch libraries in the Indian Trail, Shadle Park, Main, Manito, Hillyard, and Eastside areas and owns property for a potential seventh branch library in the Nevada-Lidgerwood neighborhood. (See Map CFU 4, "Library Sites and Service Areas." See also, "Spokane Public Library Inventory," attached to the 1997 Strategic Service Plan.)

Forecast of Future Needs

Existing Demand

Currently, the library system offers outreach to retirement homes, preschools, and day cares, provides dial-in service, and operates catalog terminals at most District 81 schools. In addition to resource materials, branch libraries also offer their meeting rooms for use by community groups. Clearly, the public library system plays a crucial role in the social, economic, recreational, educational, and cultural health of the community.

Level of Service (LOS)

Spokane Public Library's 1997 Strategic Service Plan was shaped by public input and outlines their future service delivery program. The plan describes eight types of priority service responses.

TABLE CFU 17 STRATEGIC SERVICE PRIORITY RESPONSES	
1. "Reference and General Information" helps customers make better decisions, save time and money, and become more self-sufficient.	
2. "Popular Materials" contributes to recreational life in the community.	
3. "Youth Services" provide a supportive environment in which youth are given opportunities to grow, learn, and build a foundation for success.	
4. "Lifelong Learning" materials, programs, and services promote self-improvement and foster self-fulfillment.	
5. The "Business Information" program provides services that help customers and businesses succeed in the workplace and/or marketplace and contribute to the financial vitality of the community.	
6. The "Government Information" service is designed to promote the free flow of information that is crucial in a democratic society.	
7. The "Northwest History" room offers a rich store of local historical documentation that helps link the community to its roots.	
8. "Cultural Awareness" programs help customers to understand and appreciate their own cultural heritage, as well as that of other groups.	

In addition, their level of service standards are as follows:

TABLE CFU 18 SPOKANE PUBLIC LIBRARY: LEVELS OF SERVICE		
	1996	Recommended
Operating budget per capita	\$33.80	\$35.00
Materials budget per capita	\$4.56	\$5.00
Percent of operating budget for materials	14	15
Square feet per capita	.80	.75
Volumes per capita	3.01	3.25
Circulation per capita	10.5	10.5

The library's 1997 Strategic Service Plan stresses flexibility so their programs and level of service standards have room to evolve as consumer needs change in the future.

Future Demand

Increased service demand resulting from future population growth could be addressed either through construction of new facilities, creative outreach programs and satellite service points, or a combination of both.

Need for Capital Facility Improvements

All of Spokane Public Library's facilities have been replaced with new buildings since 1991. Given an average life span of a library facility of 20 to 30 years, these facilities should not have to be replaced over the next 20 years. However, depending on how and where future growth and development occur, future population increases could require the expansion of existing facilities (at Indian Trail, for example) or construction of new facilities (perhaps in the Qualchan area).

Other Plans

Level of service standards are also affected by fluctuating revenue levels. For example, in November of 1999, Washington voters passed Initiative 695. One of the consequences of this action was that the library, which receives operating support from the City of Spokane, was required to cut back on services. Their decision was to reduce off-hour access to the main library downtown. In addition, they shifted branch library operating hours to match those of the downtown library, with the exception that some branch libraries are still open on Saturdays.

Proposed Facilities

The Library Board believes facilities should either be in proximity to population centers or easily accessible by bicycle, bus, or private vehicle. If future development were to continue to consume raw land away from the city center, the library would feel it necessary to build new facilities to serve these new areas. For this reason, the Library Board anticipates there may be a need for two new branches in the next twenty years. Currently, they are actively pursuing the purchase of land in the far northeast area of the city. However, there are no plans to build and operate a library in that area in the next ten years.

Library operations would also be affected by growth patterns. Additional facilities and an expanded geographical area could necessitate the addition of another delivery van to maintain the current daily delivery schedule. Operations (utilities, security, minor contracts, etc.) and personnel costs would also increase.

On the other hand, if future growth and development patterns incorporate new people into the existing urbanized area, the library could serve a growing population at existing facilities.

The cost to build a 75,000 square foot branch library is roughly \$15,000,000 (in 1998 dollars). It would be more cost-effective to increase staffing and collection size and expand hours of operation at existing facilities. In addition, the library could expand their electronic services with terminals at neighborhood grocery stores and COPS Shops where consumers could order books that would be mailed to their homes.

Six-Year Financial Plan

Six-Year Funding and Projects

There are no major capital projects planned for the next six years.

5.9 PARKS, RECREATION, AND OPEN SPACE FACILITIES

The city provides a system of local parks (neighborhood and community), major parks, and open space. The park system is managed by the Spokane Parks and Recreation Department with policy direction provided by the Spokane Park Board.

The Parks and Recreation Department's Parks, Recreation, and Open Spaces Plan offers a much more detailed picture of the park, recreation and open space system and what changes and improvements will be made in the future. The Parks and Recreation Department currently is developing a strategic plan that will work with the Parks, Recreation, and Open Spaces Plan and will help to guide the actions of the department for the next 20 years. The strategic plan process will update elements in the plan. This excerpt from the draft explains what the specific plan will accomplish, "In the spring of 2005, the Park Board and administrative staff began work on a 20/20 Strategic Plan for the Parks and Recreation Department. The purpose of the visioning process was to look twenty years into the future and envision the park system that should exist. The 20/20 Strategic Plan would contain strategies to propel this vision toward reality in twenty years or less. The second "20" is significant to the plan's name since "20-20" is considered perfect vision, thus the name 20/20 Strategic Plan." The results of the "20/20" strategic plan may result in recommended changes to the Comprehensive Plan.

The Parks, Recreation and Open Spaces Plan is hereby adopted by reference as a part of the Comprehensive Plan. Information about planning related documents for the Spokane Parks and Recreation Department can be found at www.spokaneparks.org.

Parks and Recreation Related Planning Efforts since 2001

Since the initial adoption of the 2001 Comprehensive Plan the Parks and Recreation Department has conducted a North Bank Development Plan for the area north of River Front Park. The following is an excerpt from the plan that explains its purpose, "The North Bank Master Plan provides a blueprint for the future development of the North Bank entertainment district. The vision for the North Bank is to create an economically viable entertainment district, while providing a connection to the downtown retail core through Riverfront Park. This plan incorporates this vision and the public input gathered throughout the planning process, and works towards creating an attractive, economically successful development on the North Bank, providing entertainment, recreation, educational, and cultural opportunities for Spokane residents and visitors alike." This plan is also available for viewing at www.spokaneparks.org.



Inventory of Park Lands

The Spokane Parks, Recreation, and Open Spaces Plan includes an inventory of each park and facility in the city. For a general location by park or facility type see Map CFU 5, "Parks".

Park Descriptions

Neighborhood Mini-Parks

Mini-parks are developed to serve a concentrated or specific group, such as children or senior citizens. Mini-parks have often been developed in areas where land is not readily available for neighborhood parks. Currently, there are eight neighborhood mini-parks in the city.

Neighborhood Parks

Neighborhood parks are intended to provide both active and passive recreation for residents enjoying short daily leisure periods but should provide for most intensive use by children, family groups, and senior citizens. These parks are centrally located in neighborhoods with safe walking and bicycle access. At forty parks, there are more neighborhood parks than any other park type in the city.

Community Parks

Community parks offer diverse recreational opportunities. These parks may include areas suited for facilities, such as athletic complexes and large swimming pools. Natural areas for walking, viewing, and picnicking are often available in community parks. Water bodies are present in many of these parks. As of this time, the city has eleven community parks located throughout the city.

Major Parks

A major park is a large expanse of open land designed to provide natural scenery and unique features of citywide and regional interest as well as affording a pleasant environment and open space in which to engage in active and passive recreation. The city has four major parks.

Conservation Area

Conservation areas are open space areas designed to protect environmentally sensitive features, such as steep slopes, unstable soils, and shorelines. These areas are generally maintained in their natural state and help preserve significant views and wildlife habitats and corridors. Currently, there are 1,501.53 acres of conservation land in the city. Many of the conservation areas are located along or near the Spokane River or Latah Creek.

Parkway

Parkways are often associated with arterials that have scenic features or connect parks. They have special landscape treatments such as trees, shrubbery, and grass. Some parkways have trails associated with them. There are eighteen parkways in the city.

Trails

Trails are paved or unpaved surfaces that are ideally separated from streets and are within an open space corridor. Trails are typically used for running, biking, walking, and skating. Although many unmarked, undesignated trails exist, there are three official trails in the city: Ben Burr, Fish Lake, and Centennial.

Other Facilities

The Parks and Recreation Department also owns and manages one arboretum, one art center, ten community/senior centers, four golf courses, three sports complexes, and seven swimming pools.

Forecast of Future Park Needs

Level of Service (LOS)

The city measures LOS by comparing the acres of parks per every thousand residents. Currently, the city is proposing to adopt the existing LOS for each measurable park type (neighborhood mini, neighborhood, community, and major). Although the National Recreation and Parks Association (NRPA) standards are much higher, the city cannot fund a high LOS (see Table CFU 20, “Level of Service and Required Acres”).

The proposed level of service for neighborhood parks is 1.17 acres per one thousand residents, 1.49 acres for community parks, 2.59 acres for major parks, and .03 acres for neighborhood mini-parks. For projecting future need, the LOS for each park type is totaled to 5.28 parks per thousand residents. The city is about 6 acres below the low NRPA standard of 11.25 acres per thousand residents.

The city does not measure LOS for conservation land, parkways, or trails. These park types are typically purchased and developed on an opportunity basis. The city seeks to purchase and designate conservation land each year. The primary funding source is the Conservation Futures Program, which is administered by Spokane County. Parkway are designated as part of the arterial street plan (see Maps TR 4, 5, and 6 in Chapter 4, “Transportation”). The city is currently developing the Fish Lake Trail to the southwest of the city, owns and maintains the Ben Burr Trail, and participates in maintaining the Centennial Trail (see Map CFU 5, “Parks”).

Need for Capital Facility Improvements

In order to maintain the existing LOS as the city grows over the next twenty years, the city will have to develop new parks. Although many of these parks will be in areas of the city with high growth potential, several developed neighborhoods still lack neighborhood parks. See the Parks, Recreation, and Open Space Plan for details on needed future capital facilities and the future financing plan.

Six-Year Project and Financing Plan

5.10 SANITARY SEWER

Service Area

The Riverside Park Water Reclamation Facility (RPWRF) (Previously known as the Spokane Advanced Wastewater Treatment Plant (SAWTP)) serves the city, portions of the urbanized un-incorporated county, and several other communities. The city serves these additional areas based on interlocal agreements, which are similar to contracts. Some of these agreements are for small amounts of capacity while others, like the agreement with Spokane County, are for ten million gallons per day. With the multitude of users, the RPWRF is a regional system. See Map CFU 6, “Sewer Service Area.”

Because of existing agreements, the RPWRF will most likely always be a regional system, although capacity will have to be increased dramatically, or other treatment solutions found, to accommodate the region’s growth.

Inventory of Existing Facilities

Sanitary Sewer System

The sanitary sewer system doesn’t consist of a treatment plant alone. Over 800 miles of pipes connect the treatment plant with the service area. Where needed, lift stations elevate the sanitary sewage in those locations that are too low. Additional facilities include inverted siphons, catch basins and drywells, and combined sewer overflow structures (CSOs). Map CFU 7, “Stormwater Facilities,” shows the location of the major sanitary sewer and stormwater facilities.

The City of Spokane Wastewater Facilities Plan Volumes 1 through 3 includes a detailed inventory and future needs assessment of the regional wastewater system. This long range planning document covers a fifty year period and currently describes the needs of the system until 2045.

Table CFU 25 is an inventory of the sewer system.

TABLE CFU 25 INVENTORY OF EXISTING SEWER FACILITIES		
Facility Category	Quantity	Units
Treatment Plant	1	each
Sewage Lift Stations	27	each
Sanitary Collection System	290	miles
Storm Water Collection System	130	miles
Combined Sewer Collection System	400	miles
Inverted Siphons	14	each
Catch Basins and Drywells	14,000	each
CSO Regulating Structures	30	each

Future Needs

Existing Demand and Capacity Summary

The RPWRF has the capacity to process approximately 44 million gallons per day (MGD) of regionally generated sanitary sewage. Of the 44 MGD, the city has, through interlocal agreements, transferred 10 MGD to Spokane County to serve unincorporated urban areas that are on septic systems and over the aquifer. This leaves the city with control of 34 MGD of RPWRF capacity. Of the 34 MGD, the city has about 2.3 MGD in surplus to serve future population growth. This will accommodate about 23,529 persons.

Currently, the RPWRF is processing an average of 40.7 MGD of regional sanitary sewage. This includes about 9.6 MGD that are associated with variable flow. Variable flow is water that infiltrates or inflows into the system and is not associated with sanitary sewer users. The city continues to make improvements to the sewer collection system to limit the amount of variable flow.

Level of Service (LOS)

The proposed level of service (LOS) for sanitary sewage processing is 100 gallons per capita per day (GPCD). This means that the city must plan to be able to accommodate 100 gallons of sanitary sewage per day for every person in the service area. Although some citizens may generate less or more sanitary sewage, this is an accepted average that can be used for planning purposes.

Six-Year Financial Plan**Six-Year Funding and Projects**

The Six-Year Comprehensive Sewer Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. This Six-Year Comprehensive Program is hereby adopted by reference as a part of the Comprehensive Plan. Printed copies are available and the programs may be viewed online at www.spokanecity.org/services/documents. Projects include reductions in septic systems, CSO events, infiltration and inflow, and capital improvements to the RPWRF. The city has enough funding sources to cover the costs of the proposed projects.

5.11 SCHOOLS

There are three school districts operating within the current Spokane city limits. The vast majority of the City of Spokane is served by Spokane Public School District 81. Cheney School District 360 serves some small corners in the southwest area of the city and the west plains. Mead School District 354 is generally located on Five-Mile Prairie and north of Lincoln Road. Depending on the placement of the City of Spokane's final urban growth boundary and annexations related to those new boundaries, more of the city might be served by these last two school districts, with the possible addition of the Nine-Mile Falls and West Valley school districts. (See Map CFU 11, "School Districts and Facilities.")

Inventory of Existing Facilities

District 81 operates thirty-five elementary schools, six middle schools and five high schools, in addition to several special schools, serving over 29,000 students each year. See Maps CFU 8, "Elementary School Boundaries," CFU 9, "Middle School Boundaries," and CFU 10, "High School Boundaries." In addition to the regular attendance center programs, the district is the sponsoring agency for the Spokane Skills Center, which serves nine neighboring school districts. Special learning centers like the Libby Center, before and after-school childcare programs such as Express, and an extensive summer school program round out the district offerings.

TABLE CFU 30 INVENTORY OF EXISTING FACILITIES: SCHOOLS	
School	Total Existing Enrollment
Elementary Schools	15,456
Middle Schools	4,460
High Schools	8,593
Other Buildings	1,234
Total School Facilities	29,743

Existing Enrollment

District 81 has a total full-time enrollment of nearly 30,000 individual students. This includes 1,234 students enrolled in special schools. The focus of these alternative schools ranges from programs for troubled youth to professional-technical training. Most of the students at the Spokane Skills Center are from the other eight school districts in Spokane County, with non-District 81 enrollment at 286 students for 2000.

Enrollment is a shifting concept that requires District 81 to remain flexible. Drop-out rates and families who combine households to share winter heating costs can result in significant changes from initial enrollment projections. The district reacts to these fluctuations through busing and the use of "relocatables," which are portable buildings on cement foundations.

TABLE CFU 31 INVENTORY OF EXISTING FACILITIES: SCHOOLS BUILDING SQUARE FOOTAGE				
School	Permanent	Portable	Total	Site Acreage
Elementary	1,506,534	149,517	1,656,051	208.81
Middle	655,097	0	655,097	104.69
High	1,098,774	20,902	1,119,676	148.48
Other Buildings			456,547	34.77
Total for All Buildings		170,419	3,887,371	496.75

Existing Capacity

Finch is the only one of the thirty-five elementary schools in District 81 that currently has a deficient capacity issue. However, this is due to lack of support space, not classroom space. Both Audubon Elementary and Willard Elementary Schools were full in 2000, while Wilson Elementary had surplus capacity of about 25 to 30 students. Mullan Road Elementary currently serves about 440 students. At present, the Eagle Ridge housing development contributes only a few students to this school. However, the school could handle up to an additional 250 students if more young families were to move into this area.

Enrollments have recently declined faster than expected at Woodridge Elementary, Salk Middle School, and Shadle Park High School, where there were roughly 100 students less than other schools. This may have been triggered partially by a sluggish home resale market in the area.

A high school's capacity is measured more by total space use during fourth period than total enrollment. In addition, the adequacy of teaching stations per school depends in part on the requirements of particular programs.

Forecast of Future Needs – District 81

Existing Demand – Enrollment

There were over 30,000 students enrolled in District 81's elementary, middle, and high schools in 2000.

Level of Service (LOS)

District 81 describes their current level of service standard as, "educate all children who wish to attend public schools, between the ages of five years and 21 years who have not received a high school diploma or equivalent [and] educate handicapped children between the ages of three and five years."

For elementary schools, more specific level of service standards include: 500 to 600 students per school, 5 or more acres of land per school, and a student/teacher ratio of 26:1. The standard student/teacher ratio for middle and high school is 30:1. Students who live more than a mile from school may travel to school on district-approved buses. Bus service is also provided to those students whose school route has been declared unsafe by the district safety office or who participate in after-school activities.

Future Demand – Enrollment Projections

Demographic shifts have a cyclical effect on projected enrollment. As the adults in a neighborhood age, the number of school children decreases. When older residents gradually give way to young families, the number of school children increases. Certain types of employment and higher income levels typically indicate a family with older children who will be phasing out of the school system relatively soon. In fact, the out-migration that the district has observed over the last few years may indicate that some families also tend to move outside the city as their children age.

Sometimes, local economic development efforts result in traceable patterns in enrollment levels. For example, young families came to Spokane to fill the 9,000 jobs created through the Momentum (New Century Plan) process. This added 4,500 new students, but only a few years later they are starting to finish high school. Soon, they will have moved out of District 81's system and into the workforce themselves.

In addition to unique local phenomenon, District 81 bases their enrollment projections on the cohort survival method. Since there is virtually no in-migration, births account for the bulk of growth. Their birth numbers are based on enrollments in birth classes and are projected out five years to calculate the projected kindergarten enrollments

The years 1990, 1991, and 1993, saw particularly large birth numbers, with 1991 registering the largest number of births in twenty years. In sharp contrast, the years that followed experienced lower than normal birth rates. As a result, the district anticipates that elementary school enrollments will drop by 2000 students by 2005, resulting in smaller class sizes. It is expected that middle school enrollment will stay fairly flat, and high school enrollment will only increase slightly.

TABLE CFU 32 ENROLLMENT PROJECTIONS				
Year	School Level			
	Elementary	Middle School	High School	Total
1995	16,552	5,037	8,804	30,393
1996	16,413	4,974	9,066	30,453
1997	16,482	4,991	9,081	30,554
1998	16,533	4,850	9,309	30,692
1999	16,297	4,840	9,345	30,483
2000	16,069	4,779	9,309	30,157
2001	15,657	4,836	9,165	29,660
2002	15,189	4,942	9,368	29,499
2003	14,715	5,013	9,138	28,86
2004	14,384	4,916	9,195	28,495
2005	14,142	4,684	9,328	28,154
Projections from Spokane School District 81: Planning Capital Projects, February 28, 2001.				

Need for Capital Facility Improvements

Following construction of the bond funded projects listed below in Table CFU 33, “1998 Bond Projects,” the district anticipates limited need for construction of new facilities in the immediate future.

Plans of Other Providers

In order to sustain and improve overall community health, District 81 makes their buildings and recreational facilities available to the public for use during non-school hours. Priority for scheduling and rental fee structure ranges over five classes: school district sanctioned activities, joint use agreements and contracts, other educational institutions, civic and service use, and private interest groups. (See the excerpt from District 81’s Procedure Manual relating to “Use of School Facilities.”)

In addition, the City of Spokane Parks and Recreation Department supports and maintains recreational facilities at all the school sites. (See the City of Spokane Parks, Recreation, and Open Spaces Plan). Access to school facilities as centralized gathering places strengthens local residents’ sense of community. All possible efforts should be made to continue and expand such opportunities for co-location of programs and shared-use of public facilities.

Proposed Facilities

Beyond those projects funded by the recent bond, District 81 has no specific facilities planned for construction in the immediate future.

Six-Year Financial Plan

Six-Year Funding and Projects

In 1998, District 81 successfully passed a \$74.5 million bond, which funds the following projects shown on Table CFU 33, “1998 Bond Projects.”

TABLE CFU 33 1998 BOND PROJECTS				
Bond Project	Percent Complete	State Match and Other Funds	Bond	Completion Date
Lewis and Clark High School Renovation	10 percent	\$22,278,800	\$14,141,542	August 2001
Technology Improvements at All Schools	Equipment: 50 percent		\$12,624,693	September 2002
Upgrade Electrical Systems and Retrofit School for Technology	Data Upgrades Complete; Electrical: 50 percent		\$12,812,518	July 2000
Rogers High School Renovation	40 percent		\$5,827,617	June 2000
North Central High School Addition	20 percent	\$1,832,305	\$2,790,036	August 2000
Browne Elementary School Replacement	10 percent	\$1,931,306	\$5,029,522	September 2000
High School Science Room Renovation	Complete		\$1,482,900	September 1999
Garry Middle School Physical Education and HVAC Improvements	Complete		\$2,260,920	September 1999
Elementary Library Remodels	Complete		\$702,906	September 1999
Replace Modular Unit Wilson Elementary School	Complete		\$1,282,932	July 1999
Site Expansion/Improvements	50 percent		\$5,001,935	September 2003
Auditorium Improvements at Ferris and Shadle Park High Schools	Complete		\$505,233	September 1999
Intercom/Phone/Communication Upgrades	Complete		\$3,049,120	October 1999
Instructional Space Expansion	Complete		\$622,352	October 1999
Cooper Elementary Parking and Traffic Flow Improvements	Complete		\$106,032	September 1998
State Sales Tax			\$6,292,882	
Total		\$26,042,411	\$74,533,140	

Capacity Balance

District 81 addresses capacity issues either through bussing students out of schools with deficient capacity or by adjusting the boundaries served by individual schools that are experiencing surplus capacity so that more students can attend a school near their home. Another tactic is to shift locations of special programs based on available space. For example, the Montessori and APPLE programs periodically are relocated to other sites as enrollments rise and fall and capacity shifts accordingly.

Also, the programs for students with limited English speaking ability shift according to the areas of the city with concentrations of this need. In the past, Asian (Hmong) immigrants settled mainly in the East Central and West Central areas but their children have largely finished school now and that immigration trend has ended. Therefore, the language program has moved to the Bemiss/Shaw/Rogers area in order to better serve the growing population of Russian immigrants.

District 81 assumes that additional capacity will be generated to meet future needs. Excess capacity will not be generated, as it limits their eligibility for state matching funds to offset the cost of school construction. Table CFU 34, "Capacity Balance After 1998 Bond Projects," shows the capacity balance after completion of the 1998 school bond projects.

TABLE CFU 34 CAPACITY BALANCE AFTER 1998 BOND PROJECTS		
Site	Project	Additional Capacity
All Schools and Classrooms	Electrical and Data and/or Fiber Upgrades	0 students
Browne Elementary	Replacement	50 to 75 students
Ferris High School	Auditorium and/or Science Room Renovations	0 students
Garry Middle School	Addition and/or Upgrade	0 students
Lewis and Clark High School	Renovation, Replacement, and/or Site Expansion	100 to 150 students
North Central High School	Renovation and/or Addition	0 students
Rogers High School	Renovation and/or Replacement	0 students
Shadle Park High School	Auditorium and/or Science Room Renovations	0 students
Wilson Elementary School	Addition and/or Renovation	0 students

Elementary Schools

Spokane Public School District 81 continues to look ahead in anticipation of the future need for new elementary schools. The district anticipates building anywhere from two to seven new elementary schools over the next twenty years, depending on how and where future growth and development occur, and whether or not they decide to switch to a true middle school grade structure. In addition, they would need to renovate or replace ten existing elementary schools if they stay with their current grade structure. If they switch to a true middle school system that includes sixth grade, they would only need to renovate or replace six existing elementary schools.

The school board tends to wait to build a new elementary school until development and demographic trends indicate they will be able to serve 500 students. They anticipate reaching this threshold in Indian Trail by 2010. In this regard, District 81 currently owns property in the northwest area (Indian Trail), next to the park and fire station on West Pacific Park Drive. In addition, the district hopes to locate property for a new elementary school in the southeast portion of their service area (near Glenrose). Depending on the location of the city's final urban growth boundary (UGA), this could result in higher bussing costs for the district, as development at an urban level of density would be restricted to within the UGA.

Middle Schools

There is no anticipated need for additional middle schools over the next twenty years unless the district changes to a true middle school system. If middle schools continue to include only grades seven and eight, the district anticipates needing to renovate or replace four existing middle schools. However, if these schools were to include grade six as well as grades seven and eight, the district would need to construct probably two and possibly four more middle schools, depending on how and where future growth and development occur.

The middle school grade structure uses space more cost effectively, as there is less need to build additional elementary schools in response to population growth. Currently, classes from six or seven elementary schools feed into each middle school. However, it costs less to build one middle school than it costs to build two elementary schools, even though each approach serves approximately the same number of students.

High Schools

Over the next twenty years, District 81 anticipates that they will need to renovate and upgrade Rogers High School, possibly replace or renovate one other high school, and build additions to expand capacity at Ferris, North Central, Rogers, and Shadle Park High Schools.

District 81's recent land accumulation efforts have focused mainly on providing enough space to accommodate the expansion of both North Central and Lewis and Clark High Schools. In the last two years, they have purchased five lots to the north of North Central High School on the south side of Indiana between Washington and Howard Streets and twelve lots for the expansion of Lewis and Clark High

School between Washington and Stevens Streets, and Fourth and Fifth Avenues. Negotiations for the purchase of additional parcels to support the expansion of Lewis and Clark High School are currently underway.

TABLE CFU 35 TWENTY-YEAR PROJECTS	
Scenario	
Scenario 1: Middle Schools Include Only Grades 7-8 K-6, 7-8, 9-12	Rogers High School: Renovation/upgrade
	10 existing elementary schools: Renovate/replace with new construction
	4 existing middle schools: Renovate/replace with new construction
	Selected high schools: Additions
	4-7 new elementary schools: New construction/new sites
Estimated Total Cost	\$195,000,000 - \$215,000,000
Scenario 2: Middle Schools Include Grades 6-8 K-5, 6-8, 9-12	Rogers High School: Renovation/upgrade
	6 existing elementary schools: Renovate/replace with new construction
	Selected high schools: Additions
	4 new elementary schools: New construction/new sites
	4 new middle schools: New construction/new sites
Estimated Total Cost	\$169,000,000

5.12 SOLID WASTE

The Solid Waste Management Department is responsible for the collection of solid waste and recyclables generated within the City of Spokane and the operation of disposal facilities that serve Spokane County. The City of Spokane administers and operates a broad range of solid waste management activities within the city and in Spokane County. They include:

- ◆ Collection of solid waste generated by residential and commercial customers in the city
- ◆ Operation of the Valley Transfer Station and the Colbert Transfer Station.
- ◆ Operation of the Northside Landfill.
- ◆ Collection of recyclables and yard waste from residential and commercial customers in the city
- ◆ Contract administration for the processing of recyclables collected in the City of Spokane.
- ◆ Operation of moderate risk waste collection stations at the two transfer stations and the Waste to Energy (WTE) Plant.
- ◆ Operation of transfer activities between the transfer stations, WTE Plant, and a Regional Disposal Company.
- ◆ Operation of transfer activities between the transfer stations, WTE Plant, Regional Compost Facility, and recycling companies.
- ◆ Administration and permitting of medical waste haulers in the city.
- ◆ Illegal dumping inspections and cleanup for the city and county through the Department of Code Enforcement.
- ◆ Coordination with the Spokane Regional Health District and the City of Spokane on facility inspections and enforcement.

The information that follows in the rest of 5.12 Solid Waste is a general overview of the existing Solid Waste management system. The full details of the Solid Waste Management Plan and financing program are found in the Spokane County Comprehensive Solid Waste Management Plan of 1998 (currently being updated) and the Solid Waste Management Department's 10 year plan.

The Spokane County Comprehensive Solid Waste Management Plan of 1998 contains detailed descriptions of the Solid Waste system and interlocal agreements between the City of Spokane and surrounding jurisdictions that describe the Solid Waste Management system. This plan is currently in the process of being updated with a planned adoption timeframe of late 2006 or sometime in 2007.

The Solid Waste Management Department's 10 year plan contains the projects or programs, with descriptions of the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years. These projects and programs are incorporated herein, along with the financing plan for each of them found in the CIP. The projects and programs may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. This finance plan shows full funding for all improvements to existing facilities and for new or expanded facilities the City expects to need to serve the projected population through the ten-year period covered by the CIP. Additionally, the CIP contains funding for major maintenance and for other improvements that will both maintain and enhance the City's existing facilities.

General Inventory of Existing Facilities

A detailed inventory of existing facilities and their capacity is contained in the Solid Waste Management Department 10 year plan.

Service Area

The City of Spokane provides collection of solid waste generated by residential and commercial customers in the City of Spokane. As stated earlier, the City of Spokane also administers and operates a broad range of solid waste management activities within the city and county.

Capacity

The city has the ability to meet the present and future recycling and disposal needs. To accommodate future population growth, there will be a need to acquire additional solid waste apparatus and there may be a need for modifications to transfer stations and the WTE Plant. Specific alternatives and potential funding mechanisms are discussed in the Spokane County Comprehensive Solid Waste Management Plan Update, October 1998. This plan is in the process of being updated and the update should be adopted before the end of 2006.

Forecast of Future Needs

Existing Demand

In 2000, city crews collected 66,052 tons of solid waste from residential customers and 72,903 tons from business and institutional customers. In 1996, the city began transitioning to a fully automated collection system for residential refuse. This system is now in place citywide. Recyclables are collected from residential customers in side-loading vehicles. Most refuse collected by the city is delivered to the WTE Plant and recyclables are delivered to a private intermediate processor. In 1997, the city began offering curbside collection of yard waste to residential customers. Further details on existing demand and levels of service are found in the Solid Waste Management Department 10 year plan and the Spokane County Comprehensive Solid Waste Management Plan.

Level of Service (LOS)

Information regarding the existing and proposed solid waste level of service is provided below.

Existing LOS

- ◆ Residential: 4.33 collections per household per month
- ◆ Commercial: As needed
- ◆ Recycling: 4.33 collections per household per month

Proposed LOS

- ◆ Residential: 4.33 collections per household per month
- ◆ Commercial: As needed
- ◆ Recycling: 4.33 collections per household per month

Facility Improvements

Collection System

As growth occurs, the number of solid waste and recycling collection routes will increase. Additional trucks and other apparatus will be needed, as well as employees to drive the trucks and operate equipment. Other equipment, such as recycling bins, carts, and dumpsters, will also have to be purchased as customers are added to the collection routes. In general, equipment needs and employees are funded by collection fees. Details on the needs of the collection system as growth occurs are found in the Solid Waste Management Department 10 year plan and the Spokane County Comprehensive Solid Waste Management Plan.

Financial Plan

Funding and Projects

Specific details on funding and projects for the Solid Waste Department are found in the Solid Waste Management Department 10 year plan.

Capacity

The city has the ability to meet the present and future solid waste disposal needs. Specific alternatives to accommodate future population growth and potential funding mechanisms are discussed in the Spokane County Comprehensive Solid Waste Management Plan (CSWMP), October 1998. The CSWMP addresses the management and disposal of municipal solid wastes and moderate risk waste currently generated in Spokane County, identifies types and quantities of wastes currently generated in the county, discusses needs and opportunities for solid waste management, develops objectives for solid waste management, and proposes alternatives for management of these wastes.

5.13 WATER

The City of Spokane Water and Hydroelectric Services Department provides potable water to the City of Spokane and several areas that are outside the Spokane city limits. A complete inventory, analysis of need, and capital facilities program is provided in the approved and adopted 2000 City of Spokane Comprehensive Water System Plan. The City of Spokane Water Department is in the final stages of a complete update of the Comprehensive Water System Plan. A draft is currently under review and adoption is expected within the year. What information is provided in this subsection is a summary of the information provided in the Comprehensive Water System Plan.

Inventory of Existing Facilities

Service area summary

The City of Spokane provides water service to approximately 199,000 residents in Spokane as well as to approximately 10,000 residents outside the Spokane City limits, including Spokane International Airport and Geiger Heights Air Force Housing. In addition, the City of Spokane provides water to the City of Airway Heights and Spokane County Water District #3. The City has interties with several small purveyors plus Fairchild Air Force Base to provide them water during emergency situations. The Intertie Agreements between the City of Spokane and each purveyor dictate the conditions for providing water. The current service area includes approximately 59 square miles within the Spokane City limits and approximately 19 square miles outside city limits. Map CFU 12, “Water Service Areas,” identifies the current water service area.

Facilities and Water Rights

The City of Spokane’s sole source of water is the Spokane Valley – Rathdrum Prairie Aquifer. The water system is comprised of 7 well stations that pump water from the aquifer, 24 booster pump stations, 34 storage reservoirs, and 900 miles of pipeline. The city’s current average daily demand is approximately 59 million gallons per day (MGD) based on an average daily use of approximately 282 gallons per person per day.

The City of Spokane holds water rights to 348 MGD, or a Maximum Instantaneous Flow Rate of 242,278 gallons per minute (gpm). The Current Maximum Instantaneous Flow Rate is 196,720 gpm. Map CFU 13, “Water Facilities and Pressure Zones,” identifies the location of various water facilities and pressure zones.

Fire Flows

Firefighting requires water at high flow rates and sufficient pressures for the time period necessary to extinguish the fire. A water system is required to have a supply, storage, and distribution system grid of sufficient capacity to provide firefighting needs while maintaining maximum daily flows to residential and commercial customers.

The City of Spokane typically requires designs for the water system to provide fire flows that exceed: standards established by the Insurance Service Office (ISO); standards administered by the Washington Survey and Rating Bureau (WSRB); minimum fire flows required by state law, set forth in Washington Administrative Code 248-57; and/or fire flows required by the fire district that has jurisdiction

In 1999, The City of Spokane Water Department and the water system it operates were the subject of an extensive survey conducted by the WSRB. The results of this survey placed the Water Department and the water system in Class I. This rating, in conjunction with the Fire Department rating of Class III, brings with it a very good firefighting system, and with that, lower fire insurance rates for the citizens of Spokane.

Capacity Summary

Table CFU 40, “Inventory of Capital Facilities: Water Supply,” shows the city’s existing water system facilities and corresponding capacities. The current pumping capacity of the water system is 282 MGD. This capacity is based on equipment nameplate data.

TABLE CFU 40 INVENTORY OF CAPITAL FACILITIES: WATER SUPPLY	
Facilities	Capacity
Ground Water	Pump Capacity
Spokane Valley-Rathdrum Prairie Aquifer	Estimated 624.6 MGD
Well Stations	Station Capacity
Well Stations-Total System Capacity	282 MGD
Booster Stations	Station Capacity
Total Booster Station Capacity	167.28 MGD
Reservoirs and Storage	Storage Capacity
Total Storage Capacity	105.44 MGD

Forecast of Future Needs

Existing Demand

The City’s average daily water system demand in 2005 was 59 million gallons per day (MGD), which is a daily water demand of approximately 282 gallons per person per day based on a service area population of approximately 209,000 persons. The city’s peak day water system demand in 2005 was 150 million gallons, which is 718 gallons per person.

Level of Service (LOS) Standard

The City presently has seven well sites tapping into the aquifer for its water supply source. Ideal design practice recommends that the source of supply capacity be equal to the maximum day demand (MDD), allowing stored water to be used for the peaking requirements of the system. The total system pumping capacity is 282 MGD. The highest recorded MDD is 185 MGD.

Minimum LOS standards were established in the Countywide Planning Policies. According to these policies, distribution pipelines must be designed to deliver sufficient water to meet peak customer demands (peak hourly demand), this period occurring over a range of a few minutes to several hours. The flow rate must be provided at no less than 30 psi (pounds per square inch) at all points in the distribution system (measured at any customer’s water meter or at the property line if no meter exists) except for fire flow conditions. By existing policy, the City of Spokane Water Department requires that the water system provide the specified LOS at a minimum pressure of 45 psi. Water pressures of at least 45 psi have proven more satisfactory in terms of meeting the water needs for most customers.

Future Demand

It is recognized that the city is not the only water purveyor within the proposed UGA. If the City of Spokane should someday annex areas within the adopted UGA that are currently being served by other water purveyors, it is anticipated that these water purveyors will continue to serve the customers into the foreseeable future. It is anticipated, however, that City of Spokane design standards will be implemented to govern the installation or replacement of water system facilities in these areas.

Proposed Facility Improvements

This is a summary review of proposed water facility improvements. A detailed list of capital improvement projects is provided in the 2007 Comprehensive Water System Plan.

Source Improvements

Source improvements refer to improvements at well stations. The improvements may entail upgrades and/or rehabilitation of existing facilities that are subject to aging equipment. Improvements may also include the construction of new well stations to accommodate growth, and/or provide redundancy for wellhead protection.

Booster Pump Stations

Improvements to existing booster stations may require upgrades and/or rehabilitation of aging equipment. Improvements may also include the construction of new booster stations to accommodate growth. As an example, anticipated growth in the West Plains Pressure Zone will require construction of a new booster station as well as increasing the pumping capacity of two existing booster stations.

Storage System

Improvements to the water and storage facilities are made to accommodate growth, hydraulic consistency within a pressure zone, or for redundancy.

Any project that requires a water system expansion and/or infrastructure infill to support new growth will be funded at the expense of the project proponent.

Pipelines

Most of the system piping is in good shape. However, old large steel transmissions, cast iron pipe with leadite joints, and kalamein pipe are being replaced on a systematic basis.

Funding

Facilities constructed to replace old worn out infrastructure will be paid for from the rate stabilization fee portion of the rate structure. Facilities constructed for growth will be paid for with a combination of general facility charges (hood up fees), developer funding, and cash reserves.

Six-Year Financial Plan

Six-Year Funding and Projects

To ensure current or improved levels of service to its customers, the City is following an aggressive improvement schedule. The Six-Year Comprehensive Water Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. This Six-Year Comprehensive Water Program is hereby adopted by reference as a part of the Comprehensive Plan. Printed copies are available and the programs may be viewed online at www.spokanecity.org/services/documents.

5.14 PRIVATE UTILITIES

Introduction

The Growth Management Act (GMA) requires a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

In December 1995, a Regional Utility Corridor Plan (RUCP) was developed to fulfill the requirements of the Countywide Planning Policies. This plan includes an inventory and analysis of existing and proposed electric, gas, telephone/fiber optic, water and sewer “corridors.” Through the inventory and mapping of existing and proposed utility corridors, it was determined that opportunities to share corridors may be limited. A utility corridor map is contained in the Spokane County Comprehensive Plan, which identifies electric, gas, and telephone/fiber optic corridors for various utility providers. The RUCP provides policies and action statements that are used to guide the goals and policies of the City of Spokane and Spokane County Comprehensive Plans.

The City of Spokane recognizes that planning for private utilities is the primary responsibility of the service providers. Zoning regulations may place restrictions on the location and site development of the utilities and may require a public review process before utility facilities may be located.

Many private utilities are under directive by their licensing agency and franchise agreements to provide a specific level of service to their service area. In many instances, this regulating agency is the Washington Utility and Transportation Commission (WUTC). Services are provided on an “on demand basis.” Any new development within a service provider’s area must be served. Most service providers monitor development plans and try to build excess capacity into their facilities at the time of construction to allow for future demand.

Private utilities may be restricted by their environment. Competing districts or limited service areas may limit future expansion. For example, packaged sewage treatment plants may serve only the development for which they were originally intended. Water providers may be limited by the quantity of their water rights or surrounding providers. Telecommunication companies are not restricted by these types of limitations; however, they are regulated by the WUTC.

Map CFU 14, “Private Utilities,” identifies the location of existing major utility transmission lines, substations, and other regional serving facilities in Spokane.

Utilities

Electricity

Avista Utilities is the only private electricity provider within the City of Spokane. Other providers may be found in the surrounding area. Map CFU 14, “Private Utilities,” indicates the current and future location of electrical transmission lines and substations in and around the City of Spokane. The Bonneville Power Administration (BPA) provides electricity from the federal power grid to Avista Utilities and some private businesses in the area. BPA has a number of substations in the area, which allow the power coming from Grand Coulee Dam and other locations on the grid to be stepped down to a level that is compatible with local needs.

With population increases, Avista Utilities anticipates changes in future capacities. Additional capacity would be needed at the substations located at Francis and Cedar, and at Sunset (near 29th and Highway 195). A new substation will be needed in the Mead area in 2003. A new substation is anticipated for the Indian Trail area in 2009.

After the 1996 ice storm, requests were made for underground power lines. Underground lines provide for protection from natural and man-made disasters, such as storms and fire. Buried lines also provide an uncluttered visual environment. However, buried lines present a challenge for the provider when problems occur. This is because they are harder to locate and more expensive to access for repair.

Natural Gas

Map CFU 14, “Private Utilities,” shows the location of natural gas lines in and around the City of Spokane. Existing gas service covers a majority of the developed areas of the city and peripheral area. Natural gas is provided at the time of development. Avista Utilities has stated that regulators and piping additions would not produce any major impacts and are not planned for beyond three years. In addition, changes are planned for the main distribution facilities in the near future.

Telecommunications

Telecommunications travel many paths throughout the city of Spokane. Map CFU 14, “Private Utilities,” shows the location of AT&T’s fiber optic lines. Traditional telephone lines are found throughout the developed areas of the city. Fiber optic lines provide another communication link and are replacing traditional telephone lines in many places. Cellular phones provide a third method of communication. Traditional telephone lines and wireless communication support towers have the greatest impacts on the visual environment. Changing technology provides potential new methods of communication. The WUTC regulates a number of long distance and cellular phone companies in the Spokane area. Communication by computer is a fast growing method of general communication and commerce, as well. The City of Spokane has Class “A” and “B” local telephone exchange services that are regulated by the WUTC. The WUTC defines a “Class B” telecommunications company as having less than 10,000 access lines.

Cable television is provided by franchise from the City of Spokane. Currently, the franchise is held by AT&T Broadband. Since it is a private company, it provides services on demand through its distribution system generally located on the same poles as traditional telephone lines. In addition, satellite television is increasingly providing competition to cable and free television.

The Spokane area is served by eight cellular providers: Verizon, Airtouch, Sprint, AT&T, Nextel, VoiceStream, GTE, and Qwest. Cellular calls use signals to and from mobile phones. Cellular calls are routed by a series of low-powered transmitting antennas through a central computer, which connects the call to its destination. Transmitting antennas are located at “cell sites”, and their coverage areas are known as “cells.” A network of strategically placed antennas allows a “handing off” of the signal as the carrier of the phone travels.

Capacity overload and cellular system expansion are in response to several factors: an increase in the number of customers residing within a designated area, a shift in traffic volumes affecting cellular users, or a record of service inadequacies, such as dropped calls or poor sound quality. In these cases, additional antennas are then planned with site selection influenced by topography and other engineering constraints.

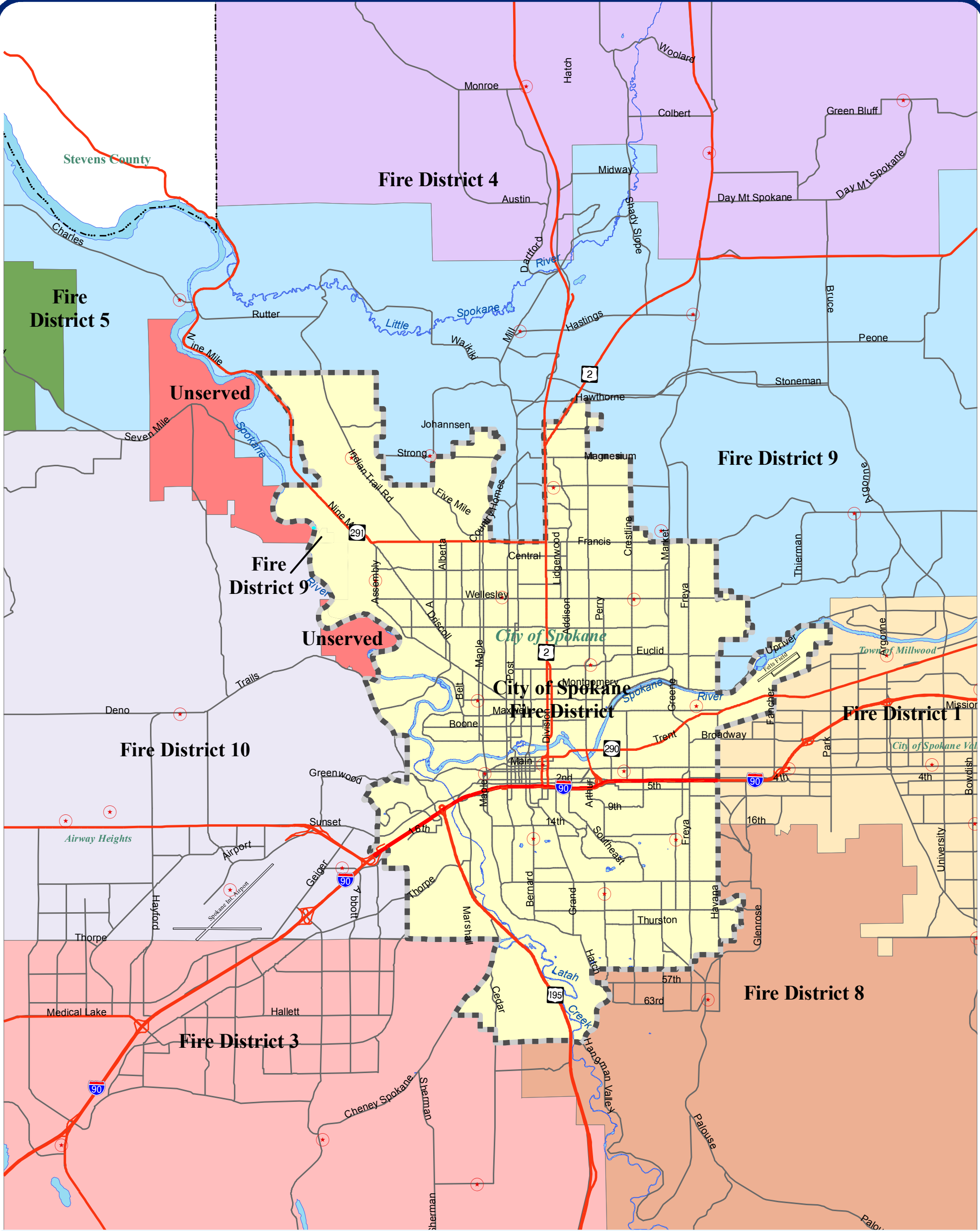
Utility Services Summary

Table CFU 45, “Utility Services: Spokane,” provides a general summary of utility services provided in Spokane, including the existing and planned capacity of the service provider.

TABLE CFU 45 UTILITY SERVICES: SPOKANE			
Utility	Provider	Existing Capacity	Planned Capacity
Natural Gas	Avista Utilities	Information not available at this time.	Information not available at this time.
Electrical	Avista Utilities	Within the urban growth area, the winter capacity is 900 Mega Volt Amperes (MVA). The winter peak load in 1999 was 528 MVA.	The planned winter capacity for the year 2020 is 1,273 MVA. The year 2020 winter peak load is estimated at 746 MVA.
Telecommunications			
Telephone	Qwest	WUTC requires basic service to be provided when and where customers need it.	No major new facilities are planned within the next 6 to 20 years. Additional requirements will be served out of existing central office buildings.
Cellular	Verizon, Airtouch, Sprint, AT&T, Nextel, VoiceStream, GTE, and Qwest	Information not available.	Information not available.
Cable TV	AT&T Broadband	Serves approximately 90,000 households in Spokane County, 55,000 of which are in the city. Has capacity to serve approximately 159,000.	Annual growth rate is approximately 1-3 percent. (Depends on community growth, economic factors, and competitive pressures.)

5.15 MAPS

- CFU 1 Fire Districts
- CFU 2 Police Patrol Areas
- CFU 3 C.O.P.S. Substations
- CFU 4 Library Sites and Service Areas
- CFU 5 Parks
- CFU 6 City of Spokane Sewer Service Area
- CFU 7 City of Spokane Stormwater Facilities
- CFU 8 Elementary School Boundaries
- CFU 9 Middle School Boundaries
- CFU 10 High School Boundaries
- CFU 11 School Districts and Facilities
- CFU 12 Water Service Areas
- CFU 13 Water Facilities and Pressure Zones
- CFU 14 Private Utilities



Fire Districts

Map CFU 1

Legend

Fire Stations

Base Information

- | | |
|-----------------|--------------------|
| City Limits | Major Arterials |
| County Boundary | Interstate Highway |
| Highways | Rivers |

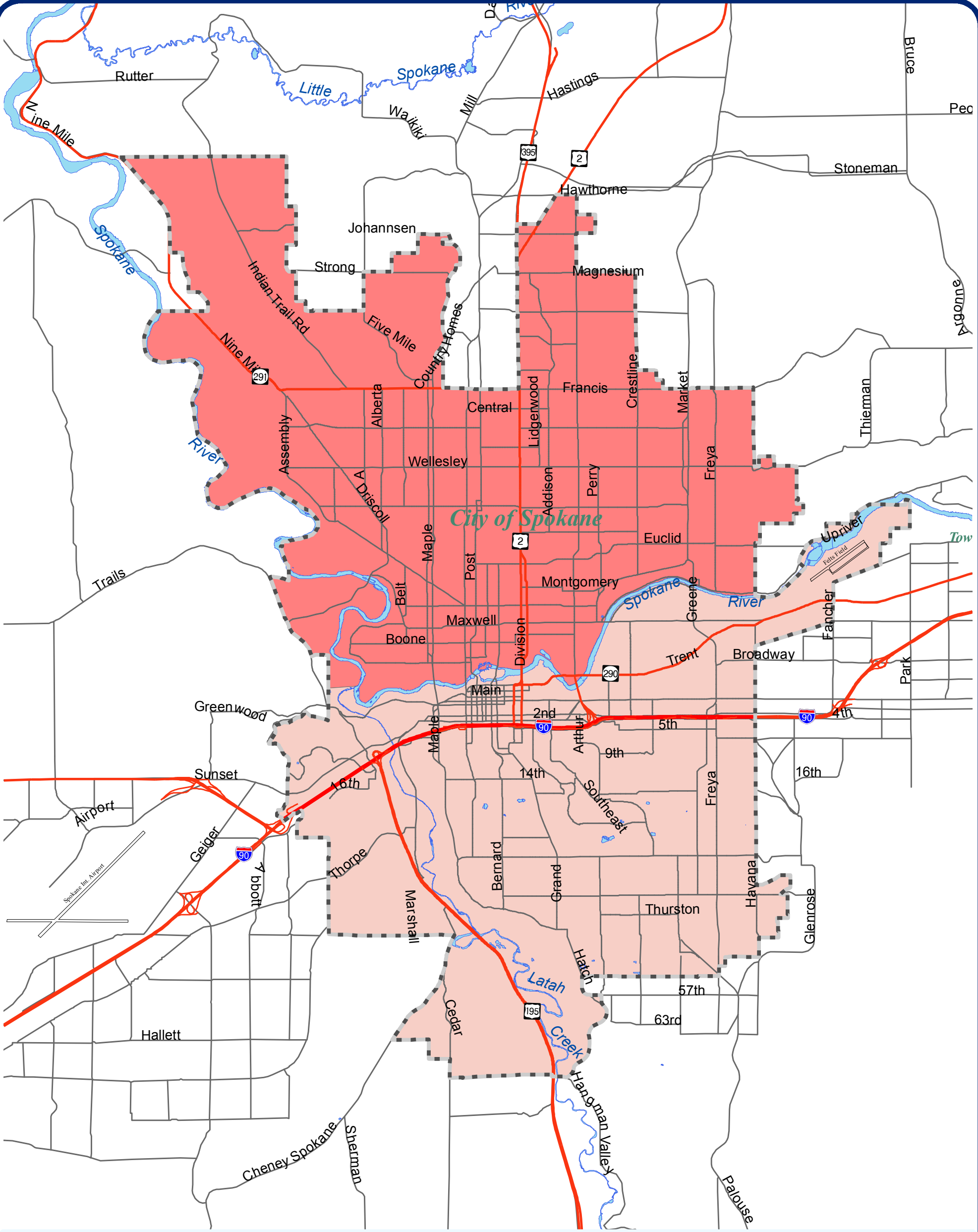
1 0.5 0 1 Miles



Source: GIS
Date: 05/10/2006



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Police Patrol Areas

Map CFU 2

Legend

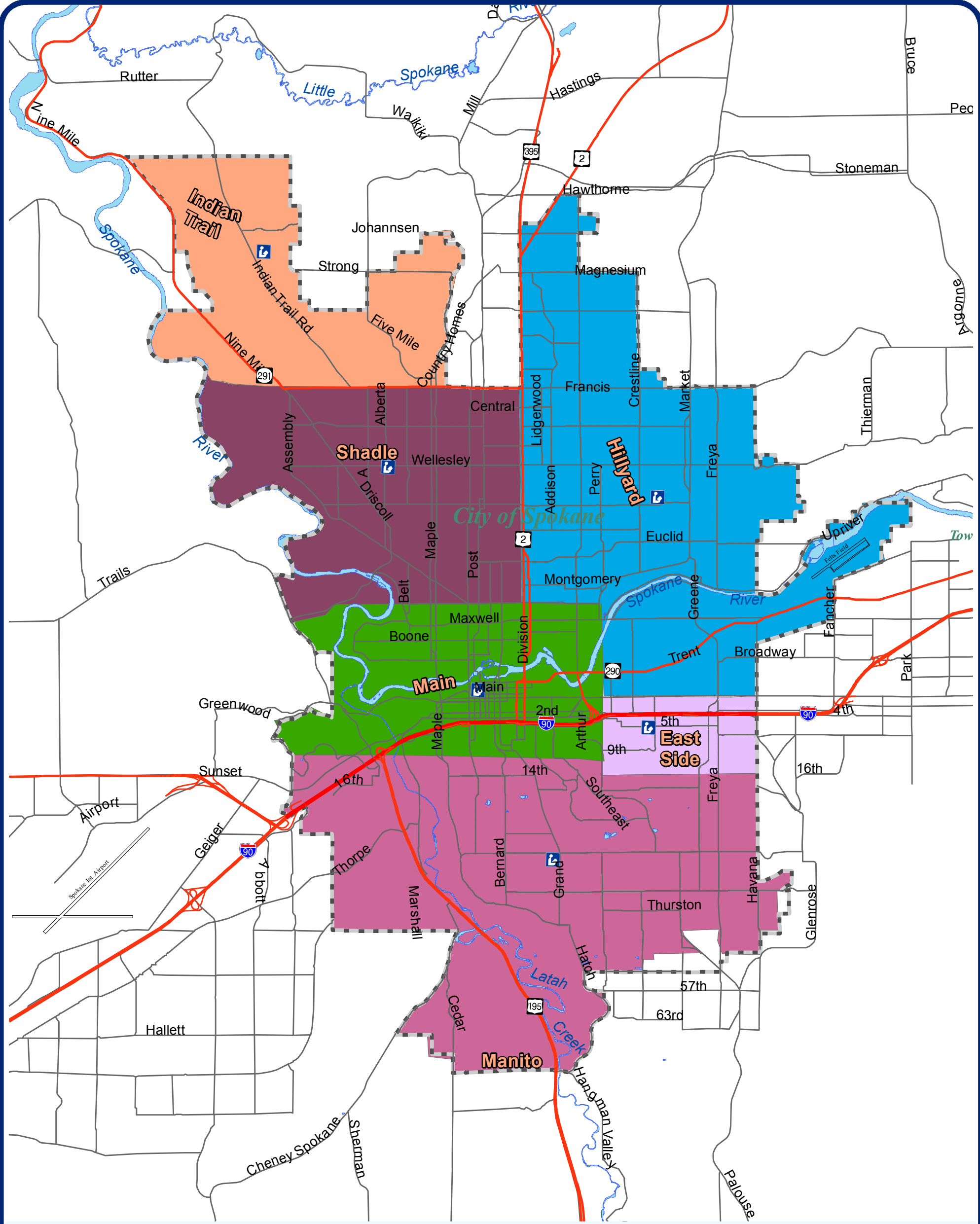
- North Patrol
- South Patrol
- Base Information**
- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers



Source: GIS
Date: 05/10/2006
















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Library Sites and Service Areas

Map CFU 4

Legend

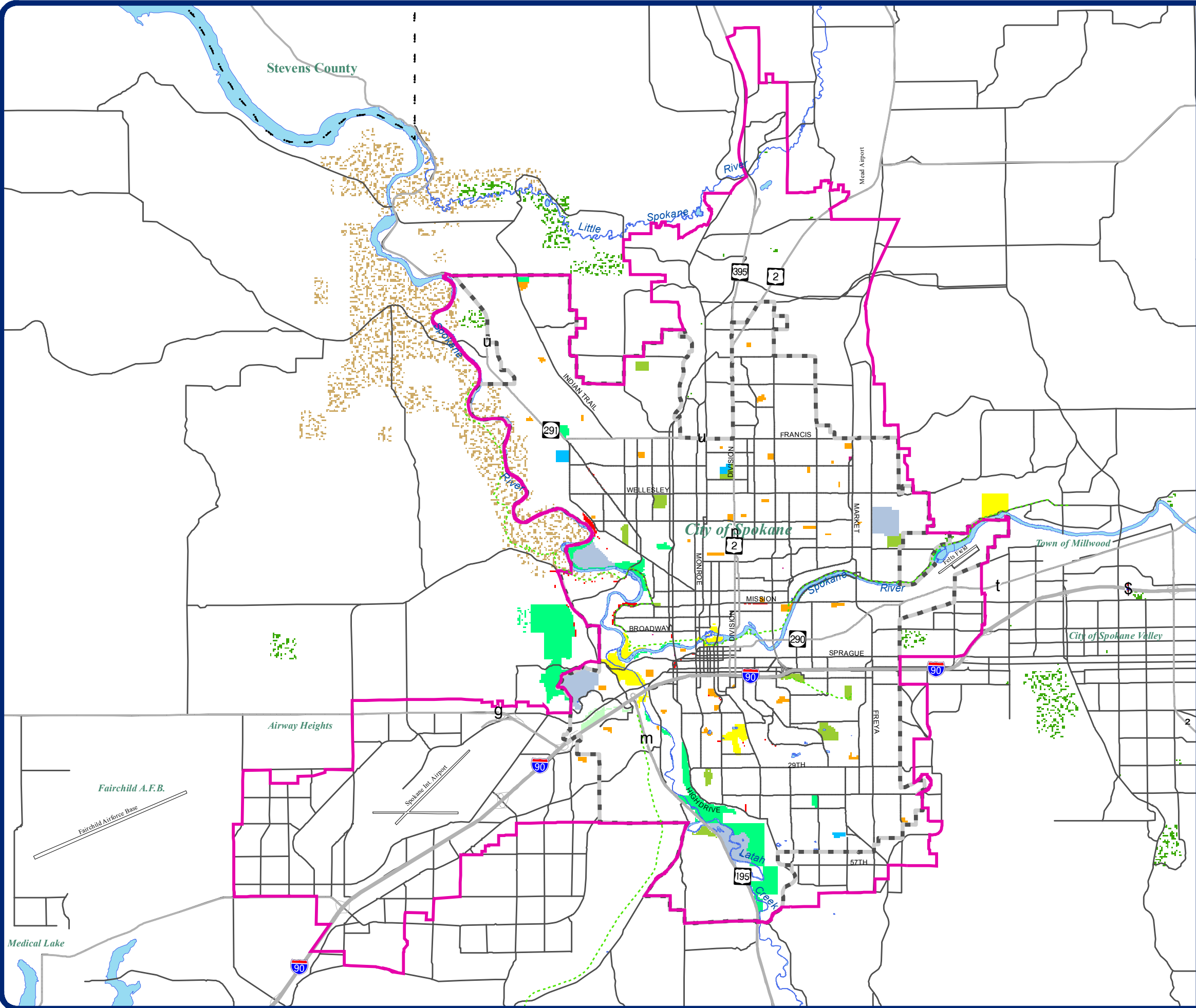
- | | | | | | |
|---|--------------|--|--------------|---|--------|
|  | City Library |  | Indian Trail |  | Shadle |
|  | East Side |  | Main | | |
|  | Hillyard |  | Manito | | |
- Base Information**
- | | | | |
|---|-----------------|---|--------------------|
|  | City Limits |  | Major Arterials |
|  | County Boundary |  | Interstate Highway |
|  | Highways |  | Rivers |



Source: GIS
Date: 06/12/2006



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Parks

Map CFU 5

Legend

- | | |
|--|----------------------------|
| Arboretum | Golf Courses |
| Community Parks | Parkways |
| Conservation Land | Sports Complexes |
| Major Parks | State Parks |
| Neighborhood Mini-Parks | County Parks & Open Spaces |
| Neighborhood Parks | Trails |
| City of Spokane Urban Growth Area Boundary | |

Base Information

- | | |
|-----------------|--------------------|
| City Limits | Regional Streets |
| County Boundary | Interstate Highway |
| Highways | Rivers |

0.9 0.45 0 0.9 1.8 Miles

Source: GIS
Date: 06/12/2006



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City of Spokane Sewer Service Area







Map CFU 6

Legend

-  Currently Served Areas
-  Sewer Service Area Boundary
(County Comprehensive Wastewater Plan)
-  Interceptor Trunk
-  Wastewater Treatment Plant
Lift Stations
-  Siphons

Regional Sewer Service Connections

Base Information

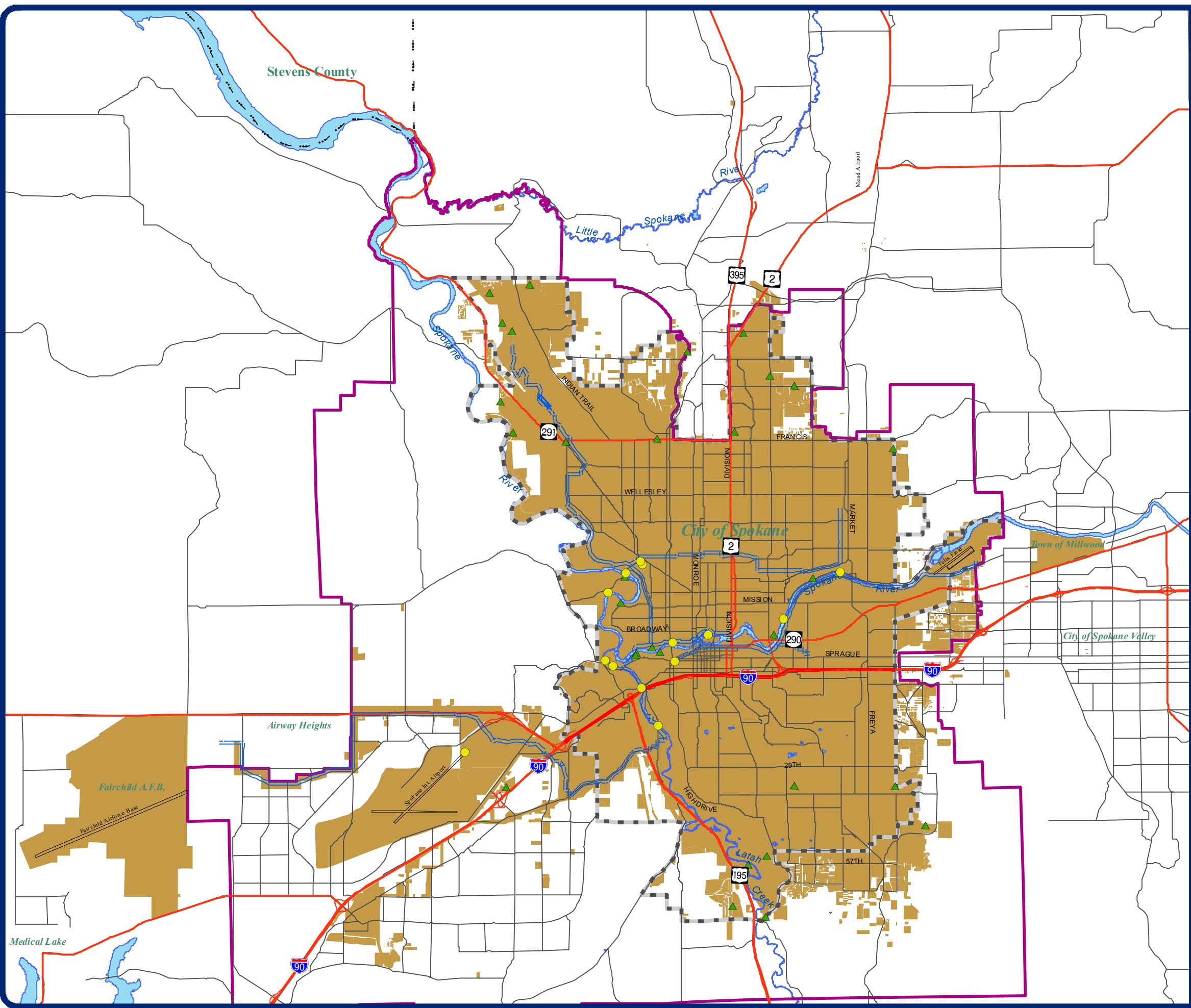
- | | |
|---|--|
|  City Limits |  Regional Streets |
|  County Boundary |  Interstate Highway |
|  Highways |  Rivers |



Source: GIS
Date: 06/12/2006









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



City of Spokane Stormwater Facilities

Map CFU 7

Legend

-  CSO Outfall Locations
-  Wastewater Treatment Plant
-  Interceptor Trunk
-  Storm Sewer to River
-  Combined Sewer to Treatment Plant
-  On-Site Storm Sewer Systems

Base Information

-  City Limits
-  Major Arterials
-  County Boundary
-  Interstate Highway
-  Highways
-  Rivers

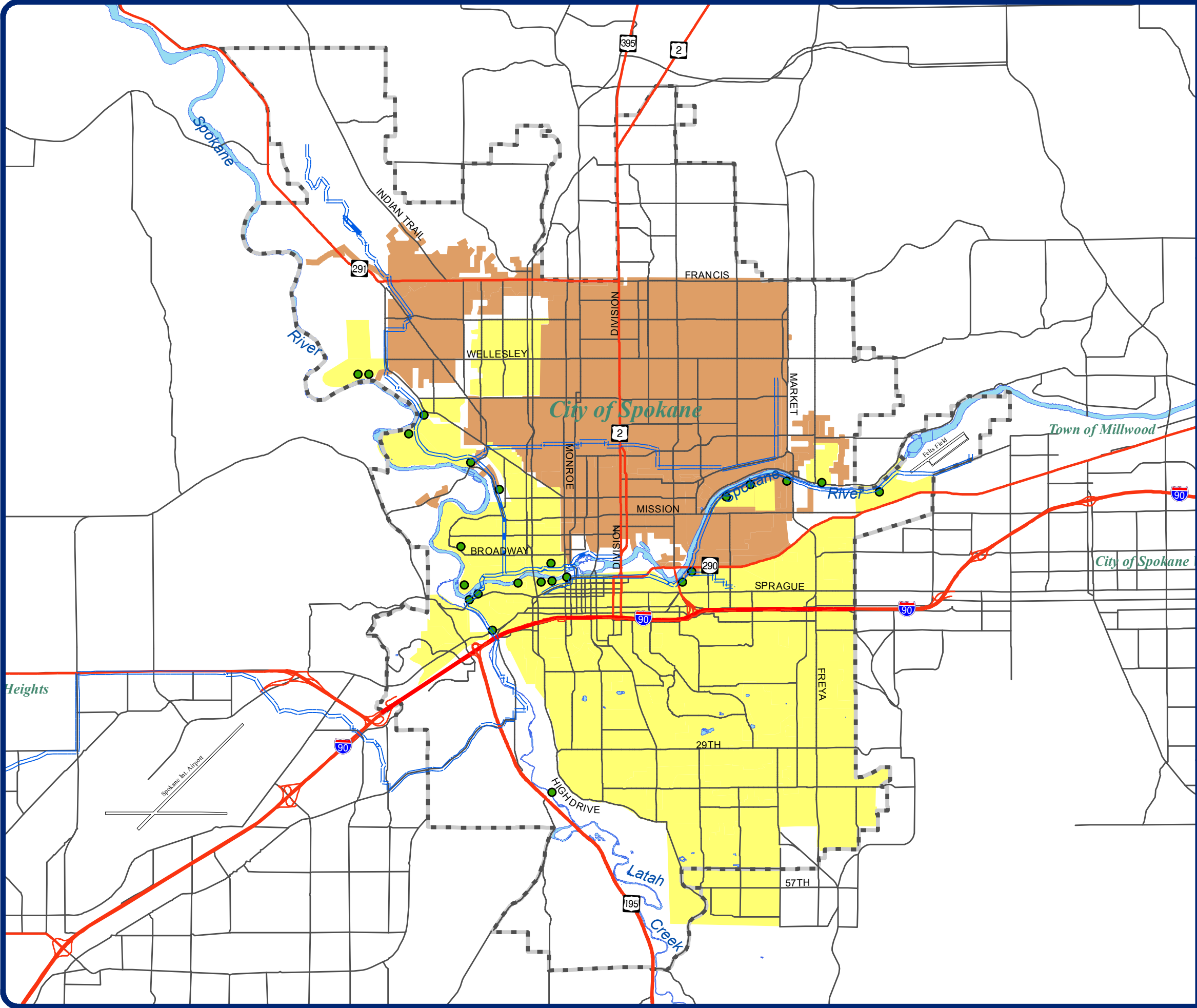
*CSO (Combined Sewer Overflow)



Source: GIS
Date: 06/12/2006



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Elementary School Boundaries

Map CFU 8







Map CFU 8

Legend

District 81 Schools

	Elementary
	Middle
	High
	Alternative







Base Information

	City Limits		Regional Streets
	County Boundary		Interstate Highway
	Highways		Rivers

District 81 Schools

- Elementary
- Middle
- High
- Alternative

Base Information

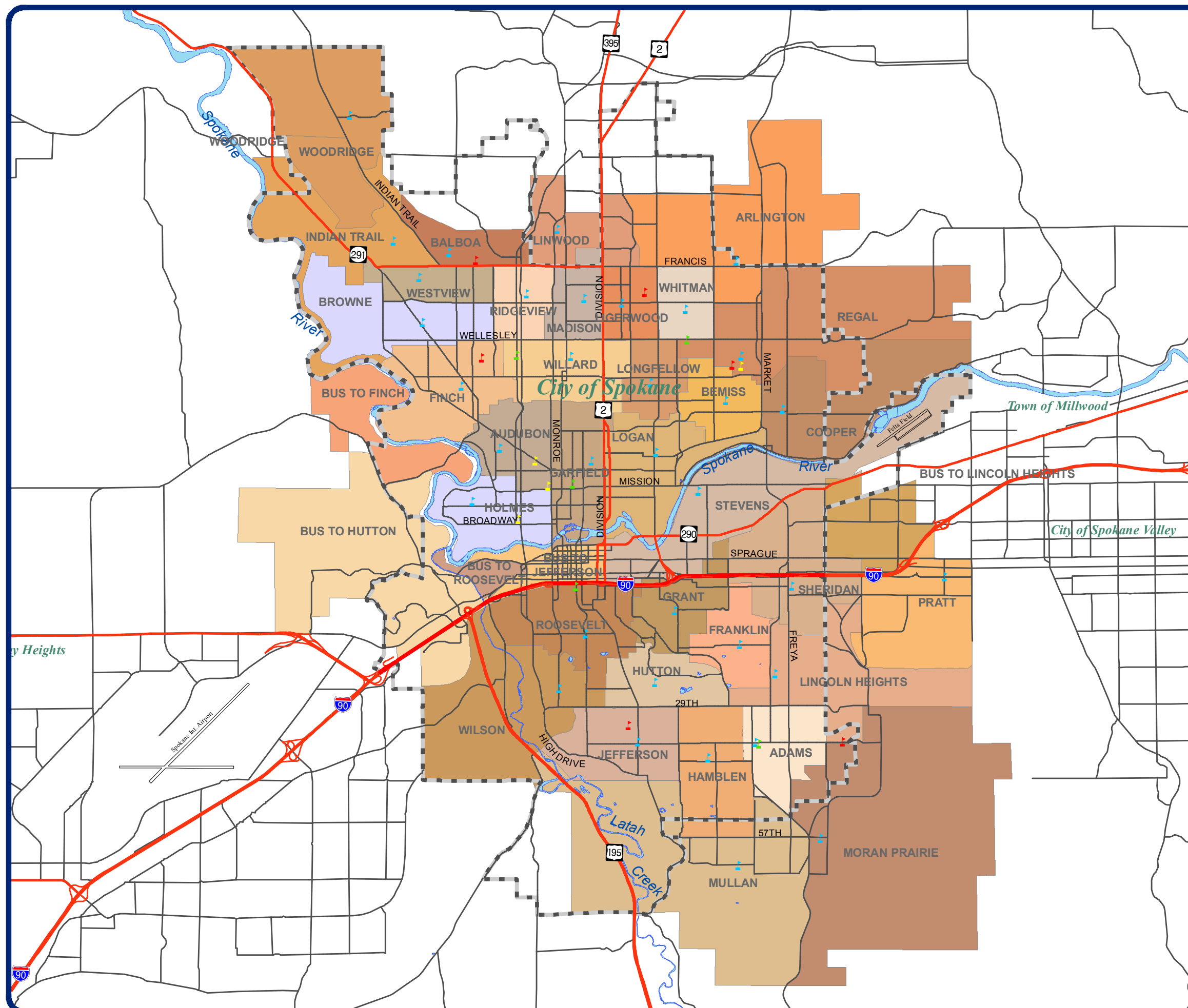
- | | | | |
|---|-----------------|---|--------------------|
|  | City Limits |  | Regional Streets |
|  | County Boundary |  | Interstate Highway |
|  | Highways |  | Rivers |



Source: GIS
Date: 06/12/2006



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Middle School Boundaries

Map CFU 9

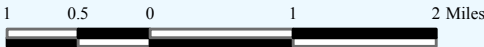
Legend

District 81 Schools

- Elementary
- Middle
- High
- Alternative

Base Information

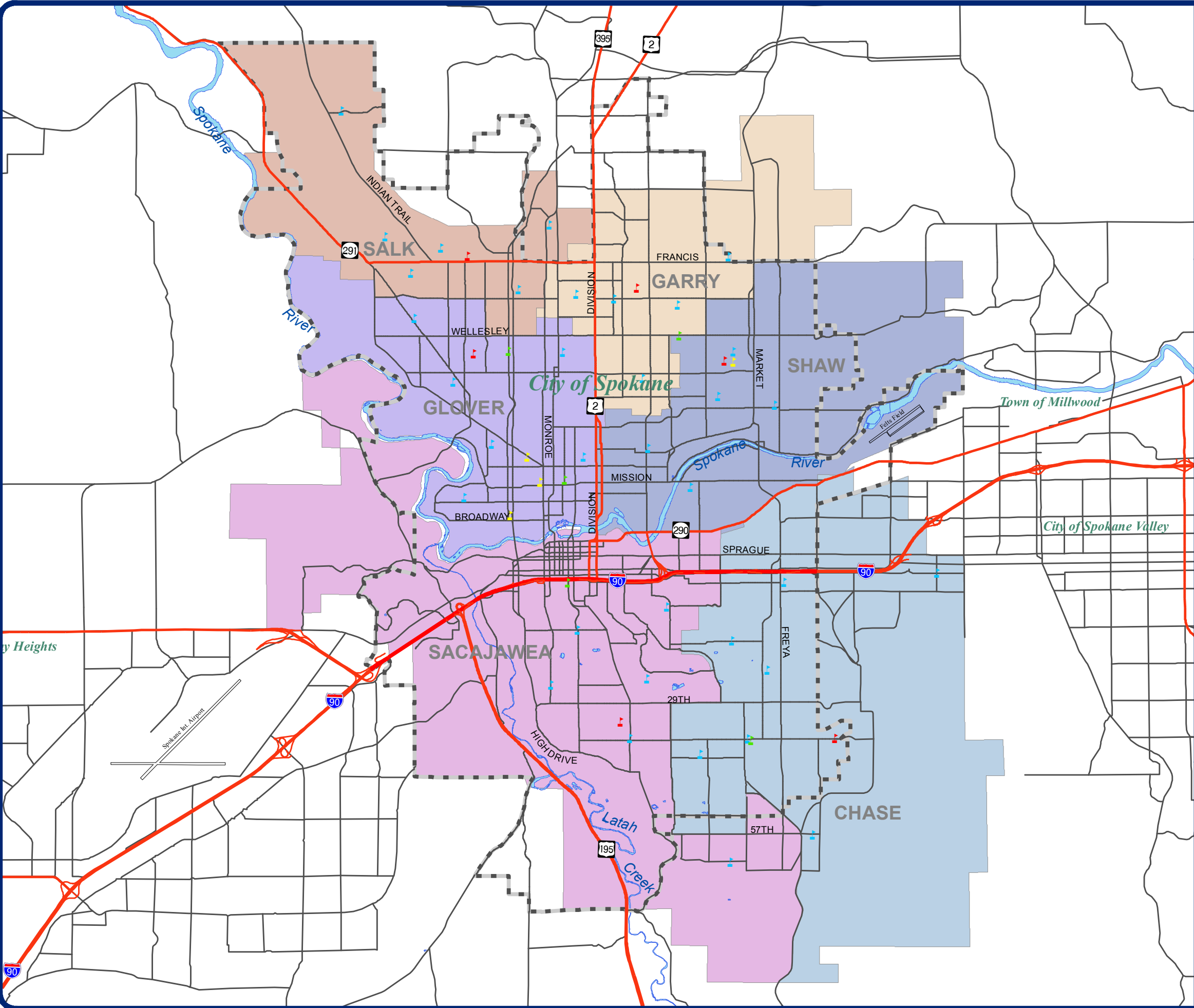
- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers



Source: GIS
Date: 06/12/2006



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High School Boundaries

Map CFU 10

Legend

District 81 Schools

- Elementary
- Middle
- High
- Alternative

Base Information

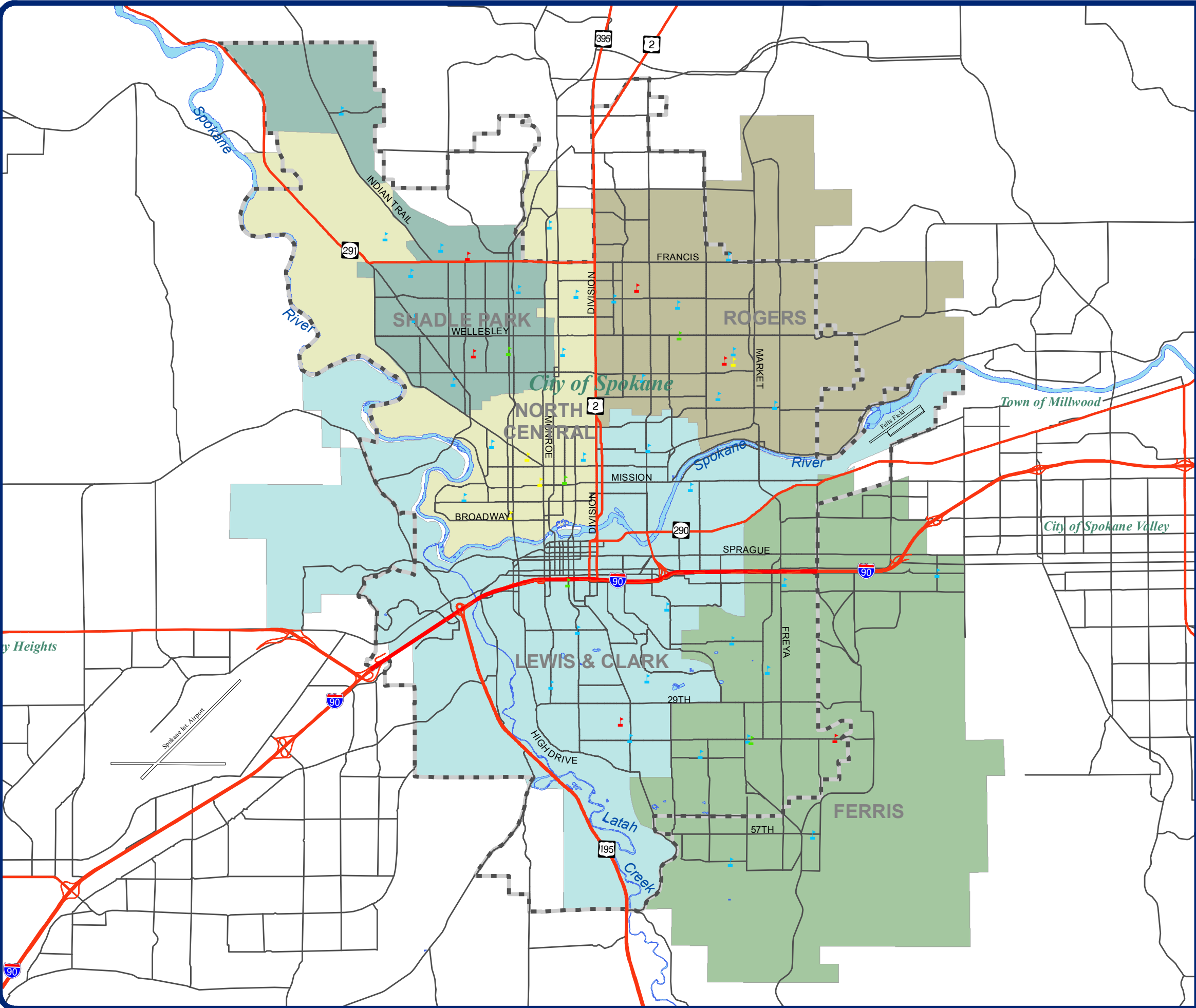
- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

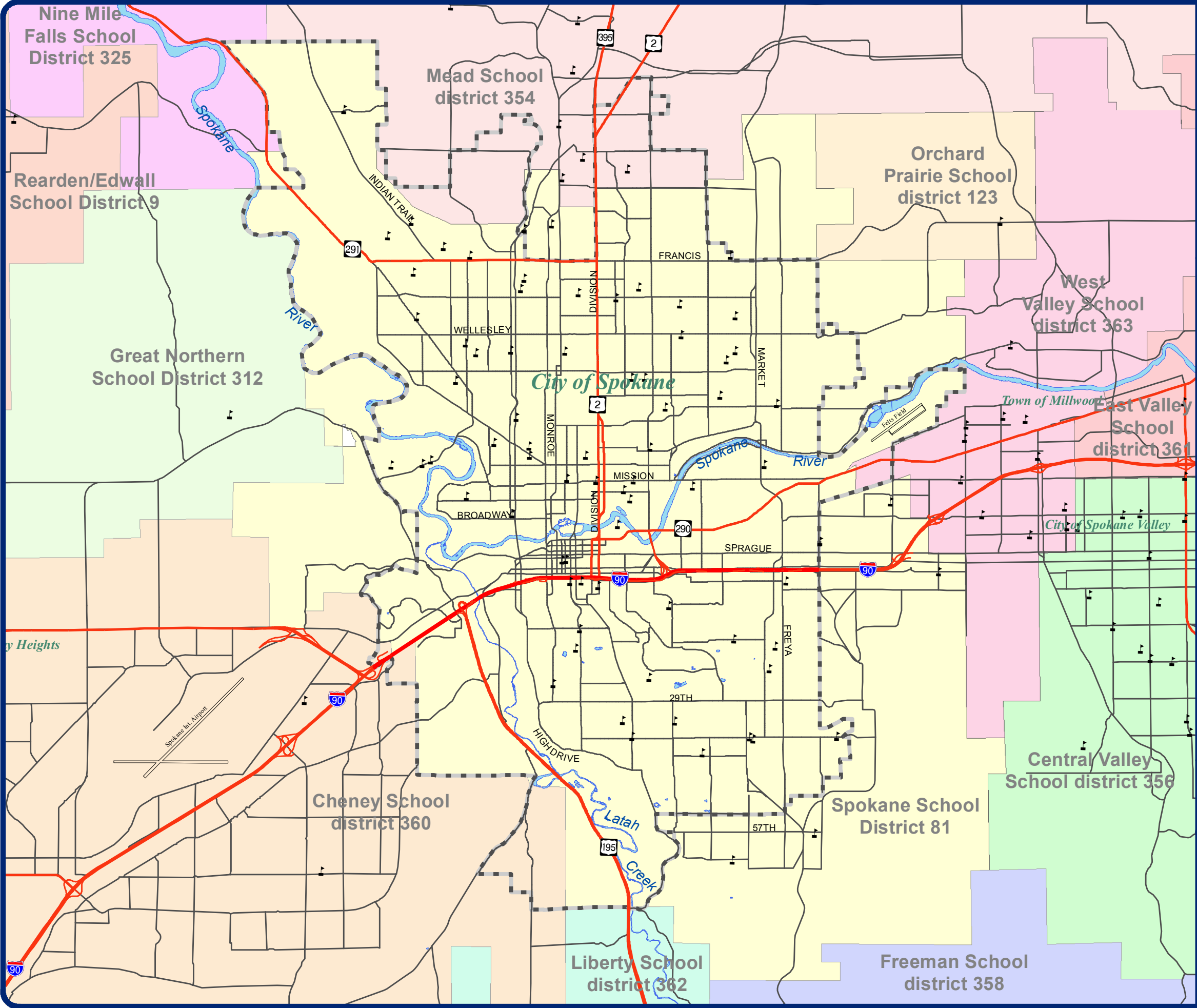


Source: GIS
Date: 06/12/2006



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School Districts and Facilities

Map CFU 11

Legend

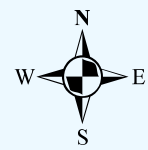
 School and Facility Locations

Base Information

- | | |
|---|--|
|  City Limits |  Major Arterials |
|  County Boundary |  Interstate Highway |
|  Highways |  Rivers |



Source: GIS
Date: 06/12/2006










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

Water Service Areas

Map CFU 12

Legend

-  City of Spokane
Current Service Area
-  Airway Heights
-  Fairchild AFB
-  Medical Lake
-  Millwood
-  City of Spokane
-  Other Water Districts

Base Information

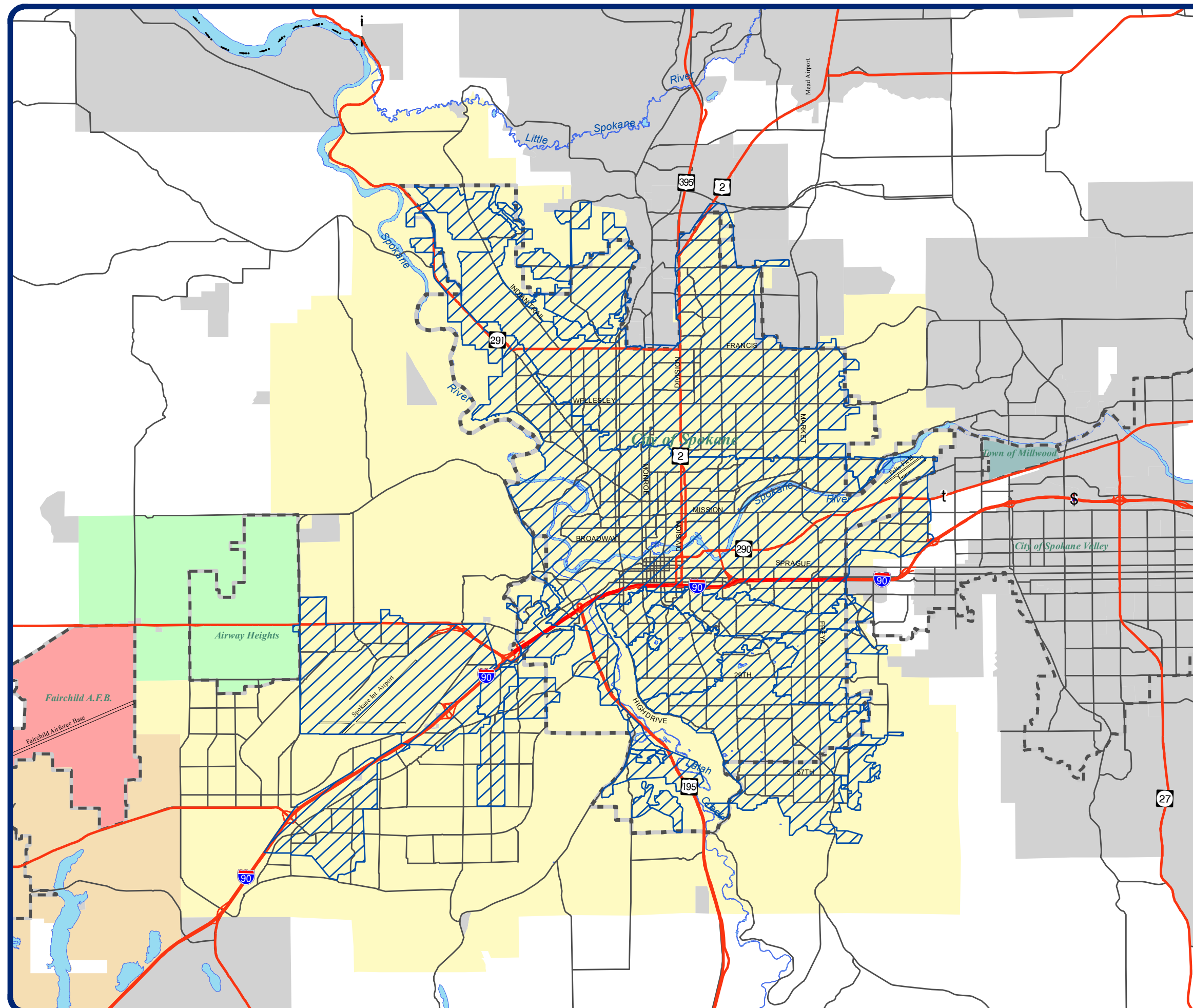
- | | |
|---|--|
|  City Limits |  Major Arterials |
|  County Boundary |  Interstate Highway |
|  Highways |  Rivers |

0.9 0.45 0 0.9 1.8 Miles

Source: GIS
Date: 06/12/2006



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Water Facilities and Pressure Zones

Water Facility Locations

Map CFU 13

Legend

Water Facility Locations

- | | | | |
|---|------------|---|-----------------|
| ● | Reservoir | ⊕ | Booster Station |
| △ | Stand Pipe | □ | Press Reducer |
| ⊙ | Well | ⊗ | Elevation Tank |

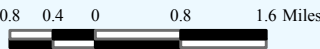
Water Pressure Zones

- | | | | |
|---|---------------|---|------------------|
| ■ | Cedar Hills | ■ | Low |
| ■ | Cedar Road | ■ | Midbank |
| ■ | Eagle Ridge | ■ | N.W. Terrace |
| ■ | Eagle Ridge 2 | ■ | North Hill |
| ■ | Five-Mile | ■ | Plains |
| ■ | Geiger | ■ | S.I.A. |
| ■ | Glennaire | ■ | Shawnee |
| ■ | Hatch Road | ■ | South View |
| ■ | High | ■ | Top |
| ■ | Highland | ■ | Vel View |
| ■ | Indian Hills | ■ | Woodland Heights |
| ■ | Intermediate | ■ | Woodridge |

— Water Transmission Lines

Base Information

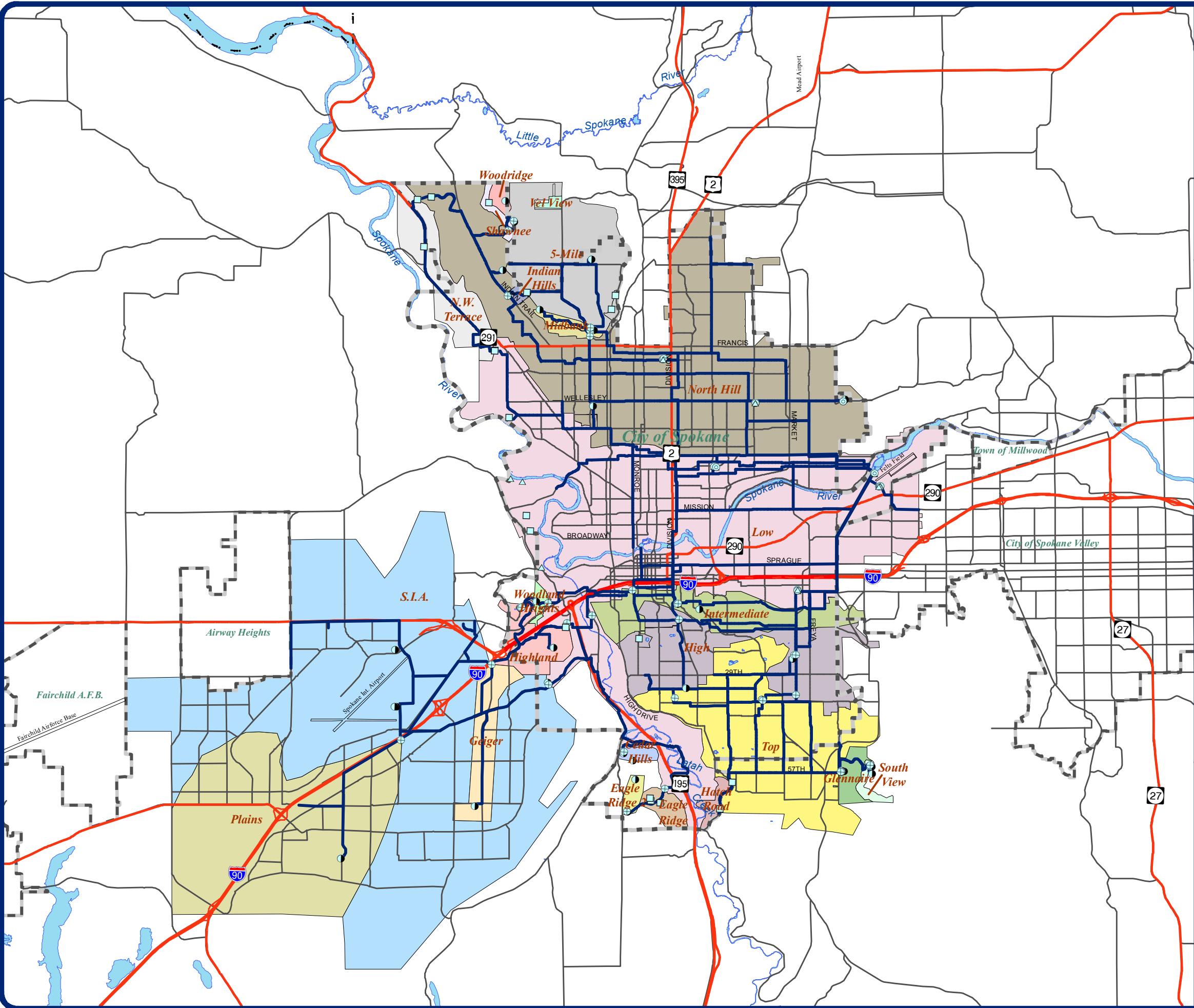
- | | | | |
|-----|-----------------|---|--------------------|
| --- | City Limits | — | Major Arterials |
| --- | County Boundary | — | Interstate Highway |
| — | Highways | ■ | Rivers |

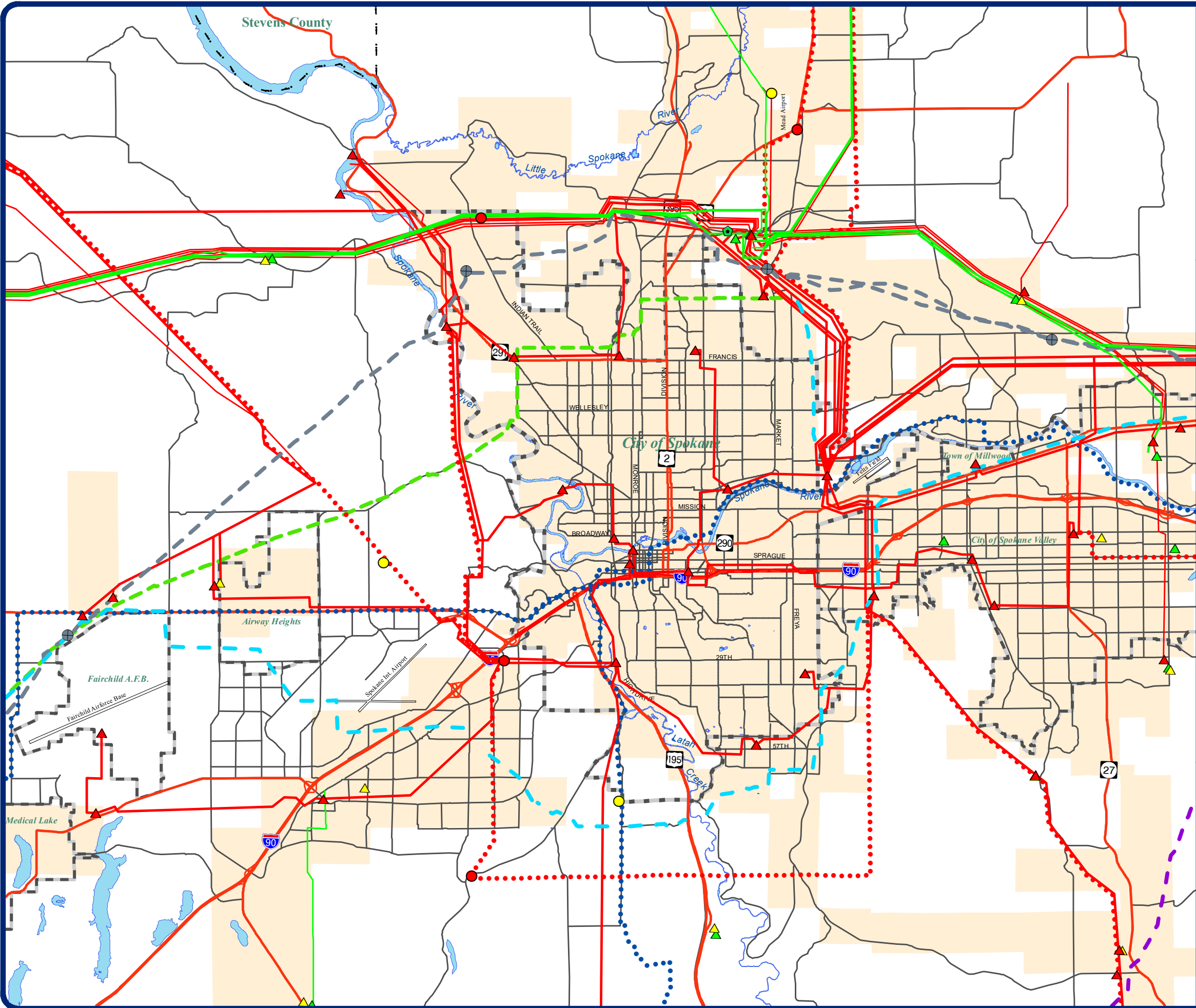


Source: GIS
Date: 06/12/2006



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Private Utilities

Map CFU 14

Legend

- | | |
|---------------------------------------|-----------------------------|
| ••••• AT&T Fiber Optic Line | ⊕ NW Pipeline Meter Station |
| —•—•— Chevron Gas Line | ⬠ BPA Microwave Site |
| — — — NW PipeLine Gas Line | ▲ BPA Sub Station |
| —•—•— PGT Gas Line | ● IP&L Future Sub Station |
| —•—•— Yellowstone Gas Line | ▲ IP&L Sub Station |
| —•—•— BPA Power Transmission Line | ● Avista Sub Station |
| —•—•— IP&L Power Transmission Line | ▲ Future Avista Sub Station |
| ••••• Avista Future Transmission Line | |
| —•—•— Avista Power Transmission Line | |
| Avista Gas Service Area | |

Base Information

- | | |
|---------------------|----------------------|
| --- City Limits | — Major Arterials |
| --- County Boundary | — Interstate Highway |
| — Highways | — Rivers |



Source: GIS
Date: 06/12/2006



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Housing

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 H 1.4 Use of Existing Infrastructure

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 H 1.8 Affordable Housing Requirement

 H 1.9 Low-Income Housing Development

 H 1.10 Low-Income Housing Funding Sources

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 H 1.12 Permitting Process

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 H 3.4 Linking Housing With Other Land Uses

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6.1 INTRODUCTION



This chapter addresses the housing needs and issues of the City of Spokane. The housing chapter includes topics such as affordable housing, the provision of housing choices, and the overall quality of housing.

The purpose of this chapter is to provide a coordinated set of goals, guidelines, and policies to direct future growth and development in the City of Spokane. Citizens developed the guiding content of this chapter in order to raise the “quality of life” for the current and future population. They

recognized that housing satisfies the basic human need for shelter. With this need satisfied, it is hoped that a home leads to a pride in place, a bond with the community, and an increased ability to satisfy other human needs.

Housing and the provision of housing have direct ties to the local economy. The lack of a home often leads to negative behavior and a diminished opportunity in life that is unacceptable to the community. Stress from excessive housing costs can cause other problems for households such as social, economic, and health-related concerns.

Background and Current Trends

Outlined in the Draft Comprehensive Plan/EIS, Volume 2, Housing, Chapter 20, are several factors that are projected to influence the housing needs of the community over the next twenty years. The background information provided in volume two addresses characteristics of the population and housing stock and also contains data related to planning for future growth. For example, the current aging trend of Spokane’s population greatly affects the community by posing new challenges in relation to housing provision. With the “baby boom” generation reaching retirement, such issues become more prevalent.

The housing chapter includes policies that influence both the public and private provision of housing. Most housing is financed and developed by the private sector. Although many market factors affect the ability of the private sector to provide affordable housing, many local government actions, which include land use policies, development regulations, infrastructure finance, and permitting processes, impact housing affordability. When addressing the housing needs of lower-income households, public funding, incentive programs, and technical help all may be needed for housing development projects to be successful. This may include housing for people with special needs, disabilities, or the elderly.

Overview

The housing chapter, along with the other chapters of the Comprehensive Plan, provides the framework for the kind of growth and redevelopment that Spokane desires. The housing chapter outlines the direction that the city wishes to pursue in order to accommodate the housing needs of the population through the year 2020 and beyond. While housing is just one piece of the multifaceted landscape of Spokane, housing conditions have a direct impact upon the area’s quality of life.

The strong links between housing and social needs and services are reinforced by the social health chapter, which covers the provision of special needs housing and social service programs.

The land use chapter also addresses housing issues within its discussions concerning housing densities, types, and locations. Other land development issues, such as capacity for residential development and the land uses that are allowed near housing, are also discussed.

Finally, the direction this chapter provides needs to be monitored and adjusted when necessary. The last policy outlines a process for monitoring and reporting progress toward achieving the desired housing goals. This basic monitoring process provides data for future plan adjustments.



6.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Housing Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Housing is a required element under the GMA, which contains the following housing goal:

“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

GMA Requirement for Housing Planning (RCW 36.70A.070)

The GMA requires that each city prepare an inventory and analysis of existing and projected housing and that provisions are made for all economic segments of the community. The comprehensive plan must identify sufficient land for housing including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. Spokane County and its cities are required to plan cooperatively while accommodating the needs of the population.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include housing as one of the nine policy topics. The CWPPs overview of the GMA’s requirements for housing planning states:

“Affordable housing applies to a wide range of housing types at varying costs which can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper income segment of the population. Therefore, the primary focus of these policies is on mechanisms to increase the availability of affordable housing for middle- and lower-income households. Such mechanisms may include regulatory reform, inclusionary zoning, mixed use developments, incentives for increased housing densities and other incentives to encourage a variety of housing types to meet the needs of a diverse population.

The affordable housing policies provide a framework by which each jurisdiction can help meet the overall housing needs of Spokane County in a fair, consistent and coordinated fashion. They direct each jurisdiction to accommodate a wide variety of development and housing types; they call for consistency in development regulations and standards within Urban Growth Areas (UGAs) and they encourage reform of regulations which are unnecessary or costly barriers to the provision of affordable housing.”

For the text of the nine policies, consult Policy Topic 7, “Affordable Housing” within the Countywide Planning Policies and Environmental Analysis for Spokane County, originally adopted December 22, 1994.

6.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Housing refers to housing availability, affordability, and mix.

Vision

"Affordable housing of all types will be available to all community residents in an environment that is safe, clean, and healthy. Renewed emphasis will be placed on preserving existing houses and rehabilitating older neighborhoods."

Values

"The things that are important to Spokane's future include:

- ◆ Keeping housing affordable.
- ◆ Encouraging home ownership.
- ◆ Maintaining pride in ownership.
- ◆ Developing a good mix of housing types.
- ◆ Encouraging housing for the low-income and homeless throughout the entire city.
- ◆ Preserving existing houses.
- ◆ Rehabilitating older neighborhoods."

6.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional supporting materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 20, Housing.

H 1 AFFORDABLE HOUSING

Goal: Provide sufficient housing for the current and future population that is appropriate, safe, and affordable for all income levels.

Policies

H 1.1 Regional Coordination

Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.

Discussion: A sample of the reoccurring issues includes the lack of three bedroom and larger rental units for low-income households, the regional distribution of housing units available for lower-income households, and regional housing affordability.



H 1.2 Regional Fair Share Housing

Participate in a process that monitors and adjusts the distribution of low-income housing throughout the region.

Discussion: A reoccurring issue that needs to be addressed within the greater Spokane region is the distribution of affordable housing for all income groups. Areas that continue to accommodate large shares of the low-income housing market have higher demands to satisfy social health and service needs. A regional process that periodically monitors progress toward achieving the region's housing goals and makes adjustments to policy, programs, and land use plans helps bring about the desired distribution of housing cost diversity.

H 1.3 Employer-Sponsored Housing



Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.

Discussion: Providing incentives for employers who desire to help their employees by providing housing that is near the place of employment has many community benefits. Housing should be available near employment areas in order to provide transportation options, to increase accessibility to employment for those most in need and least able to afford personal vehicle transportation, and to create shorter trips.

H 1.4 Use of Existing Infrastructure

Direct new residential development into areas where community and human public services and facilities are available and in a manner that is compatible with other Comprehensive Plan elements.

Discussion: Using existing services and infrastructure often reduces the cost of creating new housing. New construction that takes advantage of existing services and infrastructure conserves public resources that can then be redirected to other needs such as adding amenities to these projects.

H 1.5 Housing Information

Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and appropriate housing.

Discussion: A lack of knowledge about how to obtain housing and home financing is often an impediment to finding appropriate housing. A place such as a resource center where financing assistance is available and home purchasing techniques are taught, can help households find suitable housing.



H 1.6 Fair Housing

Promote compliance with fair housing laws.

Discussion: It is important to provide information to the general public about their rights and obligations under the fair housing laws and the grievance procedures available in case of violation. The city should document and forward violations of state and federal civil rights laws related to housing to the appropriate authorities.

H 1.7 Socioeconomic Integration

Promote socioeconomic integration throughout the city.

Discussion: Socioeconomic integration includes people of all race, color, religion, sex, national origin, handicap, disability, economic status, familial status, age, sexual orientation, or other arbitrary factors. Often, housing affordability acts as a barrier to integration of all socioeconomic groups throughout the community.

H 1.8 Affordable Housing Requirement

Include a percentage of affordable housing within all new developments that include housing.

Discussion: Requiring that lower-income housing be incorporated in every new housing development helps reverse the economic segregation trends within the city. This has the positive effect of integrating households of varying incomes. A greater variety of housing styles and density should be allowed to accommodate the housing units required. Housing types such as smaller homes on smaller lots or townhouse structures should be allowed to accommodate this requirement. This housing should be priced so that it is available to households that earn around eighty percent of the countywide median household income.

H 1.9 Low-Income Housing Development

Support and assist the public and private sectors in developing low-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.

Discussion: Few new housing units are developed that are affordable to low-income households. Incentives are needed to lower or subsidize the cost of developing new housing for low-income households. Local incentives may include density bonuses, fee exemptions, priority permit processing, property tax deferral, increased options in housing types, and inclusionary zoning requirements.



H 1.10 Low-Income Housing Funding Sources

Support the development of low-income housing development funding sources.

Discussion: Low-income housing development funding sources may include but are not limited to a community land trust, trust fund, mortgage revenue bonds, levies, or low-income tax credits.

H 1.11 Siting of Subsidized Low-Income Housing

Set clear site selection criteria for public housing to minimize geographic concentrations of public housing projects in neighborhoods with a high percent of minority or low-income households.

Discussion: Existing trends indicate that special need households and minority populations have been increasingly concentrated within low-income areas. New public housing should not continue this pattern of economic segregation.



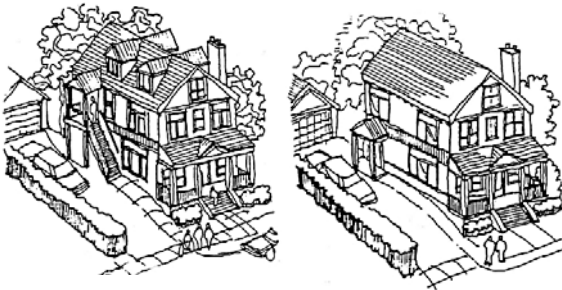
H 1.12 Permitting Process

Permitting and development processes should be streamlined, simple, and efficient.

Discussion: All permitting and development procedures should be scheduled for periodic evaluation to assess their effectiveness. The review processes need to protect public health, safety and welfare.

H 1.13 Building, Fire, Infrastructure, and Land Use Standards

Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented and that new or rehabilitated housing remains affordable.



Discussion: Technology and community values are two examples of the many items that can change rapidly over time. City standards need to be reviewed periodically to ensure that they are efficient, cost effective, reflect current technology, and maintain the goal of affordable housing. Infrastructure standards, such as those for residential streets, need to be evaluated against changing values and needs so that they reflect current desires while also keeping housing affordable.

H 1.14 Performance Standards

Create a process to review proposed development practices that ~~try to~~ achieve the same results as existing development standards but that are currently not allowed.

Discussion: Often several ways of achieving a standard exist. Health and safety concerns must be preserved but flexibility in how to achieve the desired standard is needed. A review process should be available to address a proposed development practice that is different from the existing development standards. When the proposed development practice is demonstrated to achieve the same ends as those prescribed in the existing development standards, the procedure should be approved. Different methods should be allowed when the results of the development practice achieve identical results in comparison to the prescribed standards. In many cases, allowing alternative development methods to be used can reduce development costs.

H 1.15 New Manufactured Housing

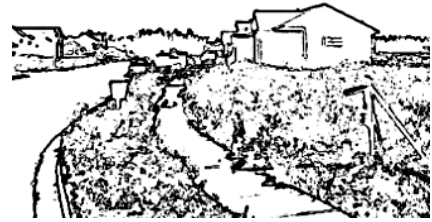
Permit manufactured homes on individual lots in all areas where residential uses are allowed.

Discussion: Courts have ruled against discriminatory ordinances, which have restricted the location of Uniform Building Code compliant manufactured housing. Manufactured housing cannot be regulated differently than on-site built housing.

H 1.16 Partnerships to Increase Housing Opportunities

Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable lower-income housing.

Discussion: The city should participate as a member or help facilitate partnerships that work toward the development of solutions to affordable housing problems. This may include working with institutions such as the Washington State Housing Financial Commission, financial institutions, and underwriters of development loans and mortgages to find ways to improve the financing process for the development of affordable lower-income housing.



H 2 HOUSING CHOICE AND DIVERSITY

Goal: Increase the number of housing alternatives within all areas of the city to help meet the changing needs and preferences of a diverse population.

Policies

H 2.1 Distribution of Housing Options

Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.

Discussion: A variety of housing types should be available in each neighborhood. The variety of housing types should not concentrate or isolate lower-income and special needs households.



Diversity includes styles, types, and cost of housing. Many different housing forms can exist in an area and still exhibit an aesthetic continuity. In many cases, neighborhood-based design guidelines will be available to guide the design of the housing forms. Allowing a wide range of housing types throughout the city provides the opportunity for increased socioeconomic integration.

Housing standards that will be allowed throughout the city include small single-family lot sizes, manufactured housing on single-family lots, townhouses, condominiums, clustering, and other options that increase the supply of affordable home ownership opportunities.

H 2.2 Senior Housing

Encourage developments that provide a variety of housing options so that seniors may stay within their neighborhoods.

Discussion: Accessory dwelling units, condominiums, and existing home conversions within centers are examples of other arrangements that reduce maintenance worries and increase access to services.



H 2.3 Accessory Dwelling Units

Allow one accessory dwelling unit as an ancillary use to single-family owner-occupied homes in all designated residential areas as an affordable housing option.

Discussion: Accessory dwelling units (ADUs) increase the amount and variety of available-affordable housing. ADUs increase the housing stock and living options within neighborhoods in a manner that is less intensive than alternatives. Increasing the mix of housing helps to satisfy changing family needs and the trend of smaller households. They help provide an avenue for seniors, single parents, and families with grown children to remain in their homes and neighborhoods while obtaining extra income, security, companionship and services. Often ADUs allow a more efficient use of existing housing and infrastructure.



Accessory dwelling units should be built in a manner that does not adversely affect the neighborhood. They should be designed to be physically and visually compatible with surrounding structures. In order to ensure management of the additional dwelling is to community standards one of the dwelling units on the lot must be owner-occupied. Further, in order to maintain a compatible living environment equivalent to surrounding dwellings ADUs shall provide living facilities and space at least equivalent to a studio apartment including a private kitchen, bath and sleeping area.

A common type of accessory dwelling units includes a second dwelling unit created by converting existing space, such as an attached garage or daylight basement, in the primary residence.

Detached ADUs above garages and along alleys promote increased supervision, public safety and pride of ownership of rear yard and alley environments. Detached ADUs above garages have the added benefit of adding to the variety of the housing stock while not increasing overall site coverage. Detached ADUs above garages and along alleys may be allowed in areas where specific ADU design guidelines have been adopted by the city. These design guidelines shall ensure that new ADUs are compatible with the existing neighborhood.

H 2.4 Development of Single-Room Occupancy Housing

Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.

Discussion: Single-room occupancy (SRO) housing contains units for occupancy by one person. These units may contain food preparation, sanitary facilities, or both. Due to their small size, SRO units are less expensive to rent than regular apartments, so they often serve as the only affordable housing option for many low-income individuals and homeless persons. Maintaining and increasing the supply of SRO housing is an important part of the future low-income housing market.

H 2.5 Special Needs Housing

Encourage the retention, inclusion, and development of special needs and assisted living housing.

Discussion: Both the Growth Management Act and Countywide Planning Policies require that essential public facilities be fairly and equitably distributed. This applies within jurisdictions, as well as between neighboring jurisdictions. The City of Spokane's Consolidated Community Development and Housing Plan housing needs assessment finds that the physically disabled, developmentally disabled, and chronically mentally ill populations are in great need of affordable and subsidized housing located throughout the community. This policy does not apply to criminal or prerelease transitional housing.

H 2.6 Distribution of Special Needs Housing

Include units that are affordable for low-income special need families in all housing developments.

Discussion: Adequate housing for special needs populations is in very short supply. The new units required within housing developments help fill this need while also helping distribute the supply of special needs housing throughout the community.

H 2.7 Taxes and Tax Structure

Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.

Discussion: Other methods of taxing land have shown different effects on the long-term use of land. Local options for property taxation methods furnish increased tools to guide the health and development of the region.

Providing tax relief for low-income housing improvements is one way to encourage community revitalization. Tax increment financing is also a tool for housing improvement in target areas. Taxing land based upon the current use of residential property rather than taxing land on the basis of the highest and best use can help preserve lower-income housing. Developing a tax structure that does not hinder home and land improvements will encourage community revitalization.

H 3 HOUSING QUALITY

Goal: Improve the over all quality of the City of Spokane's housing.

Policies

H 3.1 Housing Rehabilitation

Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.

Discussion: Codes and standards that allow for “as safe as” or “equal to” conditions when affordable housing development or rehabilitation is involved improves the level of safety while keeping the structure redevelopment cost down.



H 3.2 Property Responsibility and Maintenance

Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.



Discussion: Recognition of “good” property owners can help set the standard for others to follow. The city should lead by example and maintain its property at least at the community standard.

Additionally, the city should continue to support and fund the repair and rehabilitation of single-family and multifamily housing using federal, state, and local funding sources. Emergency code compliance loans are another method of maintaining standards.

When other methods of maintaining minimum community standards fail, a strong code enforcement program is needed to protect surrounding property owners. Enforcement of city

codes should not depend solely on complaints filed by neighbors but should be driven by the city's awareness of a violation.

H 3.3 Housing Preservation

Encourage preservation of viable housing.

Discussion: Housing that is susceptible to redevelopment is often serving lower-income households and is an important part of the housing mix within the city. Future sub-area plans shall preserve existing viable housing outside of designated center or corridor environments where redevelopment and intensification are encouraged. Often the housing that is destroyed cannot be replaced by new housing elsewhere at the same cost level. Sub-area plans should permit the transfer of unused development rights from low-income housing to eligible sites elsewhere in the planning area or the city as a preservation strategy.



Available housing programs and funds should be used to preserve viable housing that is susceptible to redevelopment or gentrification. Nonprofit housing organizations, land trusts and tenants should be encouraged to acquire and preserve viable low-income housing. Tax incentive options if made available by the state government, such as current use taxation would further encourage the preservation of viable housing.

Finally, information about soon-to-be-demolished housing should be made available to the public, such as on the internet, so that concerned housing-related groups can determine if there are alternatives to demolition when the structure is worth preserving. Options might include purchase of the property or relocation of the housing.

H 3.4 Linking Housing With Other Land Uses

Ensure land use plans provide increased physical connection between housing, employment, recreation, daily-needs services, and educational uses.

Discussion: The location of housing in relation to other land uses is a part of what determines the quality of housing. The desirability and viability of housing changes for different segments of the community, based on an area's mix of land uses. As complementary land uses become spread further apart, transportation options decrease while transportation costs increase. These added transportation costs reduce the amount of household income available for housing and other household needs. This affects lower-income households first. In urban areas, basic services, such as grocery stores, public transportation, and public parks, should be available within a mile walk of all housing.

H 3.5 Housing Goal Monitoring

Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.

Discussion: Using readily available datasets as a basis for a simple set of indicators can highlight what is happening within the larger system. This process should provide assistance in determining what actions are needed to implement the goals and policies and whether revisions to the policies are needed. The public can provide feedback about the indicators that are most important to them.





Economic Development

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7.1 INTRODUCTION

Economic development is the process of creating wealth by mobilizing human, physical, natural, and capital resources to produce marketable goods and services. The economy plays a key role in maintaining the quality of life within our city. A strong economy provides economic opportunities to all citizens through the creation of jobs and business opportunities, creating a tax base that provides schools, police, fire protection, parks and other community facilities, services, and amenities.

At one time, economic development was principally the province of the private sector, including utilities, railroads, banks, and business organizations, such as chambers of commerce. It was associated with distressed or underdeveloped areas of the country. In more recent years, economic development has become a critical function of local government and specialized agencies such as Spokane's Economic Development Council. In a movement that began in the 1970s, the national government has withdrawn most of its state and local funding and policy guidance for local development. Cities, counties, and states are on their own to a much greater extent than they have been for decades and thus are forced to take active roles in stimulating growth and diversification in a complex, interdependent global economy.

The recession of the early 1980s caused many state and local leaders to reexamine their historical economic development policies and stimulated a renewed interest in economic growth. The recession and the accompanying financial stress at both the state and local levels significantly increased competition among states and communities to attract jobs. This was combined with several significant transformations in the structure of the national economy, from the production of goods to the production of services, from a national to a global system of trade, and from labor-intensive to technology-intensive manufacturing.

In spite of the continued shift in the economy toward services producing industry, the overall strength and productivity of manufacturing are still increasing. This growth has been due to cost-cutting, corporate restructuring strategies and the use of advanced production technologies and is not a result of employment growth. Local, state, and national services also depend on the vitality of the manufacturing base. A substantial core of service employment is tightly tied to manufacturing. It is a complement, not a substitute or successor, to manufacturing.

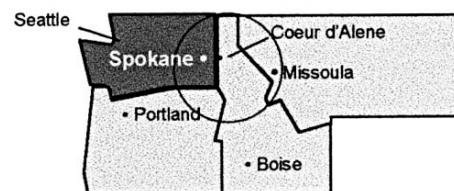
State and local leadership is now the crucial component in the promotion of long-term economic growth. Custom designed strategies, based on local economic strengths and weaknesses, must be pursued. It is imperative that the public, private, and nonprofit sectors become involved if the full potential of state and local development strategies is to be realized. By forming partnerships, all can work toward a common vision.

Spokane Profile

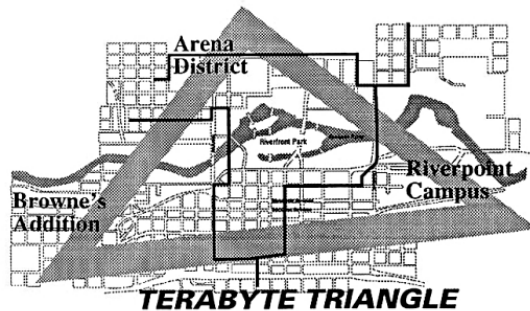
Spokane serves as the regional hub of a 36-county, multi-state area known as the Inland Northwest. This region encompasses parts of Washington, Idaho, Montana, and Oregon and contains a population exceeding 1.7 million residents. As a regional trade center, the Spokane market area extends into British Columbia and Alberta with a population base exceeding three million. An international airport, a major rail hub, an interstate highway, and proximity to the Columbia and Snake River systems reinforce Spokane's position as a distribution center.

The Spokane economy has diversified significantly in the past 20 years, moving from a strong heritage of natural resource-related timber, agriculture, and mining to an economy that includes high tech and service companies. The healthcare sector, public employers, manufacturing, and the military (Fairchild Air Force Base) serve as the major industries.

The Inland Northwest



Downtown Spokane is the preeminent office concentration in the region and a major employment center for financial and business services, hospitality facilities, retail activity, and education. Downtown also represents the entertainment center of the community with ongoing cultural and recreational programs, special events, and restaurants. The Spokane River flows through the heart of the city center and the 100-acre Riverfront Park, offering year-round recreational activities.



The late 1990s brought major investments in renovation and new construction of downtown office buildings. In addition, millions of dollars were invested in fiber optic infrastructure within the downtown street system to create the “Terabyte Triangle,” a concentration of real estate designed to attract tenants with more sophisticated technology requirements. As a result, entire buildings have complete fiber optic service in this downtown area, which is developing into a center for high-tech and software development companies.

Spokane’s convention and tourism industry continues to develop as a major component of the Spokane regional economy. Downtown is home to Spokane’s major convention facilities, the majority of hotel rooms, several restaurants, shopping, and Riverfront Park. In 2007 the Spokane Convention Center completed a major expansion and renovation. The Riverpoint Campus has continued to evolve into the University District with Sirti, Washington State University and Eastern Washington Campus’s continuing to expand there.

Shaping Our Economic Future

The City of Spokane’s Role in Economic Development

A city can foster economic development through actions that include activities primarily directed toward economic development and those undertaken for other reasons that also produce economic benefits. Examples of activities primarily directed toward economic development include allocating land for manufacturing and commercial uses, connecting water and sewer systems to business sites, providing tax credits and incentives, and completing advance planning to accommodate growth. Examples of activities with economic benefits as secondary impacts include providing an efficient transportation system, encouraging high quality schools, providing affordable housing, ensuring efficient permit processes, and providing parks and recreational activities that improve the quality of life.

Market-driven economic growth depends upon the decisions of individuals and firms; most jobs and investments are generated by private businesses. Spokane must also contend with economic forces beyond local control, such as changes in the regional, national, and international economies. The city can, however, plan to take advantage of favorable trends and lessen the impact of unfavorable trends by anticipating and responding to these changes.

To achieve these ends, it is critical that the City of Spokane continue to support and participate in partnerships to promote economic development. Singular leadership and unilateral policy-making is seldom effective. Economic development strategies need to be far more interactive with public and private sector executives at the state and local levels. Second, state and community leadership should transcend political changes and elections. Successful development requires time to produce observable results. Third, those involved in policy development for economic activity must improve communication.

Economic Development Organizations and Recent Economic Plans

The primary organizations working to reinforce and strengthen the Spokane economy are the Greater Spokane Incorporated, and the Spokane Area Convention and Visitors Bureau. Co-located in the Spokane Regional Business Center, these organizations and their affiliates form a strategic alliance to advance economic development in the Spokane area.

The EDC is a private, non-profit organization that is supported by a broad-based membership of businesses and organizations, the City of Spokane, and Spokane County. Over the years, the EDC has been instrumental in attracting quality businesses to the area. In addition to recruitment efforts, the EDC has been involved in studies of the regional Spokane economy.

The Chamber of Commerce focuses on business retention and expansion, multicultural relations, higher education initiatives that promote economic development, workforce development, regional partnerships, and improving the region's identity. The Convention and Visitors Bureau promotes economic development through promotion of our area for tourism and convention and meeting activities.

Recent economic plans, generated by community and business groups, include the New Century Plan and Focus 21: A Regional Economic Growth Strategy for the 21st Century. Focus 21 evolved from the successful Momentum program that existed between 1987 and 1997. The New Century Plan, initiated in 1996, is a community-based plan that has developed strategies and benchmarks for economic development and quality of life issues. The New Century Plan led to the formation of Focus 21, an effort to raise more than \$5 million from the Spokane area business community for highly focused job recruitment and expansion. The Spokane Horizons participants used The New Century Plan as a resource tool during the planning process for the new comprehensive plan.



The Horizons Planning Process

When asked what they envisioned for the future of the city and regional economy, Spokane citizens involved in the Horizons planning process cited a high quality of life that includes a diversified economic base providing a decent standard of living to all city residents, a healthy natural environment, and a strong downtown. Citizens spent many hours discussing the economy and the progress the community has made to ensure economic stability for our region, as well as ways to ensure a better economic future for generations to come. Many of these economic issues were raised

consistently throughout the process and serve as the foundation for the goals and policies that guide decisions about Spokane's economic future. Although the focus of the Horizons process was on city issues, the goals and policies also reflect a regional approach to the economy, given that the economies of the region and city are inherently linked.

The issues that arose during the planning process include:

- ◆ A strong and diverse economy is necessary for Spokane to be a vital and competitive city. A strong economy implies that wages are high enough to keep a stable, skilled workforce intact and that the costs associated with maintaining a household are low enough, relative to wages, to be affordable to the majority of the working class. A diverse economy is one that has balance between manufacturing, resource, and service sector businesses and employment. A strong and diverse economy not only encourages expansion and retention of existing business but also promotes the creation of new, locally-owned business and the relocation of business into the area.
- ◆ Cooperative partnerships are encouraged for planning, monitoring, and implementing economic development plans and activities. The city should work with regional jurisdictions, community economic development organizations, the educational community, the business sector,

neighborhood organizations, and citizens in order to help attain and sustain a healthy, diversified economy within the city and region.

- ◆ Qualified labor is essential to retain and recruit business. An educational system and training opportunities that provide citizens of all ages with the knowledge and skills necessary to compete for high paying, skilled jobs contributes substantially to the development of a dynamic economy.
- ◆ Adequate land for expected job growth, a high quality transportation network that facilitates efficient movement of goods and services in and out of the city's major industrial and commercial areas, and the provision and maintenance of other infrastructure are essential requirements for Spokane's continued position as a regional center. Additionally, new state-of-the-art infrastructure is needed to maintain Spokane's competitiveness.
- ◆ The emphasis on the automobile and the strict separation of land uses have left some individuals with limited choices for work and the reduced ability to shop or obtain services. Transportation and land use alternatives that provide better accessibility for all citizens of Spokane improves business and employment opportunities.
- ◆ In order for a place to be identifiable and distinct, it needs a center and an edge. The City of Spokane has been slowly losing both. Spokane's identity is derived from its center, its downtown, not its suburbs which are like so many other suburbs. Historically, the city has continued to develop farther away from the downtown area and toward the fringe, decreasing the city's tax base and limiting the city's ability to maintain services, aesthetic values, and a high quality of life. As a result, it has become more difficult to attract and retain residents and businesses. Redirecting growth and economic activity back into the city will move the city toward securing a healthy economic foundation.
- ◆ The downtown area's vitality is important to the entire region. Downtown Spokane is the region's traditional "heart and soul." It is also the economic and cultural center of the region. A healthy downtown adds to the city's tax base and improves the city's image, appearance, and sense of pride for existing residents, potential residents, and investors.
- ◆ Encouraging new businesses to locate in the City of Spokane involves creating incentives for businesses to choose Spokane over other possible sites. Examples of these incentives include planning in advance for growth, maintaining an efficient permitting process, and creating tax incentives.
- ◆ Spokane's physical environment is an economic advantage that should be promoted and protected to attract economic development opportunities. Preserving both the natural and built environment ensures maintenance of a quality of life beneficial for all of Spokane's citizens.

The Horizons process also paralleled the planning process for The Plan for a New Downtown, prepared by the City of Spokane and the Downtown Spokane Partnership, a non-profit coalition of business, government, and community leaders. The policies and actions set forth in the 1999 document, Charting the Future The Plan for a New Downtown are consistent with the direction of the Comprehensive Plan. Charting the Future was updated with the publication of Fast Forward Spokane: Downtown Plan Update. Fast Forward Spokane was adopted on December 22, 2009.

7.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Economic Development Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require, but rather encourages, that a separate economic development element be included in a jurisdiction's comprehensive plan or as part of the goals, policies, and strategies of each of the other elements. The following is the GMA economic development goal (Goal 5):

“Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.” Refer to the Growth Management Act, RCW 36.70A.020, “Planning Goals,” for description of each goal.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include economic development as one of the nine policy topics. As an introduction to the CWPPS, the “Statement of Principles” lists several themes that emerged during the citizen participation process as being of concern to residents. These became the overriding principles that guided the development of the Countywide Planning Policies. One of the principles focuses on economic vitality and states:

“The economic vitality of Spokane County is brought about by a collaborative effort of the public and private sectors. A healthy economy maintains jobs, as well as creates job opportunities. Additionally, it provides the ability to access housing for all economic segments of the community. A jobs-based economy brings together the environmental and the economic implications of managed growth and seeks a balance, which will help secure a quality community for future generations.”

The CWPPs overview of the GMA's requirements for economic development states:

“The Growth Management Act (GMA) establishes overall goals for economic development throughout the state and requires the topic to be addressed as part of the Countywide Planning Policies. The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington. RCW.36.70A.020(5).

- ♦ Encourage economic development that is consistent with adopted comprehensive plans.
- ♦ Promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons.
- ♦ Encourage growth in areas experiencing insufficient economic growth.
- ♦ Ensure economic growth occurs within the capacities of the state's natural resources, public services and public facilities.

These goals, together with the Countywide Planning Policies, will provide guidance to individual jurisdictions as they develop the economic development elements of their comprehensive plans.

For the entire text of the economic development policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, Topic 8, adopted December 22, 1994.

7.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

The city's role in economic development involves providing public sector advocacy and investment in support of quality job creation and retention, diversification, and wage levels. The city's comprehensive plan lays the foundation for economic development.

Vision

"Spokane will enjoy a quality of life for everyone that includes a diversified economic base that provides a livable wage, a healthy natural environment, and an economically vibrant downtown. Spokane's quality of life will be built on a partnership of diverse interests, including education, business, government, and neighborhoods."

Values

"The things that are important to Spokane's future include:

- ◆ Encouraging livable wage jobs.
- ◆ Developing a viable, economically strong downtown area.
- ◆ Developing a variety of job opportunities that include professional and industrial as well as service opportunities.
- ◆ Ensuring that economic growth pays its appropriate share for costs of new services needed.
- ◆ Encouraging economic development that values the environment as a component of our quality of life."

7.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 21, Economic Development.



ED 1 COOPERATIVE PARTNERSHIPS

Goal: Encourage cooperative partnerships to address the economic expansion of the city and region.

Policies

ED 1.1 Economic Development Programs

Support and participate in regional economic development planning with the public and private sectors.

Discussion: Economic development plans depend, in large part, on the support of the city to carry out policies that pertain to public involvement or assistance. The City of Spokane plays a key role in providing leadership to ensure that the economic development plans and policies of the city and other organizations working to strengthen the economy are coordinated, implemented, and monitored.

The city should coordinate its economic development activities and plans for economic growth with other jurisdictions, cities, businesses, citizens, and the educational community in order to help attain and sustain a healthy, diversified economy within the city and region.

ED 1.2 Support of Economic Development Organizations

Continue to support the Greater Spokane Incorporated, Downtown Spokane Partnership, and the Spokane Area Convention and Visitors Bureau in their efforts to reinforce and strengthen the Spokane economy.

Discussion: Successful economic development requires commitment by government, education, and business organizations. The city should continue membership in these organizations in order to ensure coordination of economic development activities by diverse groups and, when feasible, the city should contribute staff time to this effort.

ED 1.3 Economic Development Progress

Work with regional jurisdictions, community economic development organizations, the educational community, the business sector, neighborhood organizations, and citizens to monitor the city's economic vitality and revise economic development plans as needed.

Discussion: Economic development issues to be considered when evaluating economic vitality include wages, per capita personal and median household income, percentage of population below poverty level, business formation, expansion, and retention, economic base, and education.

ED 1.4 Public-Private Partnerships

Encourage public-private partnerships that further public goals while advancing economic development opportunities.

Discussion: The city can partner with the private sector through such means as extending infrastructure for the development of employment centers, providing low-income housing for employees in proximity to targeted areas for future employment, and enhancing transit service to employment sites.



ED 2 LAND AVAILABILITY FOR ECONOMIC ACTIVITIES

Goal: Ensure that an adequate supply of useable industrial and commercial land is available for economic development activities.

Policies

ED 2.1 Land Supply

Ensure opportunities for locating a variety of desirable, livable wage industries in Spokane that are environmentally compatible with adjacent land uses and support a range of employment types.

Discussion: Land is a basic requirement for commercial and manufacturing activity. The City of Spokane encourages economic growth in locations suited for those uses based upon available public facilities, land capability, neighboring uses, and an orderly development pattern. These areas are identified in Chapter 3, Land Use.

Economic growth in the industrial sector is dependent, among other factors, on the availability of lands that are suitable for industrial use, are served by required urban services, and are of adequate size for business expansion or the location of new industries. Although well-served by city utilities and services, many of the industrial districts within the city limits are occupied with smaller industrial or commercial uses with limited opportunity for growth. The dominant pattern of small, separately owned parcels makes it difficult to expand existing business or create a large site to accommodate new, larger industries.

To ensure that the economy can reasonably be sustained over the next 20 years, an adequate supply and variety of land must be available to attract new employers and to allow existing businesses to expand. To ensure environmentally compatible economic activity, the city should explore the possibility of conducting State Environmental Policy Act (SEPA) Planned Action(s) for potential development sites to facilitate desired economic growth. Preplanning for specific areas of industrial and commercial development or employment centers allows the city to target funds for infrastructure improvements. In addition, prospective investors and businesses recognize a commitment to planned growth and economic development and the predictability they add.

Strategies to enhance the city's ability to attract new industry include:

- ◆ Maintain an urban land atlas that identifies and contains information on available land that can be developed or redeveloped and that offers information on public/private development opportunities.
- ◆ Prepare and maintain a market analysis of available infill sites.
- ◆ Continue efforts to aggregate small industrial parcels to form larger sites.
- ◆ Identify and obtain excess public and semi-public vacant or underutilized land resources.
- ◆ Improve opportunities for economic activity through capital improvement or financial development assistance.
- ◆ Identify potential areas for city-initiated SEPA Planned Actions.
- ◆ Aggressively seek funding to extend services to designated developable lands to attract new commercial and industrial development.

See the Draft Comprehensive Plan/EIS, Volume 2, Chapter 17, Land Use, for additional information on available commercial and industrial land.

ED 2.2 Revitalization Opportunities

Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.

Discussion: Redevelopment of abandoned or underutilized sites where infrastructure and services are readily available provides a wider range of opportunities for business location. Older commercial and industrial districts within the city offer great potential as alternative venues to suburban locations for economic growth. The Hillyard business district and adjacent industrial area, the East Sprague business district and industrial lands to the north, the industrial area adjacent to Hamilton and North Foothills Drive, and the Sinto industrial district in the West Central Neighborhood are examples of venues with such potential.



These locations are in the heart of impoverished neighborhoods that have blocks of underutilized, older commercial and industrial buildings that either can be adapted or replaced with industries offering livable wage jobs. These redevelopments provide the opportunity for nearby job-training and employment to those in the most needy areas of the city, add tax revenues to the city, and stimulate other revitalization efforts. Strategies that the city can apply to make these areas competitive with suburban locations include application for grant funds for redevelopment of “brownfield” areas, use of tax incentive housing programs, provision of increased transit service, and investment of public funds in urban amenities such as parks and pedestrian facilities.

ED 2.3 Reusable Buildings Inventory

Maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.

Discussion: In addition to vacant and underutilized sites that are suitable for redevelopment, rehabilitation of an historic or significantly older building or cluster of buildings is another option for business location. The city contains a significant number of unique historic structures that provide an ideal location for small businesses and space for business incubators. Smaller spaces, lower costs, and central location all contribute to attracting and retaining small business. By maintaining an inventory of older buildings, the city can help potential businesses to identify structures that meet their needs.

ED 2.4 Mixed-Use

Support mixed-use development by identifying areas for economic growth that bring employment, shopping, and residential activities into shared locations that, through preservation or redevelopment, stimulate opportunities for economic activity.

Discussion: The resurgence of compact, self-sufficient neighborhoods where people meet their lifestyle needs has created a renewed interest in mixed-use development. The economics of mixed-use derive from the notion that mutually supporting activities have a synergistic effect on each other; that is, the total revenue generated is greater than the sum of the parts. If housing and office uses are combined, for example, a market is created for shops and services that could not be supported by either alone. This does not have to occur in one building, but the uses must be physically integrated in a way that permits pedestrian circulation among them. In addition, co-locating these activities in a more compact, focused growth environment provides additional land for economic growth within the city’s urban area.

Mixed-use development can fill an important market niche in the city. At a smaller scale, mixed-use provides a way to introduce commercial and office use into residential areas. Within mixed-use centers, the possibility exists for business owners to occupy living space above their business establishments. This concept, although not new, provides an opportunity for business owners to save commute time by living and working in the same building. It can be used as infill in existing areas as magnet projects to stimulate neighborhood development. Mixed-use within Spokane in designated neighborhood, district, and employment centers, along corridors, or within the central city area provides a new venue for business opportunity.



ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY

Goal: Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.

Policies

ED 3.1 Economic Growth

Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.

Discussion: Business start-up, retention, expansion, and recruitment are strategies to foster economic growth. All options must be explored to create an environment where new businesses can start and develop. It is also important to protect the long-term viability of the economy through retention and expansion of existing employers. Recruitment of businesses and industries that diversify the region's economy or fill gaps in the goods and services available in the area should continue. The city is a partner with other organizations and can provide expertise in areas such as land use, infrastructure, and quality of life.

ED 3.2 Economic Diversity

Encourage economic diversity through a mix of small and large businesses that provide a healthy balance of goods-producing and service-producing jobs.

Discussion: A range of industries reduces the vulnerability of the city to unforeseen events and helps ease economic downturns during normal business cycles. Determining the best balance of industry within the city's urban area should be a continuous process based on the monitoring of local economic development plans to determine progress toward business formulation, retention, expansion, and recruitment aimed at broadening the economic base. During this assessment process, future industries can be targeted for recruitment to balance the needs of the city's economy and provide long-term economic benefits.

ED 3.3 Enterprise Opportunities

Create economic development opportunities utilizing tools available to the city which will foster the growth of Spokane's economy.

Discussion: Utilizing a variety of venues and mechanisms, such as port districts, foreign trade zones, industrial development bonds, tax credits, technology transfer, and business incubator facilities, creates the opportunities needed to facilitate economic growth.

ED 3.4 Value Added Business Strategy

Promote value added business practices as a primary economic strategy.

Discussion: Many communities seek to improve their local economies by quantitative increases in business activities: making more, selling more, and attracting more visitors. However, many innovative communities and businesses are creating more jobs by using a qualitative strategy known as "adding value." For example, the Spokane region's natural resource based industries such as timber and agriculture remain a foundation of the local economy and provide business

opportunities. Rather than merely extracting and exporting natural resources such as logs and wheat, businesses can “add value” to those resources by manufacturing by-products such as furniture and bread. Other business practices also add value: manufacturing better products rather than more products and creating more interesting experiences and activities to encourage visitors to stay in our area longer. Increasing the production of local by-products and improving the quality of products would generate more local jobs and spending, spur exportation, and potentially reduce the need to import goods-producing materials from other locales.

ED 3.5 Locally-Owned Businesses

Support opportunities to expand and increase the number of locally-owned businesses in Spokane.

Discussion: Locally-owned businesses help to provide economic stability and a positive business environment by reducing the flow of capital from the area. Locally-owned industries tend to have a stake in the community, leading to more involved corporate citizenship. The greater activism of locally-owned businesses is particularly important to the city, especially in an era of diminishing government revenues, when the private sector is more willing to address public problems. Both the public and private sectors should be encouraged to support locally owned businesses in their bid and purchase process. The city should explore mechanisms to promote local business in public projects such as the addition of bonus points for local ownership in proposal evaluation criteria.

ED 3.6 Small Businesses

Recognize the significant contributions of small businesses to the City of Spokane’s economy and seek to enhance small business opportunities.

Discussion: The presence of many small businesses in the city illustrates that they are a significant part of the economic fiber of the community. Considerable potential for new economic growth exists in encouraging small business starts and enabling them to expand. Businesses that employ local people, use local materials, and sell local products should be supported as one avenue of expanding the opportunity for small business ventures. The city should continue efforts to provide land use designations that give small businesses opportunities to start and grow and should also partner with existing organizations which support the start-up and expansion of local small businesses. Although the city’s ability to help finance private business start-ups and expansion is limited, several federal programs and limited state programs to assist in financing are available. The city should maintain information on these sources in the permit center.

ED 3.7 Home Businesses

Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.

Discussion: More people are working from their homes, a trend that results from shifts in the economy toward services, corporate down-sizing, and improved telecommunications. Teleworking and appropriate home businesses can produce many community, family, and individual benefits including new business opportunities, such as information technology development, reduced traffic congestion, and reduced air pollution.

Development regulations should minimize the potential for negative impacts from home businesses by limiting signs, maintaining the residential appearance of neighborhoods, requiring adequate parking while ensuring that parking and traffic generation fits into the neighborhood and is not excessive, limiting truck deliveries, and appropriately managing other potential adverse impacts.

ED 3.8 Technology-Based Industries

Encourage the development of advanced and emerging technology based industries.

Discussion: Because of the expansion of high tech and the higher paying jobs associated with the industry, advanced-technology firms can potentially create new jobs while increasing wealth. High-tech businesses are sources of ideas and innovations that increase the likelihood of new business start-ups. Development or recruitment of high-tech industries can be accomplished by ensuring a quality workforce to fill industry needs and designating areas for high-tech business development, particularly in designated employment centers and downtown Spokane, that include supporting infrastructure and state-of-the-art communication facilities.

ED 3.9 Regional Marketplace

Support strategies to expand regional markets for local services and products.

Discussion: Spokane is ideally situated as a regional distribution center for the area. Expanding the opportunities to export goods and services to other areas of the region and world brings more money into the local economy.



ED 3.10 Downtown Spokane

Promote downtown Spokane as the economic and cultural center of the region in order to protect past public and private investments, to produce tax revenue needed to pay for growth and desired public services, and to provide continued job opportunities in office, government, retail, service, and tourism.

Discussion: Continuing to expand economic opportunities in the downtown area by revitalizing retail activity, expanding job opportunities in the public and private sectors, attracting recreational, arts, and entertainment and tourist businesses, and developing downtown housing to encourage a stable resident population are essential to a healthy downtown.



ED 4 INCOME AND EMPLOYMENT OPPORTUNITY

Goal: Enhance the economic future of the community by encouraging the creation of jobs that increase the average livable wage and reduce income disparity.

Policies

ED 4.1 Livable Wage

Encourage the recruitment of businesses that pay wages at least commensurate with the cost of living and that provide health and retirement benefits.

Discussion: A portion of Spokane's population is underemployed due to the relatively few high paying, high skill jobs. Recruiting employment opportunities that provide high paying jobs with competitive benefits programs helps to elevate Spokane's employment level.

ED 4.2 Benchmark Indicators

Work with the private sector to establish benchmark indicators for employment and income levels, monitor progress toward reaching those levels, and prepare an annual status report on progress.

Discussion: Benchmarks are a way to measure progress toward economic development goals. The City of Spokane should work cooperatively with economic development organizations, institutions of higher learning, and members of the community to establish benchmarks, ensure that they are achieved, and annually review progress to determine if a change in strategy is needed. This enables the city to monitor its progress toward meeting planning goals. Examples of benchmarks include number of new jobs per year, levels of income, housing to jobs ratio, and home ownership ratio. In addition, community environmental and social conditions are a good indicator of economic health and should be considered when establishing benchmarks.

ED 4.3 Income Equity

Cooperate with other community agencies and organizations to address income equity and employment opportunities within the Spokane economy.

Discussion: One way to improve the economic vitality and stability of the city is to address the disparities in income and employment opportunities faced by some members of the community. Historically, women, minorities, and other economically disadvantaged groups have had low incomes as well as fewer and poorer employment opportunities compared with society as a whole. These disparities can be addressed through education, training, and social service programs. The Education and Workforce Development Policies, ED 5.1 through 5.8, help meet these needs. Chapter 10, Social Health, also addresses this issue. Members of disadvantaged communities should be involved in these and other efforts to improve their economic future.

Economic disparity is also a geographic issue that has had detrimental economic effects on the city's economy. By redirecting growth and economic activity into the city, the segregation of our economic sectors can be reduced.



ED 5 EDUCATION AND WORKFORCE DEVELOPMENT

Goal: Improve Spokane's economy through a well educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.

Policies

ED 5.1 K-12 Education

Work cooperatively with local schools to help maintain and enhance the quality of K-12 education in the city's schools.

ED 5.2 Youth Programs

Cooperate with educational institutions and businesses to provide young people with exposure to a wide variety of employment and business opportunities.

Discussion: The City of Spokane Youth Services Department currently provides programs to enrich the education and employment opportunities for the city's youth and should continue in its endeavors. Examples of programs and activities for youth education and business exposure include apprenticeship and mentoring programs, job fairs, and vocational education that includes on-the-job training.



ED 5.3 Post-Secondary Education and Job Training

Support continued efforts of the educational community to contribute to the health of Spokane's economy through post-secondary plans, programs, and activities.

Discussion: The city should support continued efforts of the educational community to provide adult education, vocational education, job training, and higher education including research, within the region that meet the needs of businesses, employees, and residents.

To determine how post-secondary education can best contribute to Spokane's economy, the city should support the efforts of universities to work cooperatively to develop programs to strengthen the economy in a variety of mutually supportive ways:

- ◆ Training and life-long learning for both traditional age and adult learners from all economic strata in support of the creation of a qualified workforce able to compete for high paying jobs in the emerging international and highly technical economy.
- ◆ Developing "destination" academic programs that can attract highly qualified and talented faculty and students from other cities, states, and regions who otherwise would not come to Spokane.
- ◆ Attracting research dollars and programs that will contribute, by their monetary value alone, directly to the Spokane economy, and indirectly by creating an intellectual environment conducive to invention and product development.
- ◆ Contributing to the visual and performing arts as well as the range of cultural activities so necessary to the development of an attractive, vibrant, and economically dynamic economy.

ED 5.4 Program Evaluation

Support efforts to introduce new, high quality programs into the curricula of area technical schools, community colleges, colleges, and universities that address the changing needs of businesses and employees.

Discussion: As technology advances, business and industry continue to experience a shift in needed employee skills. The information age has produced a shift from production skills to information-processing and problem-solving skills. Most new jobs demand an ability to adjust to forces requiring continual changes in products, processes, and management structures. Science and technology skills are becoming increasingly important and in Spokane's global economy, there is an increasing need for higher levels of international skills. Schools and colleges of business and management must examine their effectiveness in producing entrepreneurs and managers capable of competing in a world market. In addition, an unprecedented requirement for adult retraining and continuous adult learning to keep pace with the changing needs of business and industry is now present. The City of Spokane, therefore, encourages the educational institutions of the region to constantly evaluate their programs to be responsive to the changing job market.

ED 5.5 Communication Links

Encourage greater communication between the City of Spokane, educational and training providers, businesses, employees, and residents to meet community educational and job-training needs.

ED 5.6 Employer Training Support

Encourage employers to support continuing education and training for their employees.

Discussion: Continuing education and training encourages an adaptive workforce and higher retention of qualified employees.

ED 5.7 Transportation and Employment Opportunities for Special Needs Populations

Promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.

Discussion: Special needs populations include everyone from children and the elderly to persons with disabilities and persons of low-income. The most common denominator among these groups is the fact that they do not drive for one reason or another. Therefore, in order to move around the community, they must rely on public transportation.

This is especially an issue for workforce development. People who are trying to get off welfare and return to work do not go to work if they cannot get there easily. In particular, it is important to focus on providing easy access to and from the sites that meet their daily needs: jobs and job training, childcare, housing, and medical and social services. While physical co-location of these uses makes them the most easily accessible, it is important to provide transportation links between scattered sites. Once these transit links are available, it is also necessary to get the word out so people know these services are available and can make the best use of them.

Employers stand to benefit as well. Anything that improves an employee's likelihood of getting to work each day results in overall increased employee stability. In the end, this means higher employee productivity and lower training costs for the employer.

ED 5.8 Library as Educational Resource

Fund the library system at a level adequate to improve the educational level of Spokane's workforce.

Discussion: The city should improve the accessibility of the library system, which functions to improve the educational level of Spokane's workforce. Increased hours of operation at the library is one way the library could provide more choices and opportunities for personal education. In addition to a vast array of printed materials which can aid citizens in furthering their education, library computers provide those who do not own a computer the ability to access electronically delivered information, including local training and employment opportunities. Libraries potentially can serve as job-training program sites, providing citizens the opportunity to upgrade or develop new work skills in order to qualify for higher-paying jobs.



ED 6 INFRASTRUCTURE

Goal: Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center.

Policies

ED 6.1 Infrastructure Utilization

Locate development where infrastructure capacity already exists before extending infrastructure into new areas.

Discussion: In most cases, extending water, sewer, and roads to new areas of development is more expensive than building in developed areas served by the existing infrastructure.



ED 6.2 Infrastructure Projects

Promote infrastructure projects that enhance the city's quality of life and business climate.

Discussion: Basic services and facilities are necessary for a community to enter the competitive arena for new investment. Expenditures to maintain adequate infrastructure and community services are necessary and indicate a city's commitment to its quality of life. Citywide infrastructure improvements and community services keep the city and its commerce running efficiently.

ED 6.3 Public Investment in Designated Areas

Use capital facility funds to promote economic expansion in those areas designated for economic development or mixed-use.

Discussion: The City of Spokane can focus growth by the discretionary use of capital facilities funds in those areas where economic growth is desired, such as new industrial areas or mixed-use districts. The city can identify and prioritize areas for infill development or redevelopment where infrastructure improvements are necessary to induce development and work cooperatively with area economic development agencies to ensure that economic development plans are consistent with achieving this goal.

ED 6.4 Communication Facilities and Networks

Support the expansion and development of sophisticated communication facilities and networks required by industries that use high technology.

Discussion: Spokane must continue to prepare for changing technology in order to be in a position to compete for new industry. Industries that use high technology systems have grown increasingly more important to local economies. Having the necessary communication systems in place encourages businesses that are dependent on technology to locate in Spokane and allows local universities and colleges to attract and train students for careers in the technology industry.

It is imperative that Spokane continues its political and financial commitment to develop further areas within the city in order to compete in the highly competitive technological market.

ED 6.5 Infrastructure Maintenance

Maintain infrastructure at safe and efficient levels.

Discussion: Streets, sewers, water delivery, gas and electric power distribution, communication systems, and solid waste disposal all effect how efficiently companies conduct their business. Maintaining existing infrastructure in proper working order is imperative for efficient business operation.



ED 7 REGULATORY ENVIRONMENT AND TAX STRUCTURE

Goal: Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate.

Policies

ED 7.1 Collaborative Nurturing of the Business Climate

Work with the business community, labor, and residents to maintain a good business climate.

Discussion: Factors that contribute to a favorable business climate include relatively low direct taxation of businesses, development regulations that are flexible and efficiently administered, and community attitudes that support balanced and managed growth.

ED 7.2 Revenue Sources

Ensure that tax revenue sources are stable, allocate costs equitably within the community, do not penalize certain types of businesses, attract and retain businesses, and maintain the City of Spokane's high quality of life.

Discussion: To maintain a healthy economy and a good business climate, taxes need to be equitably distributed among businesses, residents, and other members of the community. Since taxes are a cost of doing business, businesses need tax stability to help them plan for the future. Although the taxing authority of cities is limited, the City of Spokane should try to impose taxes and fees that reflect the needs and priorities of the community as expressed in the comprehensive plan.

Prices for services such as water, sewer, energy, and solid waste disposal should be kept as low as possible to provide a competitive edge for attracting businesses and must be kept in balance with the total cost to the community.



ED 7.3 State Tax Changes

Lobby the state legislature for changes in state tax laws to allow more options or mechanisms to be available as incentives to business investment.

Discussion: A tax structure that is inflexible or regressive limits the start up of new businesses and the relocation of existing businesses into Spokane. The State of Washington's constitution limits some taxing tools used in other states. The city should focus attention on lobbying efforts aimed at increasing its potential to attract new businesses and development efforts.

There is a need for a change to a progressive tax structure, better understanding and awareness of the tax structure, as well as the necessary changes to state law to enable jurisdictions within the state to compete nationally and internationally for new industry.

ED 7.4 Tax Incentives for Land Improvement

Investigate changes in tax structure that encourage business investment and construction where infrastructure exists, especially in centers or other priority areas for development.

Discussion: The current tax structure does not provide incentives to develop land in specific locations identified as desirable for growth. Property taxes increase if property improvements are made. This may discourage improvement, leaving land vacant or unimproved. Taxing land based on its location, regardless of its condition, could stimulate construction or improvement.

ED 7.5 Tax Incentives for Renovation

Use tax incentives and investments to encourage revitalization, modernization, or rehabilitation of deteriorated properties and buildings for new economic activity.

Discussion: The city can use tax incentive housing programs and investment of public funds in urban amenities in those areas that are targeted for economic growth. When tax incentives are used on buildings identified as having historic significance, it shall be done in compliance with the Department of the Interior Standards for Historic Preservation or other locally adopted standards. Spokane's historic preservation program provides many benefits to potential business owners through tax reduction incentives and tax credits. National and local historic preservation tax credits can be used to rehabilitate historic buildings for economic purposes with the added benefit of helping to maintain the city's historic traditions that are an inherent component of Spokane's quality of life.



ED 7.6 Development Standards and Permitting Process

Periodically evaluate and improve the City of Spokane's development standards and permitting process to ensure that they are equitable, cost-effective, timely, and meet community needs and goals.

Discussion: Community needs and goals include ensuring that new development is attractive, public services are adequate and efficient, maintenance costs are low, and that development has minimal adverse impacts on nearby uses and the environment. Development standards for retail, office, and manufacturing areas should balance these purposes with the need to cost-effectively provide sites for businesses. Development standards that provide flexibility can help to ensure that site amenities essential to maintaining the city's quality of life can be reasonably provided, while still providing cost-effective site development for new and expanding businesses.

Maintaining an efficiently administered permitting process can create a positive business climate. The environmental review process, for example, can be simplified by defining in a single, comprehensive summary all local, state, and federal environmental regulations, so that overlapping regulations can be avoided. The city shall explore the possibility of conducting city-initiated environmental Planned Actions, enabled by the State Environmental Policy Act, in areas

targeted for economic growth so that the environmental review process for development in those areas is more expedient. In addition to facilitating an efficient permitting process, city staff should act in an advisory role to developers on design issues and maintain information on funding sources.



ED 8 QUALITY OF LIFE AND THE ENVIRONMENT

Goal: Improve and protect the natural and built environment as assets that attract economic development opportunities and enhance the City of Spokane's quality of life.

Policies

ED 8.1 Quality of Life Protection

Protect the natural and built environment as a primary quality of life feature that attracts new business.

Discussion: The importance of the city's high quality of life as a contributor to a favorable business climate is likely to increase as businesses make more decisions on where to locate based on the city's appeal. Good schools, good infrastructure and public services, high quality neighborhoods, an attractive community appearance, many natural areas, a variety of recreational opportunities, and the perception of clean air and water attract both businesses and residents. These benefits act as economic development tools and must be protected in order to continue to function as attractions to potential businesses and residents.

Individual programs and policies that respond to a particular business need may be of limited success in encouraging firms to expand or attracting new firms if they are not part of a comprehensive effort to upgrade the quality of life of the city. Improving the city's quality of life where it is poor can have a significant impact on decisions firms make regarding location and workforce changes.

ED 8.2 Sustainable Economic Strategies

Promote sustainable economic strategies.

Discussion: Sustainable economic strategies are those that strive to achieve economic development in a manner that minimizes physical, social and environmental impacts.

ED 8.3 Recreation and Tourism Promotion

Promote the region's outdoor amenities as recreational and tourism business opportunities.

Discussion: Recreational and tourism business opportunities abound in the Spokane region because of the geographical location and abundance of lakes, streams, and mountains. Not only must these natural resources be protected, Spokane must also promote them as the base of unique opportunities for new business.

ED 8.4 Environmentally Compatible Businesses

Encourage the recruitment of businesses that are environmentally friendly and that are compatible with the quality of life standards of the region.

Discussion: Industrial developments that minimize resource use and production of waste byproducts are beneficial to the environment and economy. Reconciling the demands for business and environmental compatibility is challenging. The development of eco-industrial parks is one alternative to meet this challenge. Businesses coordinate their activities in an environmentally responsible manner while benefiting collectively through increased resource use efficiency and reduced waste production.

ED 8.5 Environmental Protection Business Opportunities

Support businesses that specialize in environmental protection.

Discussion: As environmental concerns continue to emerge, business opportunities in the environmental protection industry increase. Examples of new industries include paper and plastic recycling and the conversion of industrial byproducts into useful materials.

ED 8.6 Contaminated Site Clean-Up Responsibilities

Target contaminated sites and facilitate their clean-up.

Discussion: The city can improve the environment and its ability to attract new business as well as increase its supply of available land by targeting environmentally contaminated sites that are desirable for redevelopment.



Urban Design and Historic Preservation

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8.1 INTRODUCTION

“While a few fine buildings were evidently designed and superintended by trained architects, and set a standard which is cause for national comment and much local pride, many of the commercial buildings, particularly in the center of the city, seem to have been put up without the help of any competent architects at all, and hence are not alone structures of questionable utility, but also make a bad impression on visitors and public alike.”

Although written in 1921 in The Architect and Engineer, Frederick Jennings’ ideas remain relevant to the City of Spokane. Spokane does have many fine examples of architecture and a strong legacy of good design. However, economic considerations and the lingering 1950s architectural dictum of “form follows function” often creates a situation wherein cost and functional factors hold sway over humanistic concerns and spiritually uplifting design.

The citizens of Spokane have declared in recent years that they want to recreate the city that was once referred to as “The City Beautiful.” The demolition of noteworthy, turn-of-the-century buildings to make way for curtain walled glass and steel monoliths devoid of character and of scale and mass defining details, has finally reawakened the sentiment that design does matter and that new development should take into consideration the people for whom it is intended and the context in which it is intended to be built.

After the 1889 fire in which much of downtown Spokane was destroyed, a number of architects relocated here and made names for themselves by designing enduring buildings of the then current, and now remarkable, styles of the day. These include the Arts and Crafts bungalows, Queen Anne houses, Tudoresque mansions, Romanesque churches, and Gothic commercial buildings, as well as Classic Revival office buildings and Art Deco theaters. The years between the fire and the Second World War were rich in regards to the development of a vibrant downtown and a city of national renown. As early as 1905, President Theodore Roosevelt was quoted in the Chamber of Commerce publication, Spokane: A Modern City, “I never saw two such cities anywhere as Spokane and Seattle. If my eldest boy was large enough to be choosing a place, I would advise him to locate in one or the other of those cities and it is a shake-up between them.”



Because of the lack of fine materials and trained craftsman, it is neither possible nor actually desirable to try and replicate the architecture and designs of that time. The essence of the features that make those styles of architecture so interesting and memorable can and should be incorporated into the architecture of today. New buildings should be compatible with the surrounding context and environment. They should reinforce the rhythm, line, mass, and shape of the adjacent structures, and take into consideration the public space created by the building facade, surrounding pavement, and vegetation. The designs of these buildings should incorporate and demonstrate public values and should be proportionate to and comfortable for the human occupants. It should also set up a hierarchy to de-emphasize the automobile and primarily establish the human element as the ultimate recipient and the primary design constraint for the particular development.

In 1994, the City Council, recognizing the public demand for quality projects, established a design review program and appointed a citizen committee of design professionals and organization representatives to conduct individual project reviews and oversee the development of the program. The members of the Design Review Committee (now known as the Design Review Board) accepted the challenge to act in an advisory role, developing guidelines, reviewing projects, and making recommendations to the city approving authority for the assigned specific classes of projects. The Design Review Board is advisory. Recommendations as to whether a proposal is consistent with the applicable design criteria are forwarded to the responsible approving authority of the City. In most cases, the Board's recommendations are adopted or made a condition of approval. The Design Review Board is a vehicle through which community values are instilled into design parameters, the result being better projects, greater pride in the city, and Spokane once again being recognized as "The City Beautiful."

The joint City/County Historic Landmarks Commission is responsible for the stewardship of historically and architecturally significant properties within the City and unincorporated areas of Spokane County. The Landmarks Commission sets historic preservation policies, including providing advice to the City Council as well as the Board of County Commissioners on matter of history, historic planning and preservation.



8.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Urban Design and Historic Preservation Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Although urban design and historic preservation have different points of emphasis, they have been grouped together in recognition of their similarities and overlap regarding improvement and preservation of quality of life. While Urban Design is not mentioned directly in the goals of the GMA, Goal 13 related to Historic Preservation states, “Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.”

Urban design encompasses issues that are addressed in other GMA goals. Design is a necessary element in accomplishing Goals 1 and 2 of reducing sprawl and encouraging development in urban areas, thus enabling the efficient provision of public facilities and services. Promoting a variety of residential housing types, as directed by Goal 4, requires good urban design to ensure they are compatible with existing neighborhoods and are accepted by the residents of a particular area. Preservation of the environment and retention of open space for recreational opportunities, Goals 9 and 10, obviously are included in the emphasis of urban design principles of the preservation of a high quality of life.

Last, citizen participation, Goal 11, is the driving force behind the historic preservation and urban design efforts. Continued public participation in these efforts is necessary to ensure that inevitable growth does not cause a decline in the quality of life and those physical features valued by the citizens (RCW 36.70A.020).

Countywide Planning Policies

The Countywide Planning Policies of Spokane County (CWPPs) do not specifically mention urban design or historic preservation. However, similar to the GMA goals, there are policies that are more easily achieved and accepted through the practices of good urban design and historic preservation.

County policies direct jurisdictions to ensure compatibility of mixed density residential development . Good design is the necessary ingredient to make this type of development acceptable to the citizens of the neighboring areas. Achieving the intent of the county policies related to affordable housing is also facilitated by urban design standards that ensure architectural and functional compatibility. Urban design, along with historic preservation, are both means to realizing economic development and maintaining the integrity of downtown Spokane as a retail and cultural center.

8.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Urban design and historic preservation involves the city's form and function, subdivision design, street character, and identification and preservation of historic resources, including buildings, sites, and districts.

Vision

"The qualities that make Spokane unique, including the historic and cultural fabric, neighborhoods, downtown area, parks and green spaces, and tree-lined streets, will be maintained and improved."

Values

"The things that are important to Spokane's future include:

- ◆ Maintaining Spokane's "comfortable feel," size, neighborhoods, and friendliness.
- ◆ Maintaining the downtown area as the center of the region in order to ensure the city's economic and cultural health.
- ◆ Having downtown Spokane be distinctive and urban by using its architectural heritage and splendor.
- ◆ Maintaining the natural beauty that makes Spokane distinctive, including the parks, waterways, tree-lined streets, and green areas.
- ◆ Preserving the historic buildings, historic fabric, and cultural heritage that provide Spokane with its character.
- ◆ Ensuring that new buildings in historic areas complement their surroundings.
- ◆ Developing Spokane to be an attractive, clean city in which people take pride.
- ◆ Supporting neighborhoods and their associated business districts."

8.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS Volume 2, Chapter 22, Urban Design and Historic Preservation.



DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride while striving to maintain its visual diversity.

Policies

DP 1.1 Public Land Use Sites

Identify sites for parks, open space, police stations, fire stations, major storm water facilities, schools, and other lands useful for public purposes in advance of development.

Discussion: Anticipating the need and location for public facilities prior to an area being developed eliminates the confusion regarding the potential locations of future projects and enables the programmed expenditure of public funds.



DP 1.2 Landmark Structures, Buildings, and Sites

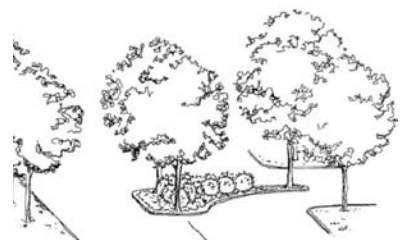
Promote the recognition and preservation of unique or outstanding landmark structures, buildings, and sites.

Discussion: Landmarks provide focal points of historic or cultural interest. Preservation of them, even when not located within historic districts, celebrates the uniqueness of the particular area. Development that is compatible with and respects the architecture of these landmarks enhances the richness and diversity of the built and natural environments while reinforcing the landmark structures and sites.

DP 1.3 Urban Trees and Landscape Areas

Maintain, improve, and increase the amount of landscaped area in the urban environment and, at a minimum, replace any tree that needs to be removed from publicly owned property.

Discussion: The public urban cityscape with its pavement, automobiles, and pollution can be a harsh environment for landscape vegetation and can create less than optimal growing conditions for the plants and trees. Therefore, additional care is usually necessary to maintain plants in an urban environment. This additional care of urban trees and landscaped areas benefits the overall well-being and enjoyment of the community.



The City of Spokane must establish a no-net-loss position for the existing quantity of urban trees and develop a mechanism to require tree replacement on public lands. The City of Spokane also needs to develop incentives to encourage tree replacement on privately owned property. Consideration should be given to the creation of a system to grant a credit or bonus for trees retained and incentives to encourage new tree planting. While it is impractical to require replacement trees to be of like size, the existing character, site, and the desired effect should be considered in determining the minimum size and species. Tree plantings should be coordinated with, and meet the minimum standards of, the Urban Forestry Program.

DP 1.4 New Development in Established Neighborhoods

Ensure that new development is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

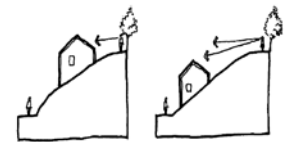
Discussion: While compatibility is more of an issue in established neighborhoods, new development needs to take into account the context of the area and should result in an improvement to the surrounding neighborhood.



DP 1.5 Significant Views and Vistas

Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

Discussion: The protection of identified important views and vistas of both natural and man-made features of the environment, and improving and making safe the actual viewpoints are important for preserving the character of the city. The preservation of these features provides the citizens with orientation, visual relief, and a sense of uniqueness and place, helps create a city identity, and instills a sense of pride in its citizens.



DP 1.6 Gateway Identification

Establish gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

Discussion: Special gateways to neighborhoods or sub-areas are a cost-effective means to instill pride in an area. This can be the “seed” that causes an overall improvement to a given area, which may result in increased investment, home ownership, maintenance, and decreased crime.



DP 2 QUALITY DESIGN

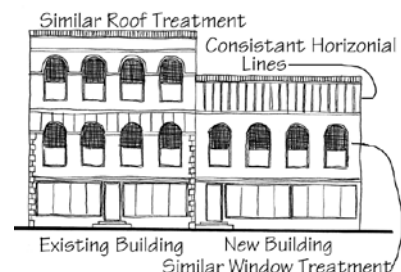
Goal: Enhance the livability of Spokane by preserving its historic character and building a legacy of quality public and private development.

Policies

DP 2.1 Building and Site Design Regulations

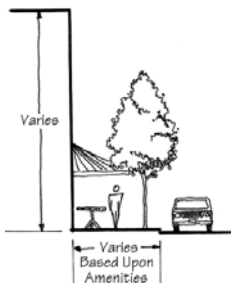
Ensure that a particular development is architecturally compatible with its neighbors.

Discussion: New and remodeled projects can have a major impact on a specific area. Compliance with building and site regulations and a design review process, benefits and provides for the existing residents, and guarantees new residents that new or remodeled buildings are developed in a manner that does not diminish their quality of life. This would apply to all new commercial, public, multifamily structures, high density single-family projects, and exterior remodels of existing commercial structures.



DP 2.2 Zoning and Design Standards

Utilize zoning and design standards that have flexibility and incentives to ensure that development is compatible with surrounding land uses.



Discussion: Maintaining or enhancing the neighborhood's character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, offer protection and instill confidence in established and prospective residents and business owners. The standards should address traffic, parking, loading control, structural mass, open space, green areas, lighting, landscaping and buffering, and safety of persons and property, as well as the impacts of noise, vibration, dust, and odors.

DP 2.3 Design Review Process

Ensure effective application of design guidelines through a review process that relies on the expertise of design professionals and other community interests to achieve design performance that meets citizen's quality of life expectations.

Discussion: Design guidelines provide the direction needed to reach design solutions that meet the intent of the Comprehensive Plan policies relative to a particular issue at hand. The flexible application of specific development standards to achieve a qualitative instead of quantitative result may be appropriate in specific cases and, when incorporating an innovative solution, will lead to

a more compatible project and livable community. The authority to negotiate enforceable design performance, and the flexible application of specific design standards, when based upon adopted design guidelines, should be vested in the Design Review Board consisting of members representing the design professions and community interests. In most cases, review by the Design Review Board is the appropriate process to objectively direct projects to a level of compatible design. However, the impact of particular deviations from specific development standards may be of insufficient scale, scope or magnitude to warrant the committee's attention, and threshold determinations may be made to assign these reviews to the city's urban design staff. This would speed-up the process while providing sufficient review and enabling cooperative efforts among city departmental staff and project proponent.

DP 2.4 Design Guidelines

Utilize design guidelines that are understandable, enforceable, predictable, and consistent and that are applied to the entire city, sub-areas, and individual districts in order to measure and evaluate proposed development.

Discussion: Effective design guidelines include graphic depiction and written text that are clear, understandable, and unambiguous. They function specifically to guide the physical development of projects that require design review. The desire is to create an attractive and efficient city, increasing the life of existing buildings while not adding undue time to the development process. Basic guidelines apply to design on a citywide basis, while more specific guidelines are germane to specific local areas. The uniform application of design guidelines ensures a high quality of living.

DP 2.5 Special District and Neighborhood Design Guidelines

Utilize design guidelines and criteria that are based on local community participation and the particular character and development issues of each special district or neighborhood.

Discussion: Due to inherent differences in neighborhoods and particular needs of recognized special districts, each may need to develop a set of area-specific guidelines that supplement and augment the citywide general guidelines. Local input and the existing characteristics of an area or special district are the basis for design guidelines used for the evaluation of specific projects

in that particular area. Area-specific guidelines should be flexible enough to allow for some creative interpretation.

DP 2.6 Permit Process

Coordinate the design review process with other permitting processes to reduce the time and expense that is involved for developers and city staff.

Discussion: Lessening the time involved in the permit process not only saves investment time and money but may result in better cooperation between the public and city government.



DP 3 FUNCTION AND APPEARANCE

Goal: Use design to improve how development relates to and functions within its surrounding environment.

Policies

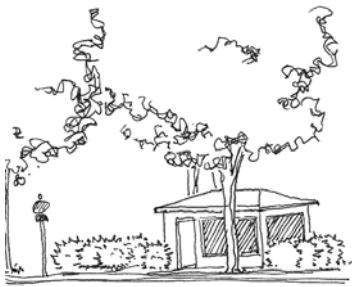
DP 3.1 Commercial Areas

Make aesthetic and functional improvements to commercial areas in order to improve their image, appeal, and sales potential.

Discussion: Projects that are designed to complement the character of the surrounding area further the sense of continuity and permanence, which not only can improve the image of the area but also makes the area seem more desirable since it is moving in a positive direction. This, in turn, can stimulate investments and economic stability, benefiting the businesses and residents alike.

DP 3.2 Access to Alternative Modes of Transportation

Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation.

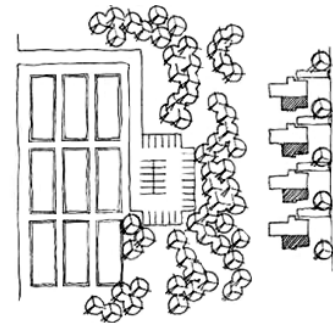


Discussion: Alternative forms of transportation are becoming more important. Walking and bicycling are non-polluting forms of transportation that go hand-in-hand with living in proximity to places of work, recreation, services, and shopping. Providing facilities for bicycle parking, showers, and changing rooms, and a more direct access route, such as bicycle lanes and pathways, for those who use these and alternative modes of transportation encourages their use. It also provides benefits to the entire community in terms of reduced air pollution, less traffic congestion, and greater availability of parking for those who must drive.

DP 3.3 Buffers and Transitions

Use landscaped buffers and less intense land uses between incompatible industrial, commercial, and residential uses.

Discussion: Buffers and intervening less intense land uses can mitigate noise, glare, and other impacts associated with a particular commercial or industrial land use. Increased density and intensity can create bothersome and potentially unsafe environmental factors for residents of a particular area.



DP 3.4 Streetscape Plan

Prepare and implement a comprehensive streetscape plan for each commercial and neighborhood area.

Discussion: A comprehensive streetscape plan includes pedestrian amenities and safety features, provision for snow storage, street trees, parking opportunities, character and form-giving elements, identification of views and vistas, and other features. Since the street setting is one of the most visible elements of the urban environment, street plans are a vital element of every localized plan.

DP 3.5 Urban Forestry Program

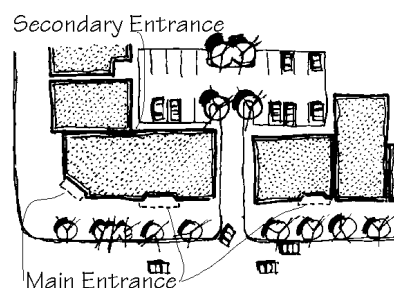
Develop and support a comprehensive urban forestry program.

Discussion: An urban forestry program includes an inventory of existing trees and all available tree locations and establishes goals for new and replacement tree planting and total canopy cover. Needed are citywide regulations and street standards that require establishing and maintaining plantings in traffic islands and planting strips and that allow large canopy street trees. Landscape standards for parking lots and neighborhood entranceways, along with regulations designed to save large trees in newly developed areas and subdivisions, are a necessary part of the program. The program could establish incentives, such as reduced parking requirements or building setback deviations for tree planting and replacement and could serve as a means to educate the public regarding the benefits of trees and their necessary maintenance. The City of Spokane should continue to work with the Spokane County Conservation District, which is a state-chartered agency established to promote education and preservation of natural resources. This cooperation avails the city of greater funding opportunities, encourages the sharing of staff expertise, and promotes tree planting programs on a countywide basis.

DP 3.6 Business Entrance Orientation

Create a sense of cooperation and neighborliness by orienting one or more building entrance of commercial building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

Discussion: Orienting the business entrance toward the adjoining residential area of and placing parking in a location other than between the entrance and the sidewalk demonstrates the business owner's commitment to the residents of the neighborhood instead of only to the motoring public.



DP 3.7 Improvements Program

Provide facilities such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

Discussion: Increased density in established areas should be commensurate with upgrading and/or provision of the necessary public facilities and improvements, in order to avoid a detrimental impact on the character of and investment in the area. The provision of these necessary facilities and improvements is in the public interest of maintaining a high quality of life and must be accounted for in the budget for public expenditures.



DP 3.8 Infill Development

Ensure that infill construction and area redevelopment are done in a manner that reinforces the established neighborhood character and is architecturally compatible with the surrounding existing commercial and residential areas.

Discussion: Infill construction can represent a benefit to the community that does not necessitate an expansion of the infrastructure when done in a manner that does not detract from the area. Flexible design standards enable infill development that is architecturally compatible with the context of the proposed area by permitting higher intensity activities without detracting from the existing character of the area.

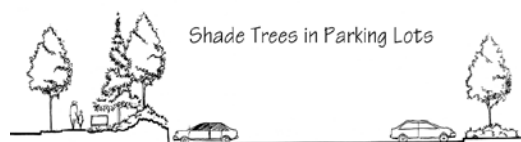
DP 3.9 Commercial and Mixed-Use Development

Identify and work with the adjoining property owners to develop streetscape improvements that encourage more intensive commercial and mixed-use developments.

Discussion: Densification, as opposed to sprawl, sometimes requires an investment in the infrastructure. While generally beneficial to a community, the identification and programming of improvements may constitute a public expense. As opposed to the spending of public funds, this should be considered an investment, as the desire is for the economic improvement of an area as well as for the city in general.

DP 3.10 Parking Facilities Design

Minimizing surface parking by creating alternatives that enable intensive and pleasant site development.

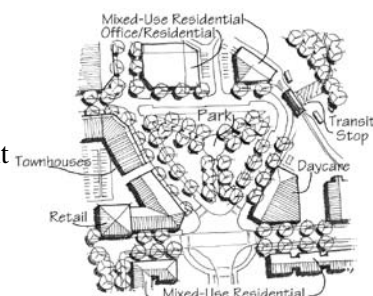


Discussion: Less surface parking, underground and parking within buildings, and increased landscape requirements for automobile concealment and lot shading can create a more pleasant atmosphere for the users and passersby. This could result in a reduction of total parking lot size and minimize the impact of surface parking.

DP 3.11 Town Squares and Plazas

Require redevelopment areas and new development to provide town squares, plazas, and “pocket parks,” and encourage these spaces to be used as the focus of commercial and civic buildings.

Discussion: The inclusion of public spaces in areas of development gives pedestrians a place to rest and interact while providing a location for community and economic focus. It improves the appearance of, and gives identity to the particular area. The amount of public open space should be relative in size to the development.

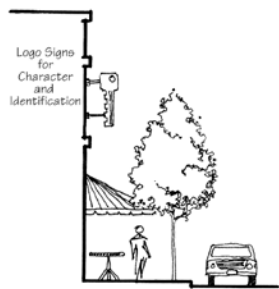


DP 3.12 Transit Use and Transportation Alternatives

Develop facilities that are safe, pleasant, and that promote the use of transportation alternatives.

Discussion: To foster a more livable city, alternative modes of transportation are needed. Provision of facilities that are safe, attractive, and functional helps lessen automobile reliance. They are to be located close to the users' place of residence, work, and play and should be well-lighted and comfortable. Businesses located along transit routes should be encouraged to provide shelters and seating to accommodate their customers.

DP 3.13 On-Premise Advertising



Ensure on-premise business signs are of size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

Discussion: On-premise signs provide an important public function by identifying sources of desired goods and services. Cities where business signs provide identification of on-premise businesses without degrading the visual environment are noted for their high quality community character. Collectively, the effectiveness of business signs is enhanced when they are not too large, too numerous, or too distracting in visual character.

On-premise signs should be of high quality and managed in all urban environments to reduce visual clutter, which contributes to a distracting and unsafe experience for motorists and visual blight for citizens, especially in proximity to living environments. Business signs in residential settings should relate to the smaller scale and lower-intensity activity of these environments. Sign area and design guidelines should reflect the relative intensity of commercial arterials as well as any unique district character, such as a historic neighborhood. Exclusively residential areas should be free of business signs entirely, except for small, unobtrusive signs to identify legal home occupations.

DP 3.14 Billboards

Prohibit new construction of billboards and eliminate existing billboards over time using various means.

Discussion: Visual quality of the urban environment is one of the distinguishing characteristics of communities. The reputation of some cities is based largely on their good or bad visual image. Because of its scale or location, off-premise advertising including billboards can be among the biggest contributors to negative imagery. This advertising detracts from the surrounding setting and distracts the attention of motorists.

Off-premise advertising is not related to identification of the adjoining business use so does not share that public value of on-premise signs. In all locations, the large size of billboard advertising dominates the immediate visual environment as well as reduces the effectiveness of adjacent on-premise business signs.

To avoid extreme financial hardship to owners of existing billboard structures, eventual elimination by amortization is encouraged.

DP 3.15 Bus Benches

Continue to identify and implement ways to provide bus benches and control bus bench advertising.

Discussion: Bus bench advertising adds visual clutter to streetscapes in all environments and is particularly intrusive in residential settings. However, it is recognized that benches at the more heavily used transit stops provide a valuable service to bus riders because they provide a place to sit while waiting for the bus. The city, STA, and Neighborhood Councils should continue to explore optimum ways to provide this service. Appropriate guidelines shall be developed for the location of the benches, and whether advertising, if any, should be allowed. Among the many issues to be considered as a part of the guidelines for addressing bus benches are:

- ◆ whether they should be allowed in front of public buildings or in city parks;
- ◆ the number of benches per bus stop.

Until the bus bench issue is addressed, policies of previously existing neighborhood plans which prohibit bus bench advertising should be enforced.

DP 3.16 Other Off-Premise Advertising

Identify and implement ways to control other forms of off-premise advertising.

Discussion: Other small off-premise signs that are often located in the public right-of-way also add visual clutter to streetscapes in all environments and are particularly intrusive in residential settings. Signboards placed “temporarily” at the street edge often encroach on the sidewalk and impede the safe movement of pedestrians. Regulations should be adopted to control this type of advertising.

DP 3.17 Telecommunication Facilities

Control the visual impact of telecommunication facilities.

Discussion: Telecommunication facilities, including wireless communication support towers, can be visually obtrusive. For this reason, efforts should be made to place them as efficiently and as effectively as possible, thus minimizing the total number of such sites. For example, maximum use should be made of existing structures that can support unobtrusive co-located telecommunication facilities before new stand-alone facilities are constructed for this purpose. Also, the city should require telecommunication sites to utilize visually unobtrusive technology, landscaping and screening techniques whenever possible.

DP 3.18 Display, Flood and Direct Lighting

Control display, flood and direct lighting installations so to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

Discussion: Lighting on buildings and sites can have a dramatic effect on the form, mood, quality, and character of an area. Lighting contributes to the convenience of the user and increases the safety and security of a site, the street, and surrounding properties during night hours. Although, lighting effects such as color, amount, intensity, and types of lighting are major factors contributing to the form and character of the city, poorly managed lighting can be a nuisance. Specific project lighting on buildings, parking and landscaped areas and the site in general should not brightly illuminate or glare, either directly or indirectly, onto adjoining properties or into residential or other sensitive areas. Careless use of outdoor lighting damages the aesthetics of the night and the nighttime environment, decreasing security and safety or by creating hazards through reduced contrast or increased glare and distraction. While lighting can help establish an attractive, distinctive and safe environment, care should be taken to ensure that it does not detract from the character of an area. The use of directional or “cut-off” lighting and the elimination of wasted light saves energy and resources, returns a sense of balance to the night and gives the city a quality appearance.



DP 4 PRESERVATION

Goal: Preserve and protect Spokane's significant historic structures, neighborhoods, and sites.

Policies

DP 4.1 Historic Preservation

Establish historic preservation as a high priority in the development of future city programs.

Discussion: Historic preservation has traditionally received less funding and fewer resources than any other city department. An increase in funding and an accompanying increase in connecting preservation with city functions of economic development and planning ensures that these policies are enacted. Well-funded historic preservation programs have produced measurable economic development in many communities.

DP 4.2 Historic Preservation Plan

Encourage public understanding and support of Spokane's historic heritage by educating the public of the goals of the Historic Preservation Plan.

Discussion: The plan promotes public understanding and support of the diversity of Spokane's heritage. It continues to be an effective historic and cultural resource management tool as a supporting document to the Comprehensive Plan.

DP 4.3 Representation of Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

Discussion: Historic preservation must reflect the diversity of Spokane's past. The city must be proactive in including the many cultures and traditions of Spokane's heritage in historic preservation planning and activities.

DP 4.4 Landmarks Commission

Utilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.

Discussion: The City of Spokane and Spokane County established the Landmarks Commission in 1980 to advise them in matters of historic preservation. Their link with other government processes needs to be strengthened. More effort is needed to seek the counsel of the Landmarks Commission before decisions are made.

DP 4.5 Publicly-Owned Historic Structures

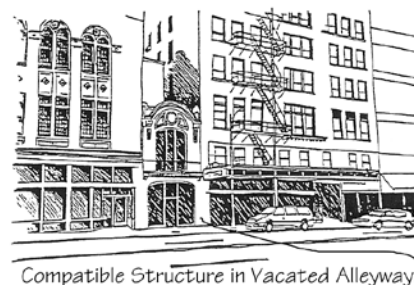
Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or eligible for the local, state, or national historic register.

Discussion: Spokane County and the City of Spokane are major owners of local cultural and historic resources. Many of these resources are public buildings or elements of the public infrastructure, such as bridges, roads, and park landscapes. The city and county should demonstrate the importance of historic preservation by critically evaluating any public building or structure before it is demolished.

DP 4.6 Protection of Archaeological and Historic Sites

Ensure that known archaeological and historic sites are identified and protected.

Discussion: Significant archaeological and historic sites must first be identified and designated historic if established criteria are met, and then protected through the city's permit process. Identification and designation distinguishes the properties that meet criteria for historic significance from all other older properties. When new sites are discovered the city will attempt to ensure they are appropriately preserved.



DP 4.7 Legislation Reform

Propose and support legislation at all government levels that encourages historic preservation, including tax reform legislation that makes historic preservation more economically feasible.

Discussion: Historic preservation should be encouraged because it provides economic benefits to government at all levels. Sales tax revenue is generated, local jobs are created, and vacant properties are rehabilitated. This can also result in a long-term increase in property tax revenue. Economic incentives can stimulate the rehabilitation of historic properties, thus increasing government revenue. These should include legislation that offers such incentives for privately-owned historic properties.

DP 4.8 Zoning Provisions and Building Regulations

Utilize the existing and develop new zoning provisions, building regulations, and design standards that are appropriate for historic properties, sites, districts, and neighborhoods.

Discussion: Regulations are tools that can, and should be used to promote preservation and renovation rather than demolition. New provisions could take the form of zoning categories and standards that reinforce certain districts or promote adaptive reuse of existing underutilized buildings. Deviations from parking requirements and reduction of site dimensional standards are other possibilities. The existing “Historic Building Code Relief” and “Conditional Use Permit” incentives should be improved and their use encouraged.

DP 4.9 Rehabilitation of Historic Properties

Assist and cooperate with owners of historic and cultural landmarks and sites to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.

Discussion: Assistance with the identification and designation of historic properties, and public recognition for the owners, could serve as an important stimulus and reinforcement for historic preservation. Public agencies can cooperate with owners to provide for the preservation and maintenance of historic and cultural resources. There are too few incentives for the adaptive reuse of older buildings in the downtown and other small commercial districts, resulting in a loss of opportunities and a proliferation of surface parking lots and vacant land. Creative incentives, such as reduced taxes, deviations from development standards, and accelerated permitting could be sponsored and provided by the City of Spokane at little or no direct cost. Public recognition of owners who have undertaken appropriate rehabilitation of historic properties could also serve as an incentive.

DP 4.10 Neighborhoods, Areas, and Historic Districts

Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage and cultural resources.

Discussion: Identifying the social and cultural resources of an area is necessary for protection and guides decision-making in resource planning and management, and environmental review. The conservation of neighborhoods of historic character, preservation of historically significance resources, and their inclusion into historic districts are encouraged. Outstanding historic structures should be preserved when neighborhoods are redeveloped and rehabilitated. Where these resources exist, the blending of quality newer developments with the historic landmarks enhances and enriches the neighborhood character.



DP 5 DOWNTOWN CENTER VIABILITY

Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center, and preserving and reinforcing its historic and distinctly urban character.

Policies

DP 5.1 Downtown Residents and Workers

Support investments and create opportunities that increase the number of residents and workers in downtown Spokane.

Discussion: Increasing the number of residents and workers in the downtown area provides the necessary number of patrons to maintain a healthy business climate, which increases the tax base, making more funds available for the provision of public facilities and services. More people in downtown Spokane can increase street level activity and can lessen crime by having more “eyes-on-the-street.” Supporting investments and opportunities is not only a benefit to the developers and property owners but also to the general public who can enjoy a safer, thriving business district.

DP 5.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

Discussion: A healthy street life is essential to creating healthy cities. Public streets are places where all citizens can feel welcome. Providing activities and reasons for people to be on the street heightens the sense of excitement, improves a sense of safety, encourages diversity, and increases social interaction essential to healthy community life. Street level activity not only provides opportunities for businesses to make sales but also attracts people and provides relief from harsher built environments. Public areas with features such as seating, landscaping, sculptures, fountains and buildings with plenty of windows, attract activities, are more people-friendly, and reduce the opportunities for crime against people and property.

DP 5.3 Downtown Services

Support development efforts that increase the availability of daily needed services in downtown Spokane.

Discussion: The availability of services and facilities, such as dry cleaners, health clubs, grocery stores, video outlets, and hair salons make living downtown more convenient, lessens dependence on automobile transportation, and helps provide the critical mass of residents necessary to create a vibrant downtown.

DP 6 NEIGHBORHOOD QUALITIES

Goal: Preserve, improve, and support the qualities of individual neighborhood areas.

Policies

DP 6.1 Auto-Intense Land Uses

Restrict intense land uses that are oriented to motorists and other large commercial buildings to major arterials, and reduce their number in residential areas.

Discussion: Auto-intense land uses include drive-through eating and banking facilities and automobile repair, parts, sales, service, and fuel outlets. These uses and commercial buildings that by their size are presumed to serve the region should be located along major arterials. The result is easier access for patrons and better exposure for the businesses. Residential neighborhoods benefit from the eventual removal of this type of development from their areas.

DP 6.2 Access to Housing Choices

Encourage building and site design that allows a variety of housing forms while being compatible with the character of the immediate surrounding area, thereby generating community support for development at planned densities.

Discussion: Increasing housing densities and innovative development protects special sites, and enables the efficient use of remaining buildable land, the efficient and cost effective provision of city facilities and services, the provision of affordable housing, and the promotion of increased ridership on mass transit. A variety of housing types, such as townhouses, courtyard buildings, and housing clusters, contributes to housing diversity and interest, and provides more opportunities for prospective residents. Design that is compatible with the surroundings helps make increased densities acceptable to the current residents. Higher residential density in commercial areas can provide additional economic stability for businesses while lessening automobile dependence.

DP 6.3 Transit and Pedestrian-Oriented Development

Encourage attractive transit and pedestrian-oriented development.

Discussion: Creating attractive transit and pedestrian-oriented development requires attention to detail. For example, the provision of ample sidewalks, street furniture, landscaping, street level physical and visual access, detailing, building colors and textures makes the pedestrian feel more comfortable. For transit users, the distance to transit stops, location of shelters, lighting, and safety, as well as accessibility to goods and services contribute to increased transit use. The city should consider development incentives, such as increased building height, greater site coverage, or reduction in parking as exchange to promote transit and pedestrian-oriented development.

DP 6.4 Accessory Land Uses

Utilize development standards to ensure that land uses or structures that are accessory to a principal use are developed in a manner compatible with the principal structure and the character of the surrounding area.

Discussion: An accessory structure that is of a greater bulk, larger scale, or greater height than the principal structure or the typical structures of the immediate area would generally detract from the visual character of the particular area and may be considered an “eyesore.” As a general rule-of-thumb, an accessory structure should be of a lesser square footage and volume and should utilize materials and colors less dominant than the principal structure. An accessory land use that does not include a structure should be located and designed to be subordinate to the principal use.

DP 6.5 Accessory Dwelling Unit Compatibility

Require accessory dwelling units in residential districts to be designed to be physically and visually compatible with the main structure.

Discussion: Accessory dwelling units can increase the amount of available, affordable housing and can provide income for elderly homeowners or other owners of large homes. These dwelling units should be created in a manner that does not adversely affect the neighborhood. The conversion or creation of new accessory units is made more acceptable by establishing parking requirements and specific siting and design controls that ensure neighborhood character be maintained or enhanced.



DP 6.6 Alleys in New Residential Subdivisions

Encourage the provision of alleys in the development of new residential subdivisions to provide access and service delivery at the rear of residential properties.

Discussion: Alleys are a feature common in most inner-city neighborhoods. They were a common element of the grid street platting pattern until the 1960s when curvilinear design emerged in the growing suburbs. Often alleys are not included in new plats, even though they may provide benefits in a neighborhood setting. Alleys allow for the provision of utilities and refuse collection. Garages in the rear yard rather than the front reduce conflict with street and sidewalk activity. The ability to accommodate and access accessory dwelling units over garages from a public right-of-way and the reduction of residential street widths also represent advantages of alleys.

DP 6.7 Design Standards for Public Projects and Structures

Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

Discussion: The development of public projects and structures can have an impact on surrounding areas. The perception that this has not been considered has resulted in neighborhood opposition to projects, in spite of potential benefits. In order to mitigate the perceived negative impacts on a neighborhood, the city must serve as an example by building its facilities to make a positive visual and functional contribution to the neighborhood, rather than just trying to mitigate negative impacts.

The process for developing city projects and structures to achieve this aim will utilize the City of Spokane’s Design Review Process. The design review process is both an appropriate and useful tool to use, particularly since the intent of this process is for city projects and structures to serve as models of design quality and community values for the entire community. The process

to achieve desirable projects that adds to the functional and aesthetic aspects of the project's merits includes coordination between the funding sources, urban forestry program, urban design and engineering, utilities, police, fire, transportation, school districts, neighborhoods and adjacent property owners, among others.

It is crucial that a uniform development process, whether or not it includes project design review, is clear and easily understood from the beginning. This ensures that when design review is necessary, it is well integrated into the overall building development process and is timely and efficient as well as productive. The implementation of this policy, as well as the buildings that result from it, can serve as a model to the entire community that the design review process can be smooth and efficient and that it results in a superior design.

Key issues about the design review process include:

- ◆ The goal or intent of the design review process will be to use the process as an opportunity to make projects the best possible for the public, as measured by the goals, policies, and regulations of the comprehensive plan.
- ◆ The design review process will begin as early as possible to provide the optimal opportunity for efficient and effective input into the development process.
- ◆ The design review process can take place on two levels, depending on the impact or complexity of a project, and can utilize the expertise of both the Design Review Committee and the staff of the Urban Design Program of the Planning Services Department. Therefore, some projects would be reviewed only by staff on behalf of the Design Review Committee, while other projects would undergo review by the Design Review Committee itself.

DP 6.8 Design Flexibility for Neighborhood Facilities

Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

Discussion: Neighborhood public facilities are often developed to serve a particular purpose. This can be the result of code requirements that preclude the ability to utilize the facilities for other purposes. For example, the strict application of the parking requirements for a community center could be inadequate for the same center to occasionally be used for a concert or as a branch campus. Enabling flexibility in the application of the standards could better maximize the utility and cost effectiveness of neighborhood public facilities.



DP 7 LOCAL DETERMINATION

Goal: Make neighborhoods attractive, safe places by encouraging residents to express their design and development values through local and sub-area planning efforts.

Policies

DP 7.1 Design Guidelines in Neighborhood Planning

Include design guidelines in neighborhood planning processes to address local urban design issues.

Discussion: Neighborhood residents are the best equipped to determine what neighborhood design details and elements represent the particular characteristics of their specific area. Citywide guidelines may not adequately address issues that are of concern to their specific neighborhood. The inclusion of development design guidelines in the neighborhood planning process helps ensure that these issues are addressed and that future construction projects are compatible with the neighborhood and preserves neighborhood characteristics.

DP 7.2 Neighborhood Involvement in the City Design Review Process

Encourage the neighborhoods to participate in the city's design review process.

Discussion: The design review process should be accessible to the neighborhoods to allow involvement and input into the deliberations. Through the design review process, the neighborhoods can provide input regarding a specific project's design issues to the Design Review Committee and to the project proponents. Input regarding design issues should be based upon neighborhood design guidelines or plans that adequately portray the desires of the citizens of the neighborhood. To enable neighborhood participation, the city staff shall endeavor to see that the neighborhood councils or steering committees are adequately informed of upcoming design review meetings regarding projects that are being proposed to be developed within their particular neighborhood.



Natural Environment

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9.1 INTRODUCTION

This chapter addresses the natural environment of Spokane and the surrounding region. The natural environment element includes topics such as rivers, wetlands, the urban forest, nature areas, the aquifer, clean air, shorelines, trails, energy, agricultural lands, the economy, and wildlife.

Natural Setting

Spokane enjoys an extensive natural environment for an urban area. Not many other cities have the amount of nature space and the presence of native plants and animals as Spokane does. Because of the beauty and bounty, Spokane is rich in history as a gathering place for native and modern day cultures. Over time, however, the gathering of an industrialized culture has taken its toll. Latah Creek and the Spokane River do not run as clean nor do they support fish and wildlife the way they used to, the air is not as easy to breathe, and the aquifer is increasingly pressured by pollution. Spokane must continue to protect and enhance the natural environment in order to maintain and improve this region's quality of life.



Background History

Spokane grew quickly during the early 20th century, and the natural environment was altered proportionally. Land was cleared for commerce and housing, bridges were built across the river, dams were constructed for electricity, industry was developed over the aquifer, and roads were crisscrossed over the landscape. At the same time, early leaders recognized the importance of Spokane's setting and the natural environment and preserved areas for parks and natural areas along the river. After a couple of decades of rapid growth, Spokane leveled off and grew little for fifty to sixty years.

Current Trends

Recent growth trends continue to impact the natural environment in and around Spokane. More water is being drawn out of the aquifer, more sewage must be treated and released into the river, more vehicles contribute to the poor air quality, more garbage must be incinerated, sprawling development replaces farmland and open space, and more wildlife habitat is altered or lost. At the same time, citizens increasingly ask for improved natural areas, trails, clean air and water, and protection for wildlife and their habitat.

The Future

This chapter states goals and policies that restore, protect, and enhance features of the natural environment. Goals and policies guide incentives, regulations, future plans, and public investments. These measures aim to bring back and maintain all that can be great in Spokane: clean rivers and streams, healthy air, natural areas with native vegetation, trails, sacred and historic sites, trees, native land forms, and citizens who understand the impacts of growth on the natural environment and the opportunities to make positive changes.

One of Spokane's greatest assets is its natural setting. Time and again new-comers and old-timers cite the natural environment as a key reason for living here. The health of the natural environment is the foundation of the quality of life residents of this city enjoy. This can be a city where citizens feel good about what future generations will inherit. Spokane can continue to stand out from the rest if it chooses.

Overview

Water is essential for all life forms and must be protected in this region from both a quality and quantity perspective. All drinking water for the entire city is drawn from wells sunk into the sole source, the Spokane Valley - Rathdrum Prairie Aquifer. The protection of the aquifer from contaminants and techniques for conserving water are addressed in this chapter, while information that provides a better understanding of aquifer recharge rates is also included.

Surface water quality and quantity is also covered in this chapter. Policies call for watershed studies, impervious surface reductions, pollution free industrial areas, and maintaining natural areas along Latah Creek and the Spokane River.



Although air quality has improved in Spokane, a long road lies ahead in ensuring clean air. Automobile emissions are one of the greatest contributors to poor air quality. Policies in this chapter support public transit and development patterns that help make our community less reliant on an automobile for every trip. Air quality policies also support maintaining vegetation that helps clean the air. Protecting and enhancing the native plants, trees, and animals of our city is an important goal. Policies in this section describe requirements and incentives for maintaining native vegetation, which is crucial to preserving and enhancing animal habitats.

Spokane's natural setting is stunning. Key landscape features like basalt cliffs and rock outcrops, ponderosa forests, and gorge-like valleys define our region. These features are integrated through the protection of steep slopes, purchase of conservation lands, and preservation of wildlife corridors. The City of Spokane will continue to purchase lands that are in a natural state to add to the conservation land supply. Trails and paths will connect conservation lands, and in cases where they do not interrupt the wildlife or environmental sensitive areas, paths will be included in conservation lands.

It has long been recognized that a high quality natural environment enhances our community's quality of life, which in turn contributes to economic vitality. This element attempts not only to maintain a high quality natural environment but to encourage new jobs and retain existing jobs that benefit the natural environment. Some of these include recruitment of cottage industries that use local materials, labor, and markets.

Additionally, the urban forest is an important feature in measuring Spokane's quality of life. Urban forests include not only street trees but the entire tree canopy of the city and its relationship to areas outside the city. The urban forest needs to be enhanced and protected for aesthetic, air and water quality, energy, and wildlife reasons.

Finally, this chapter concludes with policies that encourage energy conservation, environmental education, and quality of life indicators and benchmarks.

9.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Natural Environment Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require a natural environment element. Based on citizen input and the importance of the natural environment relationships with all other topics, Spokane has chosen to include a natural environment element. The following is the GMA environment goal (Goal 10):

“Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.”

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, do not include the environment as one of the nine policy topics. The environment is, however, mentioned in several areas of the CWPPs.

Six CWPPs under the Policy Topics of Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Transportation, and Economic Development that reference or relate to the environment were adopted. To reinforce and add greater specificity to the GMA environment goal, the CWPPs also require certain specific actions.

For the text of the six policies, consult the CWPPs document, Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

9.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. The Comprehensive Plan's goals and policies were generated from the Visions and Values document, adopted in 1996 by the City Council.

The natural environment is identified by its conservation areas, parks (natural places), topography, geology, views and vistas, habitat corridors, environmental quality, and natural energy benefits.

Vision

"Spokane will be responsible stewards of the environment to ensure clean air and water and healthy trees and parks. Residents will have convenient access to natural and recreational areas inside and outside the city."

Values

"The things that are important to Spokane's future include:

- ◆ Protecting and replanting street trees, trees in parks, and private trees.
- ◆ Guaranteeing good clean air and water.
- ◆ Preserving the natural environment outside the city.
- ◆ Maintaining a close connection to the outdoors, recreation, and nature areas.
- ◆ Using alternatives to personal automobiles to save energy and protect the environment.
- ◆ Recognizing the uniqueness of the four seasons and the climate.
- ◆ Recycling.
- ◆ Being responsible stewards of the environment.
- ◆ Keeping areas where wildlife live.
- ◆ Maintaining the availability of open space, golf courses, and trails.
- ◆ Maintaining tree-lined streets and the natural beauty.
- ◆ Preserving the Spokane River and Latah Creek."

9.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 23, Natural Environment.



NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

Policies

NE 1.1 Aquifer Study

Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.

Discussion: All studies and strategies shall be based on the best scientific information available. Focus on moving land use activities that have the potential for groundwater pollution away from being over the aquifer.



NE 1.2 Stormwater Techniques

Identify innovative stormwater techniques that protect ground and surface water from contamination and pollution.

Discussion: It is uncertain whether swales and dry wells have been applied correctly or properly to mitigate stormwater runoff in Spokane. The city is engaged in a process to ensure that stormwater runoff does not negatively impact surface and ground water sources. Ensure that identified techniques do not negatively impact adjacent properties, considers homeowner protections, and are coordinated regionally.

NE 1.3 Regional Water Board

Create a regional water board or agency that has aquifer planning, allocating, monitoring, and study responsibilities for the entire watershed.

NE 1.4 Water Quality Report

Prepare an annual water quality report that identifies the year's water quality and quantity and compares these to prior years.

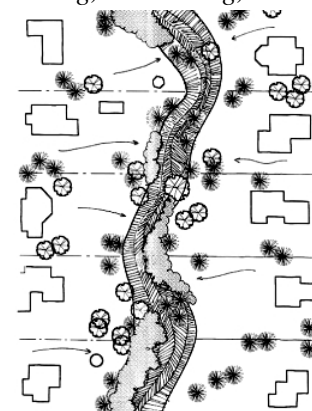
NE 1.5 Mining Activities

Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.

NE 1.6 Natural Water Drainage

Identify and preserve areas that have traditionally provided natural water drainage.

Discussion: Natural drainage areas should be preserved or acquired to accommodate future stormwater runoff and protect surface and ground water.



NE 1.7 Wellhead Protection

Allow only non-polluting land uses within the water recharge zones of the public water wells.

NE 1.8 Toxic Dumping Restrictions

Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.

NE 1.9 Sewer Requirement

Ensure that every developed property in the city and its urban growth area is sewerred to minimize aquifer contamination.



NE 2 SUSTAINABLE WATER QUANTITY

Goal: Ensure all aquifers and water sources are not depleted below sustainable, recharge, or flow levels.

Policies

NE 2.1 Water Conservation

Begin a water conservation program that decreases household, commercial, industrial, and agricultural water use.

Discussion: Although the city is not facing any apparent water shortages, prudent use of water should be practiced until more is known about the capacity of the aquifer. Benchmark standards should be established to monitor water consumption and aquifer capacity. Further, water billing practices should be revised to encourage water conservation. Opportunities to recycle water in industrial coolant activities and the use of treated water for non-food irrigation purposes should be explored.

NE 2.2 Landscaping Requirements

Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.

NE 2.3 Native Tree and Plant Protection

Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.



NE 3 SHORELINES

Goal: Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.

Discussion: Policies pertaining to shoreline management are located in Chapter 14, Shoreline Master Program.



NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

Policies

NE 4.1 Watershed Plan

Develop watershed plans for all watersheds that are associated with the geographic boundaries of the city.

Discussion: Coordinate with all interested agencies, jurisdictions, and citizens groups in the development of watershed plans.

NE 4.2 Zero Pollution Industrial Parks

Develop zero pollution industrial parks that focus on manufacturing activities that recycle wastes within their facilities or through adjoining industries in the park.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

Discussion: Impervious surfaces do not allow stormwater to naturally percolate into the soil and recharge ground and surface waters, and cause an increased amount of stormwater runoff that can affect adjacent properties or water bodies. Mitigating the negative effects of increased stormwater often requires expensive engineered solutions. Some impervious surfaces are contaminated with substances that are carried with stormwater to ground and surface waters. Increases in impervious surface area do not need to accompany all growth; the alternative is to grow more efficiently and effectively. This can be accomplished by maintaining natural drainage patterns, increased vertical development and higher housing densities (which decreases the amount of impervious surfaces per person).



NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

Policies

NE 5.1 Clean Heating Sources

Encourage the use of heating sources that do not negatively affect Spokane's air quality.

Discussion: As a member of the Spokane Regional Clean Air Agency (SRCAA), the city should support SRCAA's efforts to maintain clean air for Spokane's residents.



NE 5.2 Alternative Transportation Modes

Pursue a land use development and design pattern that allows people to walk, bicycle, or use mass transit to improve air quality through reduced use of single-occupant combustion vehicles.

NE 5.3 Downtown Improvement

Design a downtown area that meets people's living, shopping, working, spiritual, and residential needs and does not require the daily use of automobiles for transportation purposes.

NE 5.4 Alternative Powered Buses

Support alternatives to diesel powered buses that reduce noise and air pollution while conserving fuel.

NE 5.5 Alternative Transportation Incentives

Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.

NE 5.6 Barrier Free Environments

Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.

NE 5.7 Facility Review

Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.

Discussion: As a periodic activity, monitoring and evaluation of such facilities and operations as the Waste To Energy Plant, Regional Solid Waste Compost Facility, and City Combined Operations Facility should be conducted to insure that they are the best solutions for the community's well-being.



NE 5.8 Solid Waste Disposal

Maintain a solid waste system that bases its primary means of solid waste disposal on the principles of reduction, reuse, and recycling.

NE 5.9 Packaging Reduction

Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.

NE 5.10 Profit From Waste

Recruit industries that can make use of and profit from Spokane's solid waste in a manner that minimizes or mitigates environmental impacts.

NE 5.11 Vegetation

Plant preserve vegetation that benefits local air quality.

Discussion: Plants provide life-essential oxygen. The amount of trees required to mitigate local air pollution should be studied. Plant areas of the city that are most impacted by air pollution with native oxygen-creating plants.

NE 5.12 Unpaved Streets and Alleys

Pave dirt streets and alleys to limit the amount of unhealthy particulates in the air.

Discussion: Dirt streets and alleys contribute greatly to the unhealthy particulates in air. The city should look for other funding sources in addition to local improvement districts (LIDs).



NE 6 NATIVE SPECIES PROTECTION

Goal: Protect and enhance diverse and healthy native species, such as the plants, trees, animals, and fungi, for children and future generations and respect the ecological necessity of bio-diversity.

Policies

NE 6.1 Native and Non-Native Adaptive Plants and Trees

Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.

Discussion: The benefits of using native vegetation in project designs include water conservation and increased habitat. An example of an incentive for this practice is to provide design assistance to applicants in the development of native landscape plans.

NE 6.2 Citizen Recognition

Recognize citizens who use native plantings in their yards.

Discussion: A program for formal acknowledgment of citizens who practice native landscaping could be created by the city's Urban Forestry Committee. Certificates of appreciation and recognition by the media are potential forms of acknowledgement.

NE 6.3 Habitat Network

Identify, preserve or purchase, and maintain existing and potential links between wildlife habitat areas in order to form a network of wildlife habitats.

NE 6.4 Fish and Wildlife Protection

Continue to identify and protect those fish and wildlife and their habitats, which are identified as a priority by citizens and scientific experts.

NE 6.5 Protection of Adjacent Wildlife Habitats

Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.



NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region.

Policies

NE 7.1 Land Form Identification

Define, identify, and map natural land forms that typify our region and warrant protection.

Discussion: Some of the natural land forms in the Spokane region include the following: pine forests, Mount Spokane skyline, aquifer springs, Palouse hills, scab lands, Spokane River falls and rapids, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, camas fields, and shrub steppe drylands.

NE 7.2 Land Form Protection

Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.

Discussion: The city should consider the protection of natural land forms in the decision criteria for public land purchase.

NE 7.3 Rock Formation Protection

Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

Discussion: Two primary tools for rock formation protection are acquisition with funding sources, such as Conservation Futures, and encouraging to developers to protect a site's natural features.



NE 7.4 Unstable Slope Protection

Continue to designate unstable slopes as not suitable for development.

Discussion: Ground stability is an increasingly critical issue as landforms exceed 30 percent slope. Only proposals that demonstrate the ability for safe development without harming current or future occupants of the site or neighboring properties should be allowed. In most instances, the expertise of a licensed geo-technical engineer is required to make this proof.

NE 7.5 Slope Protection

Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.

NE 7.6 Geologically Hazardous Areas

Continue to classify, designate, and protect Geologically Hazardous Areas as outlined in the Critical Areas Report.



NE 7.7 Wetlands

Enforce regulations that achieve no overall net loss in acreage and functions of the remaining wetland base and, over the long term, increase the quantity and quality of wetlands in the city.

Discussion: Wetland policies and regulations should be re-evaluated to ensure the function and values of wetlands are being fully protected.



NE 8 AGRICULTURAL LANDS

Goal: Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.

Policies

NE 8.1 Agricultural Lands of Local Importance

Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils or designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.

NE 8.2 Agricultural Land Assessments

Reflect appropriately the true value of property designated and being used for agricultural purposes when determining its assessed valuation.

Discussion: County assessor appraisals are partly a reflection of planned land use. It is important that the assessor's records show the official plan designation for these properties as one basis for an appraisal.

NE 8.3 Compatible Agricultural Activities

Allow agricultural activities adjacent to urban uses without compromising farmers' rights to farm their land.

Discussion: Preservation of agricultural activity within a broader urban setting poses potential operational, environmental, and lifestyle conflicts. The designation of agricultural lands within the city should address the allowed agricultural activities to ensure urban compatibility, particularly at the immediate interfaces with urban uses.



NE 9 SUSTAINABLE ECONOMY

Goal: Enhance the natural environment to support a thriving sustainable economy.

Policies

NE 9.1 Environment and the Economy

Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy.

Discussion: High environmental quality is one of the area's assets and reasons for business to locate or expand in Spokane. For many people, the area's natural setting and environmental resources are their primary reason to live here.



NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT

Goal: Create employment that enhances the natural environment.

Policies

NE 10.1 Environment Supporting Businesses

Provide incentives for businesses that restore and benefit the natural environment while providing jobs for local residents.

NE 10.2 Local Business Support

Support and provide incentives for businesses that employ local people, use local materials, and sell their products and/or services locally.

Discussion: Using local resources and selling products/services locally preserves existing businesses and saves in transportation costs and impacts.

NE 10.3 Economic Activity Incentives

Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.



NE 11 NATURE SPACE

Goal: Designate a nature space network (nature space and connecting corridors) throughout Spokane that supports native habitats and natural land forms.

Policies



NE 11.1 Nature Space Identification

Identify nature space throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county nature spaces, and proximity to state parks.

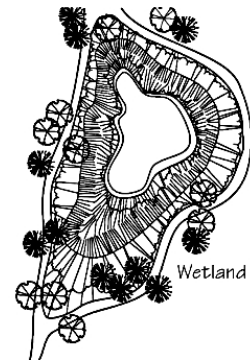
NE 11.2 Corridor Links

Identify corridors that link nature space areas.

NE 11.3 Acquisition Techniques

Acquire nature space and connecting corridors using acquisition techniques to create a nature space network.

Discussion: Ideas for acquisition beyond outright purchase include nature space tax incentives, Spokane County Conservation Futures funds, volunteer fund drives or donations of lands, transfer of development rights, clustering of development, development set asides, easements or contribution requirements, and application of grant funding.



NE 11.4 Nature Space Paths

Develop soft, permeable, low impact paths in nature space areas.

Discussion: In the process of developing new paths, identify existing soft pathways. New pathways should be located away from environmentally sensitive portions of the natural areas.

NE 11.5 Spokane River Gorge

Pursue the Spokane River Gorge as a natural area and maintain this place as one of our region's greatest resources.

Discussion: The Spokane River Gorge is a natural connection between Riverfront Park, Latah Creek, Indian Canyon, and Riverside State Park. The historical significance of the Gorge to native and early pioneering cultures should be emphasized in how the area is protected. Various historical and cultural experiences should be developed without harming the riparian habitat.



NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

Policies



NE 12.1 Street Trees

Plant trees along all streets.

Discussion: Installing street trees along all residential and arterial streets is the easiest and most cost effective way to secure the environmental benefits of urban forestry. Street trees planted in buffer strips between the curb and sidewalk should be included in every street project or private development.

NE 12.2 Urban Forestry Programs

Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.

NE 12.3 Protection Techniques

Use incentives and acquisition to protect forested areas both on publicly and privately owned land.

NE 12.4 Forest Inventory Database

Maintain an inventory of the urban forest in the city's Geographic Information System.

NE 12.5 Tree Replacement Program

Do not allow tree removal in the public right-of-way without a program for tree replacement.

Discussion: The city should adopt a practice of “no net loss” in street trees. Permits to remove street trees should only be granted when they are determined by the city to be sick, damaged, or near the end of life. Removal for life, safety, or other emergencies is the determination of public safety officials.





NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

Policies

NE 13.1 Walkway and Bicycle Path System

Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

Discussion: At a minimum, this system shall include connection to the regional trails, natural areas, soft path networks, community parks, sacred and historic sites, schools, the downtown area, and community and neighborhood centers.

NE 13.2 Walkway and Bicycle Path Design

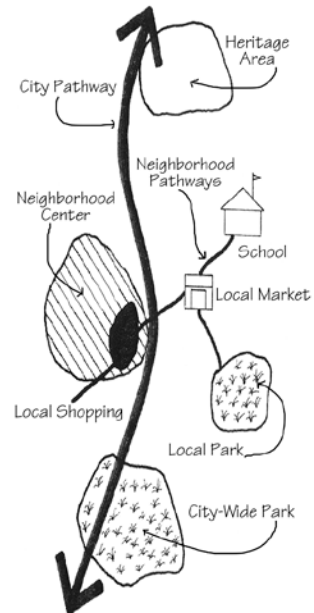
Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use

Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 13.4 Winter Trail Network

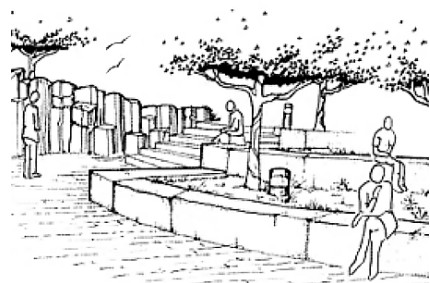
Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.



NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

Policies



NE 14.1 Plaza Inventory and Improvements

Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.

NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.



NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

Policies

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

Discussion: The first step toward providing protection is to establish criteria for designating areas of local and regional significance, in consultation with local Native Americans and historians. The established criteria can then be used to identify and map features to be protected. Finally, standards for protection should be adopted by the city to implement the protection program.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 15.3 Community Education

Educate the community on the meaning of the sacred and historic sites so that they value their protection and enhancement.

NE 15.4 Naming Culturally Historic Sites

Identify local nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region with the original names local historic cultures gave to them.

Discussion: The city's Park Board could assist in realizing this policy by considering both Indian and non-Indian names for city park properties such as Wyakin Park, the ecological park in northwest Spokane.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

Discussion: Nature themes for Spokane include: pine forests, the Mount Spokane skyline, aquifer springs, Palouse hills, scab lands, Spokane Falls, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, native plants, Spokane River, the gorge with basalt rapids, camas fields, and shrub steppe drylands. An example of this policy application is the Northwest Museum of Arts & Culture (MAC) grounds.



NE 16 QUALITY OF LIFE

Goal: Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.

Policies

NE 16.1 Quality of Life Indicators

Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.

Discussion: The Community Report Card is an existing community process that can accommodate new natural environment quality of life indicators.

NE 16.2 Benchmark Adoption

Adopt benchmarks based on identified indicators that the community wants to obtain over time.

Discussion: The city should incorporate benchmarks in amendments to the Comprehensive Plan to add definition to desired quality of life.



NE 17 NATURAL ENVIRONMENT EDUCATION

Goal: Educate children and the community on how to improve Spokane's natural environment.

Policies

NE 17.1 Protection and Recognition

Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane's natural environment.

Discussion: An effective recognition program is based on a collaborative effort of the city, media, environmental groups, business organizations, and neighborhoods.

NE 17.2 Natural Environment Sources

Create a central source within city government to disseminate information on anything affecting the city's natural environment, programs to enhance the natural environment, and environmental education opportunities.

NE 17.3 Environmental Education for Children

Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.



NE 18 ENERGY CONSERVATION

Goal: Promote the conservation of energy in the location and design of residential, service, and workplaces.

Policies

NE 18.1 Housing Location

Reduce the daily quantity and distance of private automobile trips by encouraging higher density housing development near major activity centers, along transit routes, and through mixed-use developments.

NE 18.2 Innovative Development

Encourage innovative residential development techniques that produce low energy consumption per housing unit.

Discussion: Examples include attached single-family and multifamily, solar enhancing site orientation, earth sheltering, and the use of renewable energy sources.



NE 19 FLOOD HAZARDS MANAGEMENT

Goal: Protect life and property from flooding and erosion by directing development away from flood hazard areas.

Policies

NE 19.1 Channel Migration Zone Management

Conduct studies to determine the channel migration zone of streams and rivers in the city that have a history of flooding.

Discussion: Constraining a stream or river from its natural course or meander can often lead to erosion or flooding.

NE 19.2 100-Year Flood Plain Reassessment

Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.

Discussion: Observations and subsequent measurements have provided evidence that a more detailed analysis of the various flood plain boundaries is necessary.

NE 19.3 Land Acquisition/Home Relocation Program

Consider the purchase of homes and lands that are in the reassessed 100-year flood plain and maintain those areas as nature space corridors.

Discussion: Low interest state revolving funds (SRF) are available for these types of purchases. Conservation Futures funding may be available for these purchases as well.

NE 19.4 Discourage Development in 100-Year Flood Plain

Discourage development and redevelopment of habitable structures that are within the reassessed 100-year flood plain.

Discussion: In order to function correctly as a relief valve for a flooding area, 100-year flood plains should remain free of new development.

NE 19.5 Public Awareness and Education

Develop a public awareness and education program for residents living within flood plains.

Discussion: Many residents are caught off guard during flooding events. Preparation can often mitigate the impacts of flooding. Pursue a method of notifying property owners.

NE 19.6 Downstream Impacts Consideration

Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.

Discussion: Public works projects like bridges and erosion control devices like riprap can impact downstream properties that didn't previously have problems.



Social Health

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10.1 INTRODUCTION

“A healthy city is one that is continually creating and improving those physical and social environments and strengthening those community resources which enable people to mutually support each other in performing all the functions of life and achieving their maximum potential.”

Trevor Hancock

The concept of “health” has historically been associated with issues surrounding physical health. However, the healthy communities movement defines health beyond traditional health issues and considers underlying factors that contribute to individual and community health, such as good schools, strong families, and safe streets.

Background History

When Spokane was young, it was touted as one of the finest cities west of the Mississippi. Since then, Seattle has surpassed it as the economic and cultural center of the state. While the City of Spokane still serves as the regional center for medical care, shopping, and entertainment, the strength of its older neighborhoods has been siphoned off to the suburbs. Much of what remains is a shadow of its former self. In order for Spokane to attain its full potential, people must once again regard it as a desirable place to live and do business.

Current Trends

A slow economy, an aging population, and suburban sprawl have contributed to Spokane’s current state of decline. The consequences of these factors are many and varied. Working families struggle to make ends meet. Areas of high and extreme poverty continue to expand in the city. There is a sense that the brightest and best go elsewhere for schools and good jobs. Aging seniors struggle to care for themselves and maintain their homes without younger family members available to help them. The American Dream of the 1950s prevails as people continue to live out the belief that moving “up” means moving out. To a large extent, the remaining city residents consist of those whose financial status relegates them to the lower priced housing found in older neighborhoods. Social impacts of intergenerational poverty are evidenced by the high rates of crime, teen pregnancy, and school dropouts in these areas. The city is burdened with the challenge of repairing an aging infrastructure system and an eroding social fabric with a shrinking tax base.

In addition, decreasing social service budgets and the trend toward deinstitutionalization leave special needs populations underserved. The city’s central location and lower property values contribute to the concentration in the city of facilities that serve the region’s disabled and homeless populations. Several neighborhoods with a predominance of large, affordable buildings have become the repository for many of the region’s group homes.



Past zoning patterns have rendered many shopping and employment sites inaccessible without a car. In addition, medical services and affordable day care are lacking in poor neighborhoods. This is a hardship, especially for the poor, elderly, and youth who either cannot drive or cannot afford to own a car. These people rely on public transportation in order to access services and employment outside their neighborhood. However, the public transit system is not fully responsive to their needs.

Finally, cultural diversity is all but missing and the arts are undervalued and underutilized. These are two of the most critical components of social health, as they have the capacity to help us build a strong sense of community and adapt to change.

Scope of the Chapter



The intent of the social health chapter is to describe methods of restoring Spokane to its former vitality. The goals and policies will guide incentives, regulations, future plans, and public investments. Healthy communities embrace a complex set of factors that contribute to good health: housing choices, clean natural environments, efficient public transportation, employment options, job training, quality education, cultural and recreational opportunities, room for diversity, accessible health services, and preventive services. In the Comprehensive Plan, those aspects of a healthy community that are specifically related to housing, natural

environment, transportation, and economic development are addressed in the chapters devoted solely to those topics. The social health chapter addresses the more qualitative aspects that support Spokane's social fabric.

Spokane is often viewed as a city of limited resources. While there may be room to expand the city's financial capacity in the future, Spokane's human capacity is already quite rich. With a full range of choices and opportunities, Spokane can maximize its human resources by enhancing each person's ability to achieve their full potential in the community. Implementation of these ideas need not be expensive if it builds on the assets that already exist. This is a values-driven approach that uses what we have to get where we want to go. Also, it puts people first. When residents are productive, safe, healthy, caring, and civil, the city is prosperous, energetic, supportive, and livable.

Overview

A recurrent theme of the social health chapter is universal accessibility, which means that programs and facilities are physically, financially, and culturally accessible to the entire population. This chapter also emphasizes prevention, collaboration, and civic responsibility as the most cost-effective means to build community and achieve social health. These ideas are not new to Spokane. The town's high level of citizen involvement lays the foundation for expanded participation and volunteer opportunities in the future. The neighborhoods' asset mapping exercises yield valuable evidence of a rich skill pool. Youth and seniors are active both in meeting their own needs as well as serving others. Indeed, Spokane's potential is great.

However, the whole city must pull together in order to reach the goal of social health. Policies on funding mechanisms describe roles for both public and private entities that range from budget allocations and cost-sharing agreements to public/private partnerships and user fees. In addition, the City of Spokane can encourage social health through land use regulations that result in an urban landscape where each neighborhood has a full range of housing choices, services, and employment options. The opportunities and services represented complement other existing uses and facilities, meet the unique needs of the local residents, and blend with the visual character of the neighborhood.



These policies support this chapter's key underlying assumption that social health is strongly related to a sense of community. People feel a greater attachment to place if they associate it with meaningful experiences. When they can shop, work, and play near where they live, they mingle with and get to know their neighbors. One-on-one relationships can erase barriers that arise from differences in age or socioeconomic and cultural backgrounds. For this reason, the social health chapter includes policies that encourage diversity and an arts presence in each neighborhood. It also supports concepts such as mixed-use zoning, joint use of facilities, home businesses, day care facilities in both homes and businesses, and urban design elements that improve safety.

"When we as a society are exposed daily to the barrage of news detailing violence and murder, we, in time, become callused to this type of thing. A callus is a bunch of dead skin which in time thickens to the point where we lose our sense of touch. The arts can be viewed as a callus remover. It brings back our sense of touch and in so doing, brings back our feelings one for another."
"The arts are the best crime fighter that I know, for, when you learn to create, you cease to destroy."

Sincerely,

Ron Tan.

Conclusion

The old adage remains true: "United we stand, divided we fall." While American culture cherishes the ideal of individuality, our social fabric will continue to fray unless we can interweave this with a commitment to mutual responsibility. In the end, not only our quality of life but also our pocketbooks are affected. As it is said, "an ounce of prevention is worth a pound of cure." When the guiding principle is one of broad social health, life is better for everyone.

10.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Social Health Planning Goals

While social health is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the provision for optional elements (RCW 36.70A.080). The social health chapter addresses a range of concepts identified as important by the citizens who participated with Spokane Horizons. For example, schools, libraries, and community centers are discussed as prime examples of public facilities that contribute to the social fabric of a healthy community. The chapter also complies with the GMA's requirement to discuss group homes and foster care facilities (RCW 36.70A.070(2)(c)) as well as the identification and siting of such essential public facilities as inpatient facilities, including substance abuse facilities, mental health facilities, and group homes (RCW 36.70A.200). Also included in this chapter are policies on the location of homes for the handicapped (RCW 36.70A.410) and family day care providers' home facilities (RCW 36.70A.450).

Countywide Planning Policies

In addition, the social health chapter incorporates requirements stated in the Countywide Planning Policies (CWPPs). For example, the Principle of Ethnic Diversity (CWPP, Statement of Principles) is covered under SH 4, the diversity goal. In addition to the information covered in the housing and capital facilities and utilities chapters, the social health chapter addresses those housing and essential public facilities issues that relate specifically to special needs populations. Maps SH 1 through SH 12 in the Draft Comprehensive Plan/EIS, Volume 2, identify the current locations of:

- ◆ Those essential public facilities that constitute inpatient facilities, including mental health facilities, and alcohol and substance abuse treatment facilities.
- ◆ Group homes, such as adult family homes, boarding and retirement homes, including assisted living facilities and congregate care facilities, nursing homes, transitional housing, emergency shelters, and facilities for the developmentally disabled.
- ◆ Foster care facilities.

These maps demonstrate the extent to which these facilities are fairly and equitably distributed throughout the City of Spokane. They also show whether or not the facilities are located either in areas of need or near similar facilities and public transportation. To identify relevant demographic trends, see the Draft Comprehensive Plan/EIS, Volume 2, Maps SH 17 through SH 23, for housing and population information from the 1990 U.S. Census. When compared with maps showing locations of such facilities countywide, this information also informs Steering Committee decisions related to population allocation between jurisdictions.

Specific policies in the social health chapter address particular requirements in the CWPPs, namely:

- ◆ SH 2.7 addresses the need to consider transportation, site design, and other service needs when evaluating potential locations for these particular essential public facilities. It also describes a land use pattern that would promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.
- ◆ SH 2.8 was written in recognition of federal and state fair housing mandates as they relate to the siting and development of housing for special needs populations.

10.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Social health addresses youth, families, senior citizens, people with disabilities, education, public safety, recreation, the arts, and cultural opportunities.

Vision

"Spokane will be a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages. A strong, positive identity for Spokane will be furthered by constructive community events and activities."

Values

"The things that are important to Spokane's future include:

- ◆ Providing recreational and educational opportunities for all youth.
- ◆ Assuring that Spokane remains a great place to raise a family.
- ◆ Treasuring the youth and elders alike.
- ◆ Maintaining quality education and avoiding overcrowding in the schools.
- ◆ Maintaining a diversity of opportunities for higher education.
- ◆ Eliminating and keeping out drug and gang-related criminal activities.
- ◆ Implementing neighborhood and community oriented policing.
- ◆ Expanding and diversifying cultural opportunities, such as arts, sports, entertainment, and ethnic opportunities.
- ◆ Continuing community events that contribute to Spokane's community identity, such as Hoopfest, Bloomsday, and Pig-Out in the Park.
- ◆ Assuring that access to recreational opportunities is not lost as growth occurs."

10.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 24, Social Health.



SH 1 FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH

Goal: Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.

Policies

SH 1.1 Invest in Social Health

Allocate General Fund monies to Arts and Human Services in sufficient amounts to guarantee ongoing support for these programs to achieve their full potential.

Discussion: The Human Services and Arts departments each contribute substantially to the social health of the city. For this reason, it is essential to establish a consistent funding base that supports program stability. This is especially important for leveraging external dollars. To that end, General Fund monies shall be allocated annually to support these functions.

The Spokane City Council has named Human Services as one of its nine priorities. Human Services' budget supports local non-profit organizations that provide services such as child and adult day care, family support services, emergency services, and support services for special needs populations and the elderly. The Arts department provides staff to the Arts Commission, which is the City of Spokane's main proponent for arts and cultural opportunities in the community. Arts staffing levels must be adequate to also pursue and administer state, federal and private grants. In addition, the Arts allocation must be sufficient to provide sub-grants to local arts organizations, and matching money for public and private arts funding.

SH 1.2 Commitment to Youth

Allocate resources to youth-related programs at a consistent level commensurate with the community's high regard for and ongoing commitment to youth.

Discussion: Youth are a vital part of our community's future. They deserve to feel welcome and valued in recognition of the important role they play in a healthy community. They have a right to high quality services, and a voice in the operation of those services. In addition, they have a need for recreational and educational opportunities such as a science center, museum, teen center, and aquatic center or skateboard park.

Community support is demonstrated by dedicating an adequate funding stream to support city-sponsored youth initiatives. A secure funding stream could be generated by a variety of mechanisms. An internationally successful model is the "Children's Promise: Give an Hour; Change a Future" initiative, where each employed person is asked to donate one hour of income per year to fund youth resources not already funded through regular sources.

SH 1.3 Equitable Funding

Work with county, state, and federal funding sources and recipients to design a structure for funding and decision-making that recognizes the significant presence of social services of a regional nature within the City of Spokane.

Discussion: Certain of the region's special needs populations tend to concentrate in the City of Spokane, especially mental health clients, those with developmental disabilities, and persons involved with substance abuse treatment programs. The city's Human Services Department works closely with social service providers within the city to coordinate services and allocate funding. For this reason, they must have an active voice in regional decision making processes that address service delivery and allocation of money for services and facilities of regional or countywide significance.

In addition, cost-sharing agreements should address the disproportionate presence of special needs populations in any particular jurisdiction. For example, Spokane County should contribute to the City of Spokane's efforts to care for the region's homeless population.

SH 1.4 Operation and Construction Funds

Budget for capital projects to include funding for operations such as staff and equipment, as well as construction.

Discussion: Insofar as facilities are designed to support programs, funding should provide adequately for the entire spectrum of program needs. The balance between operations and construction funding goes a long way to ensure that programs are not only well housed but also effective and sustainable. A new library building or community center cannot serve the public if the doors are closed or the programs are limited because of insufficient operational funding. In the long run, this is a fundamental aspect of good customer service. When calculating the "One Percent for Arts," however, only the construction portion of the budget shall apply.

SH 1.5 Subsidized User Fees

Provide subsidized user fees for access to public recreational, cultural, and educational facilities or programs so that everyone is able to participate.

Discussion: User fees are calculated to cover at least part of the cost of facilities and services. Not only do they help to stretch the City of Spokane's budget dollars, they also instill a sense of pride in ownership in the user.

To avoid discriminating against anyone due to inability to pay, reduced rates should be available for one-time access or membership cards in the form of sliding-scale fees and scholarships. Qualification for a wholly or partially subsidized rate will be based on household income levels.

SH 1.6 Public/Private Partnerships

Encourage public/private partnerships that complement each other as a means to provide coordinated, centrally located services.

Discussion: Since private philanthropists and entrepreneurs are some of a city's greatest assets, appreciation for their efforts should be demonstrated by public cooperation. The City of Spokane should fully utilize creative funding and regulatory incentives to encourage private development in designated centers, consistent with planning objectives. For example, the City of Spokane could pursue grant funding or contribute infrastructure which might be used to leverage private money in order to implement desirable projects, such as a teen recreational site or the inclusion of child care services within an office building or other private facility. Regulatory incentives could include offering an increase in the total allowable floor area ratio to any developer willing to include a public benefit use within their development.

SH 1.7 Vacant Buildings

Promote and assist non-profit organizations in purchasing and renovating vacant buildings, in order to provide sites for additional community-related facilities.

Discussion: When buildings within the public realm sit vacant for a long period of time, the dead space eventually creates gaps in the public activity pattern that weaken an area's integral sense of continuity and community. Once this happens, vacant or abandoned buildings tend to convey a depressing sense of community decline and can present a public health or safety concern. In addition, it is usually a more responsible use of fiscal, physical, and natural resources to make full use of what already exists before creating more of the same.

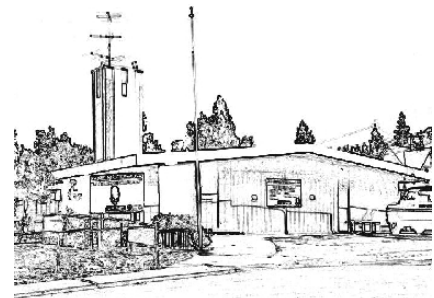
For these reasons, it is beneficial to the social, physical, and fiscal health, safety, and welfare for the city to take active steps to reduce the amount of time a building stands vacant. Vacant buildings converted to active and constructive use become a resource to the community. It may be that there is little market demand for the building. In this case, the property could be ripe for occupation by a non-profit organization whose mission supports the principles of social health. This could include providers of health or human services, or recreational or cultural activities needed by the community such as rehearsal space for the performing arts, or a meeting place for youth.

There are a variety of means the City of Spokane can use to assist non-profit organizations in reclaiming vacant or abandoned buildings. Options include floating a Human Services levy, accessing low-interest loans from the state, or allocating Community Development Block Grant Funds or tax increment financing .

SH 1.8 Surplus City Real Property

Establish a dedicated reserve fund within the City of Spokane's general fund to cover the cost of leasing any unused city-owned building and/or property that has been determined surplus.

Discussion: The Spokane City Council should consider making surplus city property not anticipated for sale available to non-profit organizations for cultural, community, charitable, or civic purposes, according to a sliding scale based on ability to pay, and the relative merit of or need for the intended use for the property. Relevant non-profit organizations receive notification of the disposition hearing on surplus property through the manner outlined in the City of Spokane Charter and RCW 39.33.020.



If a city department has a reimbursable ownership interest in the subject property at the time the City Council decides to donate or lease said property, that department will be compensated from a dedicated reserve fund within the general fund that has been set aside for this purpose.

The goal is to facilitate the delivery of needed programs and services throughout the community. The chosen use must reflect either broad community values, such as the need for more affordable housing, or needs that have been identified by the specific neighborhood. Appropriate categories include housing, arts, education, health and human services, recreation and youth-friendly facilities. Specific uses could range anywhere from affordable housing to a teen center, counseling services or temporary housing, depending on the unique needs of each neighborhood. At least 50 percent of any new housing created should be available to households that earn less than 80 percent of the median household income for Spokane County.

SH 1.9 Volunteerism

Promote volunteerism as a way to involve citizens in meeting the needs of their neighbors, stretch City of Spokane funding resources, and build a sense of pride in the community.

Discussion: Volunteerism is a resource management issue, where both money and people are considered valuable resources. When neighbors help neighbors, everyone feels a stronger sense of personal attachment to and investment in their community. Also, it is good stewardship of public money to save it for other projects and programs that would not be as easily undertaken by neighborhood residents. Volunteerism can be encouraged through public recognition and appreciation expressed directly by participating city departments.

Activities that offer opportunities for intergenerational interaction are especially valuable. Familiarity can reduce alienation and engender mutual respect. In addition, the benefit to the community is broadened by the unique contributions of each member. Volunteer opportunities provide an important chance to showcase talents from groups that tend to be under-recognized, such as youth, seniors, and special needs populations. When everyone is seen as a valued member, truly inclusive partnerships yield positive returns for each participant as well as the entire community.



SH 2 FACILITIES FOR SPECIAL NEEDS POPULATIONS

Goal: Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.

Policies

SH 2.1 Care Facilities

Distribute care facilities fairly and equitably throughout all neighborhoods.

Discussion: There is a need, as well as a legal obligation, to distribute essential public facilities fairly and equitably throughout and between all jurisdictions. Facilities of regional/countywide and/or local significance include:

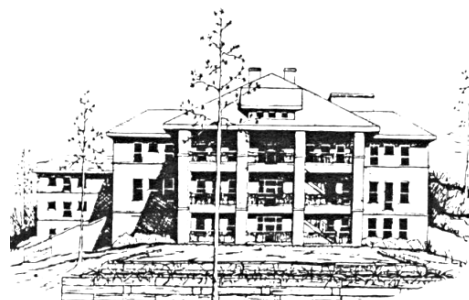
- ◆ Adult day care
- ◆ Child care
- ◆ Long-term care facilities
- ◆ Other special need care facilities



SH 2.2 Special Needs Temporary Housing

Disperse special needs temporary housing evenly throughout all neighborhoods.

Discussion: When group living situations and programs for people with special needs are concentrated in just a few neighborhoods, the consumer's right of choice as to where they will live and receive services is limited. In addition, it inhibits their process of integration and transition back into mainstream society. Therefore, all efforts must be made to ensure that these facilities are evenly dispersed throughout all of the city's neighborhoods. One key way to accomplish this is



to make sure affordable housing options are available through the entire city. Examples of the types of facilities for which this can be an issue include:

- ◆ Emergency shelters
- ◆ Foster care facilities
- ◆ Group homes
- ◆ Transitional housing

Group homes include adult family homes, boarding homes, retirement homes (including assisted living facilities and congregate care facilities), nursing homes, transitional housing, emergency shelters, and facilities for the developmentally disabled. Group homes which are difficult to site will fall under the requirements of the siting process for essential public facilities.

SH 2.3 Compatible Design of Special Needs Facilities



Ensure that facilities that accommodate special needs populations blend in with the existing visual character of the neighborhood in which they are located.

Discussion: Neighborhood residents will be more likely to accept a residential care or treatment facility if it contributes to the consistency and appeal of the neighborhood's visual character.

SH 2.4 Co-Location of Facilities

Permit key land uses to locate within close proximity to each other so people have the option of convenient access to daily goods and services, especially for those persons with mobility limitations.

Discussion: All citizens should have the option of convenient, local access to daily goods and services. However, past zoning patterns have rendered most shopping and employment sites inaccessible without a car due to their segregation from residential areas. This is a hardship, especially for the poor, elderly, and youth who either cannot drive or cannot afford to own a car.

Customer convenience and provider efficiency and effectiveness are all heightened when various needs can be met within close proximity of each other. Depending on the unique needs of the neighborhood, related facilities that may warrant co-location include child care, schools and other training centers, libraries, employment opportunities, affordable housing, shopping, and health and human services. Features of such a neighborhood center should include but are not limited to:

- ◆ Mixed-use buildings that accommodate both commercial and residential uses
- ◆ Live-work spaces
- ◆ Neighborhood-level services and facilities

Finally, co-location is an excellent example of how the urban form can be used to encourage social interaction. It promotes shared participation in programs and activities that provides a valuable setting in which to strengthen social bonds between neighbors. This, in turn, engenders a strong sense of belonging among residents, which tends to manifest as pride of ownership, thus improving the stability and character of the neighborhood.

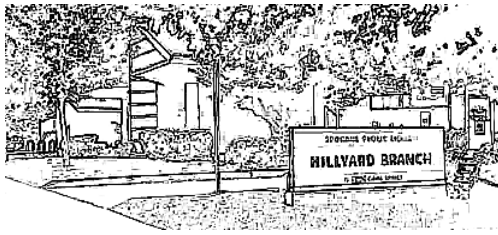
SH 2.5 Family Day Care Providers' Home Facilities

Allow use of a residential dwelling as a family day care provider's home facility in all areas where housing exists or is permitted.

Discussion: Zoning regulations that relate to family day care providers' home facilities cannot be any more restrictive than conditions imposed on any other residential dwelling in the same zone. However, certain procedures and conditions may be required insofar as they relate specifically to use of the property as a day care facility, as outlined in RCW 36.70A.450.

SH 2.6 Joint-Use Facilities

Provide for the joint use of shared space that combines and clusters facilities for child or adult day care, health care, human services, libraries, schools, and cultural, recreational, and educational programs, as needed.



Discussion: The provision of many of these services often involves collaboration between government and private entities, such as churches, businesses, schools, and civic groups. However, the government

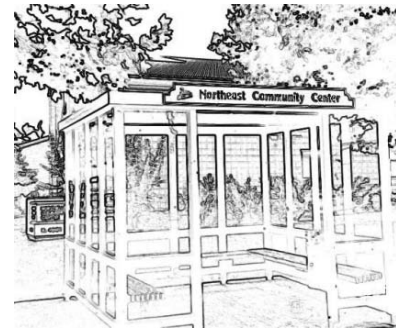
must take the lead to ensure that services and programs that enhance citizens' lives are available in the community. To accomplish this cost effectively, it is important to make maximum use of existing facilities and programs. For this reason, the City of Spokane encourages joint use of shared space that allows for combined facilities, whether public or private.

SH 2.7 Siting Process

Use the siting process outlined under "Adequate Public Lands and Facilities" (LU 6) as a guide when evaluating potential locations for schools, libraries, community centers, and facilities that serve the needs of special needs populations.

Discussion: The "Adequate Public Lands and Facilities" goal (LU 6) outlines a siting process that supplements the model siting process described in the Growth Management

Siting of Essential Public Facilities Technical Committee Report. The relevant aspects of this process should also be applied to siting decisions relative to essential public facilities of a local nature, such as libraries, schools, and community centers. In particular, the process should include opportunities for citizen input on issues such as building and site design, as well as social and environmental impacts.



In addition, providers of affordable housing, day care, medical resources, and other social services should employ siting criteria that emphasize their client's need for easy access to facilities and services over the availability of an affordable site. In general, the decision-making process relative to facilities that serve special needs populations should assign a high priority to co-location with related facilities and services, equitable distribution throughout the community, and the availability of public transit.

SH 2.8 Fair Housing for Handicapped

Regulate residential structures occupied by persons with handicaps according to the same zoning and development standards that apply to any similar residential structure occupied by a family or other unrelated individuals.

Discussion: According to RCW 36.70A.410 and the mandates of state and federal fair housing laws, regulation of residential facilities for handicapped or disabled persons must concern itself solely with the impacts of the institutional use, not the circumstances of the individual occupant(s). The goal here is to prevent public efforts that might attempt to exclude such facilities from particular neighborhoods, since such efforts would constitute discrimination against handicapped or disabled persons.

SH 2.9 Exceptions to Fair Housing

Regulate residential structures occupied by persons who pose a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others through appropriate and necessary means to protect the public health, safety and welfare.

Discussion: Group home facilities serving individuals in a residential setting who are not subject to fair housing laws, such as the Federal Fair Housing Act and the State Housing Policy Act, but who pose a significant and serious risk to the public health, safety and welfare may be subject to local zoning regulations. Such a determination must rely on competent and substantial evidence rather than fear, ignorance, or prejudice.

Examples of such facilities include mental health facilities, and residential settings for persons involved with the criminal justice system, such as detoxification facilities, parolee work release facilities, sexual offender treatment facilities, and other re-entry facilities. These facilities are often difficult to site.

Development regulations will identify requirements for on-site supervision, and spacing requirements sufficient to adequately separate uses from each other and buffer vulnerable sites such as schools, day care facilities, parks, community centers, libraries, places of worship and school bus stops. Strategies for public involvement range from initial notification to the option of a public hearing before the Hearing Examiner. The siting process will follow the guidelines in place for siting of essential public facilities.



SH 3 ARTS AND CULTURAL ENRICHMENT

Goal: Support community image and identity through the arts and accessible art activities.

Policies

SH 3.1 Support for the Arts

Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic well being of the community.



Discussion: Arts are valued for their ability to entertain, inspire, challenge, and enrich us. In addition, artists make a significant contribution to the local economy as small businesses. The full array of artists and arts organizations includes written, visual, musical, traditional, and performing arts.

There is substantial potential for city departments to provide in-kind support for community cultural events.

The Arts Commission could then use this in-kind

contribution as a match for private funding. In addition, the city could make a public statement about the importance of arts by providing seed money for an arts endowment fund. In return for contributions, private entities could receive tax or development incentives.

SH 3.2 Neighborhood Arts Presence

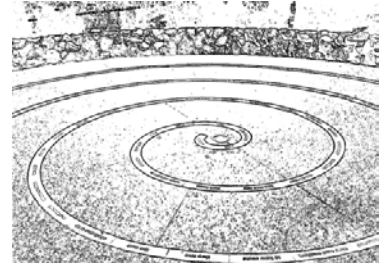
Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

Discussion: A neighborhood level arts presence adds to neighborhood character and identity, contributes to and diversifies the neighborhood economy, and makes the arts more accessible to neighborhood residents. In order to do this, regulations must allow for such things as artist galleries, live-work spaces, and studios in neighborhoods and must provide for parking and home business standards that support “arts incubator” projects in neighborhoods. Regulations should also encourage the presence of street fairs and market places that include performance and display space for street artisans, thereby lending a festival atmosphere to the neighborhood. Joint use of neighborhood facilities can expand on this arts presence by creating increased opportunities for arts education and rehearsal and performance space.

SH 3.3 Public Art Incentives

Provide incentives such as bonus densities or increases in floor-area ratio and lot coverage to encourage the use of public art in commercial, industrial, and mixed-use developments.

Discussion: The City of Spokane desires an aesthetic environment and use of arts in public and private development as a way to connect with local history, reinforce neighborhood identity, and strengthen a sense of belonging. A design committee or art selection committee should review any proposed public artwork, as outlined in the Municipal Art Plan.



SH 3.4 One Percent for Arts

Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

Discussion: Spokane Municipal Code 07.06.420 requires an expenditure for art equal to one percent of the construction budget for any capital project undertaken by the city that has a value of over \$25,000 and creates a building or permanent structure. That ordinance sets an exemplary standard for private developers as well.

SH 3.5 Tax Increment Financing

Lobby the state legislature for the ability to use tax increment financing for the arts.

Discussion: One of the more creative applications of revenues from tax increment financing (TIF) views public art as a form of infrastructure. There are several good models for implementation of this strategy for funding the arts. One approach includes a partnership between the city's Arts Commission and the development corporation who receives and manages TIF revenues. The Arts Commission administers the public arts projects for the development corporation and the city.

This approach is not limited to public projects. Private projects in redevelopment areas provide a unique opportunity for public/private partnerships where the developer and the development corporation each provide matching funds for the inclusion of public art in the public spaces of a project.

Funds can be applied to support public art, facilities and infrastructure for the performing arts, and other community cultural projects. The portion of a project's budget that funds public art is allocated according to a formula appropriate for the particular project. This goes to cover artist fees (typically 80 percent), finalists' proposals (5 to 10 percent), project administration (5 to 10 percent), related education and maintenance (5 percent), and miscellaneous. When the TIF revenue is used for arts programming, those funds go to the Arts Commission for administration of performing arts or festival activities.

SH 3.6 Life-Long Learning

Utilize cultural resources as learning tools, which can help individuals achieve both self-fulfillment and a productive place in the community.

Discussion: Cultural programs can provide important opportunities for learning and enjoyment to people of all ages and circumstances. Cultural events provide a setting where seniors can share their life's wisdom, and youth can feel valued for making a contribution to the community. Providing the opportunity for creative expression can be an



especially effective strategy for stabilizing at-risk youth. Arts activities are also a valuable tool for physical therapy. In addition, participation in the arts helps to develop the critical thinking and problem solving skills needed to successfully deal with our changing world.

Creative delivery options could include poetry and graphic art on railroad viaducts and transit and bus shelters, presentations at major public events, and the treatment of information on public flyers and billing statements. Support is available from the Spokane Public Library's "lifelong learning" materials, programs and services which are designed to promote self-improvement and foster self-fulfillment. Also, their "cultural awareness" programs help customers understand and appreciate their own cultural heritage, as well as that of other groups.

SH 3.7 Public Arts Program

Ensure that the Spokane Arts Commission has the staff and resources needed to pursue all means of funding and implementing arts programs and projects within the city.

Discussion: The arts are a callous remover that helps to strengthen our social fabric. In addition, arts and cultural programs are a powerful economic development tool in their ability to enhance Spokane's image and thereby entice new businesses to locate here. For these reasons, the city supports the Spokane Arts Commission's efforts to promote and enhance the arts in Spokane.

The Arts Commission must have stable funding and adequate staff in order to maintain and improve the quality, accessibility and presence of the arts in Spokane. Funding levels should be sufficient to implement specific projects, support community arts organizations through sub-grants, and leverage as matching money for grants. In order to fully achieve these objectives, it is necessary for the Spokane Arts Commission to supplement annual contributions from the City of Spokane's general fund by aggressively pursuing all sources of outside funding. Therefore, Arts Commission staffing levels must be adequate to both develop future funding as well as manage the broad range of ongoing projects and programs supported by these additional funds.

SH 3.8 Support Local Artists

Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.

Discussion: Working in partnership with the Arts Department, other city departments will take advantage of every opportunity for local artists to design solutions or create some of the components of public projects. An example would be street amenities such as benches, lighting, and gates. In this way, the city not only supports the local arts community but also provides the public with more creative and locally relevant solutions for the same price as a stock product from a nationally based catalog source.



SH 4 DIVERSITY

Goal: Develop and implement programs that attract and retain city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of their race, religion, color, sex, national origin, marital status, familial status, age, sexual orientation, economic status, or disability.

Policies

SH 4.1 Socioeconomic Mix

Ensure that all neighborhoods contain a mixture of housing types in order to provide an environment that allows for socioeconomic diversity.

Discussion: Large geographic areas within the City of Spokane have become increasingly characterized by low-incomes. This segment has increased dramatically over the last couple decades (see the Draft Comprehensive Plan/EIS, Volume 2, for Maps SH 17, “1980 Census Poverty Tracts” and SH 18, “1990 Census Poverty Tracts”). This not only creates a heavy drain on limited public resources but also diminishes the opportunities and quality of life available to the residents of those areas.

Housing and employment options that produce a socioeconomic mix within neighborhoods provide a range of benefits for all concerned. For example, improved employment opportunities in low-income neighborhoods can counteract the jobs-housing imbalance where workers have to commute long distances from affordable housing to their employment in more affluent communities. In a socio-economically mixed neighborhood, neighbors can serve as role models for those less fortunate, thereby diluting costly negative social trends, such as crime, school failure, and teenage pregnancy, which are typically found in areas with a high concentration of poverty. As a result, the neighborhood is more stable, creating safer conditions for investment. Also, the mutual understanding and appreciation that grows out of interaction between diverse people lends otherwise unknown richness to each person’s life. Finally, when neighbors can share with each other their skills and financial ability to support programs, there is less need for programmatic and financial support from local government, thus stretching everyone’s tax dollars further.

SH 4.2 Dispersal

Work at the state and federal levels to create legislation that mandates even and equitable dispersal of essential public residential facilities for special needs populations, including those mandated under RCW 36.70A.200, among all neighborhoods.

Discussion: Deinstitutionalization has increasingly become the prevailing trend for members of special needs populations, including residents of inpatient facilities such as substance abuse facilities, mental health facilities, and group homes. One of the primary objectives behind this approach is to increase the housing options available to all handicapped people by integrating them into the mainstream of the community, thus allowing them the benefits of normal residential surroundings. In order to implement this approach, there is a recognized need to regulate the dispersion of group homes in residential neighborhoods.

There have been a series of disparate holdings in the courts on this issue, most of which question whether the dispersion provisions in a local zoning ordinance are sincere in their desire to promote a policy of integration of the handicapped and, therefore, consistent with the federal Fair Housing Act. However, it is generally felt that these local laws can support a compelling government interest. This is particularly true when it is shown that ample opportunity exists within the community for implementation of the dispersal ordinance such that it will not effectively amount to a prohibition of group homes within the community.

Another catch appears to be that where a municipality acts without authorization or guidance from the state, its motives are more likely to be viewed as suspect and potentially discriminatory. Therefore, it behooves the city to push for adoption of a state statute or policy that prescribes dispersal of such facilities. Similar amendments to the Fair Housing Act are also appropriate at the federal level. Efforts along these lines should be sustained until they are successful.

SH 4.3 Universal Accessibility

Ensure that neighborhood facilities and programs are universally accessible so that persons of different age groups, ethnic and socioeconomic backgrounds, interests, and abilities can readily interact with one another.

Discussion: Community-based programs and facilities should be physically, operationally, financially, and culturally accessible to all those who desire to participate. Specific barriers to

accessibility may include physical aspects, such as architectural design or building location, hours of operation, public transit routes, income eligibility requirements, and the need for interpretation due to language barriers or hearing, speech, or visual impairment.

SH 4.4 Diversity Celebrations

Encourage programs and events that foster the cultural, ethnic, and racial diversity of the community and region.

Discussion: Cultural activities provide an excellent forum in which to share with each other our diverse insights into and experiences of life. This exchange adds a rich texture that improves everyone's quality of life, and helps us to understand, appreciate, and value each other. As tolerance and mutual regard are heightened, it becomes increasingly possible to identify the shared purposes and identity that are so necessary in order to build and maintain a healthy community.

Neighborhood-based events that showcase an ethnic, racial or cultural composition unique to that neighborhood can help to share this synergy with the entire community. Examples include parades organized by a neighborhood, performing arts events, and celebrations dedicated to particular holidays such as Martin Luther King, Jr. Day and alternative commemorations of the year's end. Also, ethnic restaurants are valuable for their ability to draw people from all over the city.

SH 4.5 Community Festivals

Support celebrations that enhance the community's identity and sense of place.

Discussion: Community-wide festivals are valuable assets to Spokane for many reasons. They provide an opportunity for members of the community to work together for something positive, outside the social and political boundaries that normally divide us. In addition, they serve as valuable community-building forums that strengthen community identity and establish that identity among the tourist trade. Currently successful examples include Hoopfest, Bloomsday and Pig Out in the Park. The City of Spokane will continue to support community festivals in any way possible, in recognition of the opportunity they provide to build community.



SH 5 PUBLIC BENEFIT USES

Goal: Create philosophy, policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, child and adult day care, and other public benefit uses.

Policies

SH 5.1 Coordination of Human Services

Coordinate with county, state, and federal agencies and other appropriate entities to evaluate existing needs, facilities, and programs relative to health and human services, and develop regionally equitable and comprehensive programs and service delivery systems.

Discussion: Community-based partners in this coordination process may include social service agencies, schools, libraries, community centers, and neighborhood groups. Efforts should be directed toward issues related to persons who are homeless, disabled, in low-income brackets, and others in need. Of particular concern are the impacts of deinstitutionalization and the inequities and inefficiencies of service delivery, which can result when location of service provision, geographic distribution of consumers, and funding and programmatic decision-making become disassociated from one another. Cooperation will result in improved coordination,

reduced duplication of services, and increased efforts to access and leverage any funds available to the respective entities that support these efforts.

SH 5.2 Neighborhood-Level Health and Human Services

Provide financial, regulatory, and tax incentives for business and property owners, service providers, and developers in order to increase the number of neighborhood and district centers where health and dental clinics, and human services are available.



Discussion: Access to health and dental care, and human services, is a fundamental aspect of social health. Therefore, facilities and staffing should be sufficient to enable all citizens to obtain health and human services at the neighborhood level, preferably within walking distance of their home. (See the Draft Comprehensive Plan/EIS, Volume 2, for Map SH 13, “AIDS Programs” and Map SH 14, “Health Care Programs for the Uninsured”).

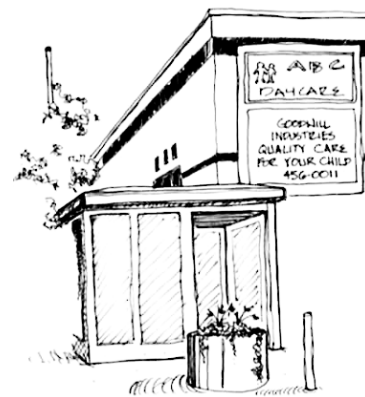
There are a number of ways the City of Spokane can provide financial support for neighborhood-based health and human services. By adequately funding the Human Services department, the city provides both the matching money necessary to access outside funding as well as staff whose technical assistance can help non-profit organizations obtain federal, state and private funding for which they are eligible. These efforts should specifically focus on projects that support the location of human services in neighborhood and district centers.

SH 5.3 Space for Public Benefit Uses

Provide regulatory incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.

Discussion: In order to create an atmosphere of good public health, coordination must exist between private enterprise and public entities such as state, county, and city governments, schools, health and human service agencies, neighborhood groups, and community centers. Each entity must do its share to contribute to social health in whatever manner is consistent with their nature and operations.

Any of the following uses qualify as a public benefit use, so long as they are available to the general public: child and/or adult day care; health and human services, such as employment counseling and walk-in clinics; recreation facilities; educational or vocational activities; community meeting rooms; and art galleries or museums. Such arrangements may be mutually beneficial and therefore attractive in their own right. For example, public benefit uses within a business facility could draw in more clientele to the business. Also, day care centers at places of employment increase worker stability and therefore lower the employer’s retraining costs.





SH 6 SAFETY

Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning, Design Review, Police, Fire, Human Services, Youth, Recreation, and Neighborhood Services.

Policies

SH 6.1 Crime Prevention Through Environmental Design Themes

Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.

Discussion: The CPTED concept packages quality planning and design standards into a development tool that supports public safety. Certain themes commonly associated with the CPTED approach include:

- ◆ **Activities vs. Locations:** Create a presence of normal activity, which dominates the tone of acceptable behavior and ownership for any given space.
- ◆ **Elimination of Anonymous Spaces:** Employ methods that create a perception of territorial ownership in public spaces, such as artwork (as approved by the Arts Commission) on bus shelters, underpasses, and parking lots, as one means to reduce vandalism.
- ◆ **Friendly Streetscapes:** Encourage on-street parking (as opposed to expansive parking lots), narrower streets, crosswalks, and sidewalks.
- ◆ **Lighting:** Design lighting to specifically support safety, identification, environmental integration, beautification, attraction, and recreation.
- ◆ **Variety of Uses:** Include a variety of uses in the same building, which helps to ensure that someone is around the building more frequently; e.g., residential and commercial uses in the same building.
- ◆ **Natural Barriers:** Provide natural barriers, such as distance or terrain, to separate conflicting activities.
- ◆ **Pedestrian Amenities:** Encourage public interaction and create street activity by providing pedestrian amenities, such as sturdy seating and pedestrian-level lighting in parking lots, walkways, entrances, and exits.
- ◆ **Property Maintenance:** Create the impression that someone is monitoring a property by consistently maintaining the property in a way that conveys a pride of ownership.

SH 6.2 Natural Access Control

Use design elements to define space physically or symbolically and control access to property.

Discussion: Examples of acceptable natural or symbolic elements include visually permeable fences, low walls, prickly shrubbery and canopy trees, signs, pavement, art, and vegetative or fenced screening. These tools can be used effectively to notify an intruder that they have entered someone's space. The idea is to create a safe environment that still has a people-friendly feel to it. The goal is to discourage access control methods that feel institutional, ranging from labor-intensive organized methods, such as guards, or overt mechanical devices, such as locks and gates. Through application of restraint, it is possible to limit access and declare ownership without sacrificing aesthetics.

SH 6.3 Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.



Discussion: Activity patterns can be influenced through the design of parking, building orientation, and elements such as windows and landscaping, which encourage visibility and public interaction. It is usually more efficient and cost-effective for people who know their neighbors to assert ownership over their personal and public space than to expect this level of oversight from an outside presence such as a police patrol. Also, people's behavior often corresponds to the quality and character of their environment. For example, people tend to rise to the expectations of a humane environment, whereas an impersonal or anonymous environment suggests that people may not need to be accountable for their actions.

SH 6.4 Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

Discussion: The type of behavior that tends to prevail within a defined space relates directly to the character of the ownership asserted there. Marking territory conveys the message that the owner is prepared to defend it. For this reason, anonymous spaces that do not seem to belong to anyone are susceptible to vandalism or other anti-social behavior.



Examples of elements that can be used to indicate the location of defensible space include sidewalks, pavement, lighting, landscaping, signage, art, low walls, fencing, and changes in elevation. Public spaces are those intended for all to use, semi-private spaces are intended for specific users or uses, and private space is intended for private use by businesses, tenants, and homeowners.

SH 6.5 Project Design Review

Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Committee.

Discussion: Design review for crime prevention should result in recommendations that encourage voluntary, creative solutions rather than mandates, which require specific actions.

SH 6.6 Neighborhood Role

Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.

Discussion: Information on CPTED principles should be available to citizens who are interested in proactive steps they can take to make their neighborhood a safer place to live, work, shop, and play. They should be encouraged to refer to these guidelines in making a wide range of decisions, from landscaping their own yard to defining their neighborhood design guidelines.

SH 6.7 Community Oriented Policing Services

Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).

Discussion: Spokane's Community Oriented Policing Services (C.O.P.S.) is an international model for successful community mobilization and neighborhood level problem solving. This prime example of neighbors helping neighbors is a very effective way to improve neighborhood safety, a key aspect of social health. C.O.P.S. Substations also provide vital venues for decentralized, neighborhood-based collaborative outreach between agencies such as [Department of Corrections Community Corrections Officers, Code Enforcement, Blockwatch and in the future Spokane Regional Mental Health.]

In addition to direct financial support as a percentage allocation from the General Fund, there are many other creative ways the City of Spokane can help to ensure the continuation of the C.O.P.S. program. In-kind contributions might include waiver of Parks and Recreation Department exhibitor fees, reduced fees for parade permits and block party permits, no-charge access to equipment such as street barricades, and gas card vouchers for Neighborhood Observation Patrols. Also, a C.O.P.S. store might be designated as the primary site for sale of city surplus items. In exchange for this service, a percentage of the revenue would go toward sustaining the C.O.P.S. program. In addition, C.O.P.S. Substations' ability to serve as neighborhood convening spots could be enhanced by providing secured receptacles for utility payments at C.O.P.S. Substations, and partnering with the Office of Neighborhood Services to provide space for a neighborhood council presence in C.O.P.S. Substations.



Neighborhoods

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11.1 INTRODUCTION

The Future of Spokane's Neighborhoods

The neighborhoods chapter contains goals and policies that set the direction for citywide neighborhood growth and development. They establish basic principles that apply to all neighborhoods, ensuring an overall growth pattern that represents the interests and desires of the entire community.

The Neighborhood Planning Process section establishes the process for neighborhood planning after the comprehensive plan is adopted. Neighborhood planning is an important community process in the City of Spokane that will serve to fulfill the vision of the comprehensive plan while ensuring that neighborhoods continue to be the foundation of a strong community. To one degree or another, neighborhood planning has been present in Spokane over the past twenty years. While many of the complex issues and opportunities facing the city can be effectively addressed at a citywide level, others need more specific solutions. In addition, neighborhoods may face issues and opportunities different from other parts of the city. Neighborhood planning will help to address individual neighborhood issues and opportunities in order to maintain and enhance the City of Spokane's quality of life. Although the city will be conducting neighborhood planning activities, the city is not committed to recreating neighborhood specific plans per se. The city will be conducting neighborhood planning activities that implement the comprehensive plan through center planning, resolve joint planning issues in the city's unincorporated urban growth area, and address issues and opportunities identified by neighborhoods in an assessment process.

Policies pertaining to neighborhood design and preservation are included in Chapter 8, Urban Design and Historic Preservation, DP 6, Neighborhood Qualities, and DP 7, Local Determination.

See the Draft Comprehensive Plan/EIS, Volume 2, Chapter 25, "Neighborhood Planning," for additional information on the history of neighborhood planning in the City of Spokane; also see Map N 1, "Community Development Neighborhoods" and Map N 2, "Neighborhood Councils."

Shaping the Future

In planning for the future of Spokane's neighborhoods, the overall objective of citizens participating in the Horizons comprehensive planning process was to find ways to improve and maintain the quality of life in the city's neighborhoods. Participants expressed several key issues of concern about today's neighborhoods and spent many hours discussing solutions. These issues and solutions greatly influenced the content of the plan and shaped the proposed directives for Spokane's future growth. These directives - the vision, values, goals, and policies of the neighborhoods element of the plan - provide guidance for decision-makers on the way neighborhoods will grow on a citywide level.



Key Issues and Solutions

Low-density development and segregated land uses have shaped the city's urban and suburban growth patterns for the past several decades. Problems of increased traffic congestion, air pollution, overburdened public facilities, increased housing and infrastructure costs, loss of open space, and loss of other valued community resources are typically associated with such patterns. Presently, the ability to walk or bicycle to daily destinations is not an option in most neighborhoods.

Designing neighborhoods that make it easier for people to walk or bicycle to shops and services is one solution for making city neighborhoods desirable living environments. A compact mix of retail, business, and residential activity in

neighborhood centers reduces the need for an automobile and reverses the growing problems of sprawl. As a result, fuel is conserved, less pollution is created, and communication between neighbors flourishes.

Furthermore, diverse housing within centers and corridors provides choices for singles, families, and the growing empty-nester and elderly populations. A network of sidewalks, paths, and transit linkages



within and between neighborhoods enables neighbors to connect with each other and the larger community.

To ensure the compatibility of existing neighborhood character with new development, neighborhood planning includes design guidelines and review.

Neighborhood citizens and businesses will participate in decisions affecting neighborhood physical, economic, and social development and will work with other neighborhoods to ensure that visions and plans do not conflict. Spokane will be defined as a city of neighborhoods with an interwoven design plan and policies. The health, safety, and welfare of the larger community will always be paramount to

neighborhood decision-making.

This chapter's goals and policies are intended to enable Spokane to be a cohesive network of individual neighborhoods by providing residents with:

- ◆ A wide range of choices of housing locations and options
- ◆ The preservation of distinctive neighborhood character
- ◆ Attractive and safe streetscapes
- ◆ Transportation options
- ◆ Quality schools
- ◆ Inviting gathering places
- ◆ Proximity to a variety of public services
- ◆ Cultural, social, recreational, and entertainment opportunities
- ◆ A sense of place and community
- ◆ A city we proudly call home - -

A City of Neighborhoods

11.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Neighborhoods Planning Goals (RCW 36.70A.020)

While neighborhoods is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the GMAs provision for optional elements (RCW 36.70A.080). The neighborhoods chapter addresses a range of principles for neighborhood growth identified by the citizens who participated in the Spokane Horizons planning process. These principles are incorporated into the neighborhoods' goals and policies, most of which support or relate to several of the broader goals of the GMA. The chapter contains goals and policies relating to the GMA goals of: (Goal 1) Reduce Sprawl, (Goal 3) Transportation, (Goal 4) Housing, (Goal 9) Open Space and Recreation, (Goal 10) Environment, (Goal 11) Citizen Participation and Coordination, (Goal 12) Public Facilities and Services, and (Goal 13) Historic Preservation. Refer to the Growth Management Act, RCW 36. 70A 020, Planning Goals, for a description of each goal.

Countywide Planning Policies

The neighborhoods chapter also addresses the protection of neighborhood character, one of the principles from the "Statement of Principles," which introduces the Countywide Planning Policies (CWPPs). These principles, identified by the Steering Committee of Elected Officials, embody the overall tone and viewpoint of the policies.

In addition, the neighborhoods chapter contains policies relating to the CWPP topics of Promotion of Contiguous and Orderly Development and Provision of Urban Services, Parks and Open Space, Transportation, Siting of Essential Public Facilities, Affordable Housing, and Economic Development. Refer to the Countywide Planning Policies and Environmental Analysis for Spokane County for the full content of each policy, adopted December 22, 1994.

11.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Neighborhoods are sub-districts of the community and identify, create, promote, protect, and respect integration of the total community, service needs, and operations.

Vision

"Spokane's neighborhoods will be safe, inclusive, diverse, and livable with a variety of compatible services. Existing neighborhoods will be preserved or enhanced and new distinctive neighborhoods, including the downtown area, will be established so that a sense of community is promoted."

Values

"The things that are important to Spokane's future include:

- ◆ Preserving or enhancing older neighborhoods that make Spokane unique.
- ◆ Developing new neighborhoods that have individual character and identity.
- ◆ Encouraging the development of neighborhoods that feel like small towns, that provide a variety of compatible services, and that have schools and community centers.
- ◆ Preserving or enhancing inner city neighborhoods.
- ◆ Recognizing downtown Spokane as a mixed-use neighborhood with a diversity of housing.
- ◆ Ensuring safe, relaxing, attractive, livable, enjoyable, economically diverse neighborhoods."

11.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 25, Neighborhoods.

N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: Promote downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

Policies

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

Discussion: Enhancing downtown Spokane as a vital and desirable neighborhood in which to live attracts a diverse and stable resident population. The vitality of the downtown neighborhood is key to the success of preserving the quality of life in city neighborhoods, particularly those neighborhoods that are close to the city core. Healthy neighborhoods provide the downtown area with a market support base for its retail, services, restaurants, and entertainment sectors.

N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to insure the city's residential quality and economic vitality.

Policies

N 2.1 Mixed-Use Neighborhood Centers

Develop a neighborhood infrastructure that enables citizens to live, work, shop, socialize, and receive other essential services in their own neighborhood.

Discussion: Mixed-use neighborhood centers in designated areas throughout the city will provide services that are centrally located, easily accessible, and affordable. A center might include an elementary school, community center, church, small grocery store, laundromat, barber, delicatessen, and other neighborhood-scale services. A center will be within walking and bicycling distance of most neighborhood residents, preferably within a half mile.

Within the hierarchy of centers, neighborhood centers should serve a single neighborhood whereas district centers should serve several nearby neighborhoods, as well as the people living near the center itself. The range of available services, as well as the scale of the service offered, is broader in a district center than neighborhood center. Thus, the character of the available service depends not only on the needs of the particular neighborhood(s) but also on the type of center.



N 2.2 Special Needs

Provide neighborhood-based services that address special needs and that are in proximity to public transit routes so as to be accessed easily by local residents.

Discussion: Special needs services include adult day care, child care, long-term elderly care, special needs housing, and transitional housing.

N 2.3 Neighborhood Redevelopment

Identify specific areas in neighborhoods where redevelopment is appropriate, and program the manner in which those changes are to occur, consistent with the neighborhood planning process.

N 2.4 Neighborhood Improvement

Encourage rehabilitation and improvement programs to conserve and upgrade existing properties and buildings.

Discussion: Neighborhood citizen groups should focus on home and neighborhood maintenance and improvement through the neighborhood planning process. To stimulate property owners to maintain or improve their properties, the city should fund improvement programs for inadequate or deteriorating parks, streets, utilities, libraries, community centers, and other public facilities, particularly in older areas.



N 2.5 Neighborhood Arts

Devote space in downtown Spokane and neighborhoods for public art, including sculptures, murals, special sites, and facilities.

Discussion: Examples of public art space include artist gallery/market places, art studios where artists both live and work (live-work space), “arts incubator” projects, and sculptural or architectural entrances to neighborhoods, airports, and downtown areas.

N 2.6 Housing Options

Provide housing options within neighborhoods to attract and retain neighborhood residents, consistent with the neighborhood planning process.

Discussion: A mixture of low, moderate, and high-income housing should be available within the neighborhood or neighborhood center. Various types of housing that provide lifestyle choices for our diverse population should also be available. Apartments, condominiums, townhouses, rowhouses, duplexes, and single-family homes are examples of housing options.

The housing in downtown Spokane primarily consists of multifamily units targeted for low-income and elderly occupancy. While it is important to continue to meet the needs of the low-income and elderly, downtown Spokane can also benefit from meeting the housing needs of a wide range of consumers, from affordable, below market rate housing to luxury units. Other downtown areas across the nation have discovered a demand for market rate units, particularly with young professionals and empty-nesters. Increasing the number and diversity of downtown residents helps to support retail and neighborhoods services and generates day and night activity in downtown Spokane.



N 3 NEIGHBORHOOD FACILITIES

Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.

Policies

N 3.1 Multipurpose Use of Neighborhood Buildings

Work with neighborhoods to develop a plan for the multipurpose use of existing structures and the extension of services within neighborhoods for neighborhood activities.

Discussion: Rather than constructing new buildings for neighborhood services and activities, the city should make better use of existing buildings and parks. The city should extend facility hours, hire additional staff, or provide the opportunity for neighborhood volunteers to staff the facilities. The City of Spokane and neighborhoods can also partner with private resources to acquire needed space for neighborhood activities such as performances, exhibitions, classes, and neighborhood meetings.



N 3.2 Major Facilities

Use the siting process outlined under “Adequate Public Lands and Facilities” (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils or steering committees to explore mitigation measures, public amenity enhancements, and alternative locations.

Discussion: Traffic and noise are just two negative impacts of locating a major facility within a neighborhood. The city needs to examine the benefits of centralizing these large facilities so that neighborhoods are not negatively impacted. The city can look to mitigation measures or a public amenity in exchange for major facility siting. In addition, the fact that property is city-owned is not a sufficient reason for choosing a site for a large facility, and alternative locations should be explored. The Land Use Policy 6.11, “Siting Essential Public Facilities,” outlines a siting process that supplements the model siting process described in the Growth Management Siting of Essential Public Facilities Technical Committee Report. This process should also be applied to siting decisions relative to essential public facilities of a local nature within neighborhoods, such as libraries, schools, and community centers.



N 4 TRAFFIC AND CIRCULATION

Goal: 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.

Policies

N 4.1 Neighborhood Traffic Impact

Consider impacts to neighborhoods when planning the city transportation network.

Discussion: City growth has impacted many older, established neighborhoods, particularly those that are close to the city core. The primary impact to these established neighborhoods is from traffic passing through them from new developments. Streets are often widened to accommodate the additional traffic, which produces more traffic, air pollution, and safety concerns.

N 4.2 Neighborhood Streets

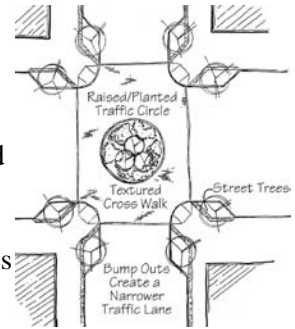
Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

Discussion: Though designed to increase convenience to outlying housing, the addition of major arterials is compromising older neighborhoods. In addition to increasing traffic congestion, reducing air quality, and posing safety hazards, arterials that pass through neighborhoods physically divide, disrupt, and diminish the character and social fabric of the neighborhood.

N 4.3 Traffic Patterns

Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

Discussion: When arterials become congested, drivers look for alternative routes and often use neighborhood streets for short-cuts. This habit has increased the volume of automobile traffic in city neighborhoods and has caused increased safety, noise, and air pollution concerns for neighborhood residents. To help deter the inappropriate use of neighborhood streets by non-neighborhood traffic, the city should take steps to alter traffic patterns and redesign neighborhood streets by implementing a program that includes large street trees, bicycle lanes, sidewalks, traffic circles, stop signs, and narrower streets.



N 4.4 Neighborhood Business Traffic

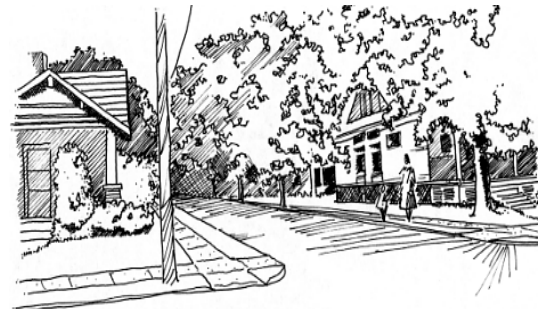
Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.

Discussion: Neighborhood businesses should be of the size and type to fit neighborhood character and to serve the needs of neighborhood residents. Larger businesses within neighborhoods often attract community and regional traffic. By limiting the size of businesses within neighborhoods, fewer trips are generated through the neighborhood by non-local traffic.

N 4.5 Multimodal Transportation

Promote alternative forms of transportation.

Discussion: To reduce automobile dependency and neighborhood traffic, the city should promote a variety of transportation options, such as ride-sharing, walking, bicycling, or riding the bus. This can be accomplished by such means as encouraging trip reduction programs for businesses, enabling the development of neighborhood centers so that neighborhood residents can walk or bicycle for daily service needs, and designing pedestrian-friendly streets and neighborhoods.



Some neighborhoods have essential public facilities that draw a large amount of traffic from outside of the neighborhood. Measures to help alleviate this traffic include satellite parking on the periphery of the neighborhood, enhanced transit service, or shuttle and van service.

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Transit Access

Encourage the transit authority to increase transit accessibility.

Discussion: Mobility and accessibility within neighborhoods can be increased by making transit more convenient. Suggested methods include more bus stops in neighborhoods, improved schedules, shorter commute times, cross-city routes, and more express routes. Shelters and stops should be well-illuminated and have benches and adequate route information. Satellite sites (off-site connecting stations) and more park-and-ride lots are additional ways to make transit more user-friendly and inviting.

N 4.8 Transportation Services

Work with the Spokane Transit Authority or other transit carriers to augment the bus system through the use of small van services (paratransit) within and between neighborhoods.

N 4.9 Funding Programs for Neighborhood Transportation

Work with neighborhoods to explore funding programs for neighborhood-based transportation for residents who do not drive.

N 4.10 Pedestrian Design

Design neighborhoods for pedestrians.

Discussion: Neighborhoods become more stable, desirable living environments through the use of basic community building design principles that include more transportation options, convenience, safety, social interaction, and aesthetically pleasing streetscapes. Neighborhoods that possess these qualities provide a sense of place and community for neighborhood residents.

Pedestrian-friendly neighborhoods can be created through the use of parking strips, street trees, sidewalks, pedestrian and bicycle paths, pedestrian malls, landscaping, traffic calming devices, rear parking for businesses, screened or underground parking for multifamily housing, and systems routing traffic away from neighborhoods.



N 4.11 Sidewalk Program

Develop a sidewalk program to maintain, repair or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods, concurrent with development.

N 4.12 Pedestrian Buffer Strips

Require that sidewalks be separated from the street by a pedestrian buffer strip on all new or redeveloped streets to provide a safe place to walk.

Discussion: New or redeveloped neighborhoods should be required to incorporate pedestrian buffer strips along sidewalks in order to provide a buffer between the sidewalk and street. Buffer strips protect pedestrians from street traffic and also serve as areas where snow can be plowed during the winter months rather than being plowed directly onto sidewalks, which impedes walking. The city will work with neighborhoods that do not have separated sidewalks to help them develop a sidewalk snow removal program.

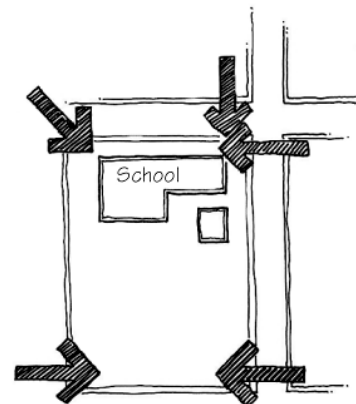
N 4.13 Pedestrian Safety

Design neighborhoods for pedestrian safety.

Discussion: Pedestrian safety can be achieved through such means as adequate pedestrian lighting and landscape design, sidewalk systems, pathways, building access that is visible from the street, and open views.

N 4.14 School Walking and Bus Routes

Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the most pedestrian safety.





N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

Policies

N 5.1 Future Parks Planning

Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing plans that meet the level of service standards for neighborhood parks and/or neighborhood squares.

Discussion: Parks, squares, or other open space within neighborhoods provide neighborhood families with areas for recreation and gives neighbors the opportunity to gather and socialize, reinforcing a sense of home and community. A public-private collaboration to find supplemental funding for parks on an individual neighborhood basis is a possible way to ensure that neighborhoods have adequate open space. Another possible use of open space is for the development of community gardens, which can also serve as a tool for developing a sense of community.

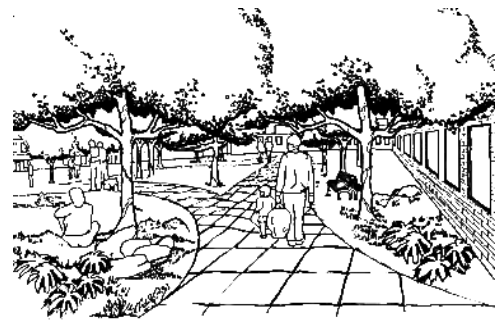
N 5.2 Parks and Squares in Neighborhood Centers

Include a park or square in each neighborhood center.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

Discussion: Linking neighborhoods allows for reduced automobile use and increased opportunities for alternative forms of transportation.



N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

Policies

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods through neighborhood planning that considers environmental impacts from development.

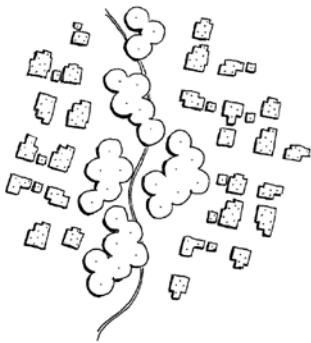
Discussion: Efforts must be made to preserve the environment when introducing new projects into established neighborhoods, when developing new neighborhoods, and as a daily exercise in maintaining a clean living environment for health, safety, and aesthetic purposes. Clean air and water, energy conservation, adequate public facilities and utilities, city services, open space, clean yards and streets, well-preserved and maintained housing, and an efficient, multimodal transportation system are just some of the requirements for sustaining a healthy environment.

N 6.2 Code Enforcement

Enforce the city codes for public nuisances impacting neighborhood properties.

Discussion: It is the duty of local government to pursue compliance with codes. Assess the Code Enforcement budget to determine the potential for self-funding of an expanded, proactive code enforcement program.

See Policy LGC 7.1, Enforcement of Land Use and Development Codes. *Refer to the Spokane Municipal Code, Section 10.08.010, “Litter and Rubbish,” and Section 10.08.030, “Nuisance,” for applicable regulations.*



N 6.3 Open Space and Nature Corridors

Identify and protect nature and wildlife corridors between neighborhoods.

N 6.4 Maintenance of City Property

Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.

Discussion: It is imperative that the city maintains its property within neighborhoods at a level that serves as a good example to citizens. Properly caring for city property protects the health, safety, and welfare of its citizens while improving aesthetic values and quality of life.



N 7 SOCIAL CONDITIONS

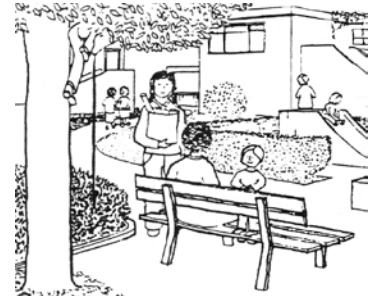
Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

Policies

N 7.1 Gathering Places

Increase the number of gathering places within neighborhoods.

Discussion: Increasing the number of gathering places in neighborhoods encourages neighborhood socialization, resulting in a more cohesive and safe neighborhood. A park, plaza, or a favorite retail establishment within a mixed-use neighborhood center can serve as a gathering place. Sites outside a center, such as a neighborhood pocket park, church, community center, or fire station are also suitable for neighborhood meetings and social gatherings.



N 7.2 City Hall Outreach

Encourage City Hall outreach efforts in neighborhoods.

Discussion: Outreach efforts might include such activities as providing neighborhoods with public information regarding neighborhood and city announcements, newsletters, or other information. The city will work with neighborhoods to determine the need, if any, and the preferred venue for outreach activities.



N 8 NEIGHBORHOOD PLANNING PROCESS

The city is committed to neighborhood based planning. Although the city will be conducting neighborhood planning activities, the city is not committed to recreating neighborhood specific plans per se. The city will be conducting neighborhood planning activities that implement the comprehensive plan through center planning, resolve joint planning issues in the city’s unincorporated urban growth areas, and address issues and opportunities identified by neighborhoods in an assessment process.

Neighborhood planning is defined as any planning activity conducted in the city’s Urban Growth Area (UGA) that implements or is more focused and detailed than the comprehensive plan. Examples of neighborhood planning may include center and corridor planning, downtown or district planning, developing design guidelines that address the unique character of historic neighborhoods, developing

neighborhood operational plans or programs, and developing new neighborhood plans in the city's unincorporated UGA. Neighborhood planning shall be conducted within the framework of the comprehensive plan, and further, the Growth Management Act requires that these plans be consistent with the comprehensive plan. The neighborhood planning processes within the city neighborhoods and the neighborhoods within the city's UGA shall be consistent. Neighborhood planning for city neighborhoods will be conducted collaboratively between the city neighborhood councils, the City of Spokane Planning Services Department, and the City of Spokane Neighborhood Services Department.

For those neighborhoods outside of the city but within the city's UGA, the Spokane County Planning Department and the Neighborhood Alliance will also collaborate on the planning process. Neighborhood planning documents directing growth and development are an official part of the comprehensive plan.

Immediately following adoption of the comprehensive plan, the city will simultaneously conduct neighborhood assessments; discussions among the city, the county and unincorporated urban growth area neighborhoods regarding joint planning; and center and corridor planning pilot projects, if warranted. Following these activities, the city will focus on planning for centers/corridors and neighborhood planning activities identified as a result of the assessments. The city is committed to providing the necessary resources to implement this neighborhood planning process.

Goal: Ensure a sense of identity and belonging for neighborhoods throughout the city and the city's Urban Growth Area by developing a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.

Policies

N 8.1 Inclusive Neighborhood Planning

Establish an inclusive planning process in which neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.

Discussion: The City of Spokane Planning Services, Neighborhood Services, Community Assembly, and Neighborhood Councils will participate in community outreach efforts to help ensure neighborhood representation during neighborhood planning. Sufficient resources will be used in the process to allow accessible, full and fair participation by citizens, making special efforts to accommodate participation by everyone.

N 8.2 Neighborhood Planning Process

Establish a collaborative neighborhood planning process that carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.

Discussion: Development of the neighborhood planning process is ongoing. The city will continue to coordinate with the Spokane County Planning Department, the Community Assembly, the Joint Task Group of the Community Assembly and the Alliance of Spokane County Neighborhoods to ensure consistency between the city and county neighborhood planning processes.

The City of Spokane Neighborhood Planning Process is as follows:

A. Planning Boundaries

Determine, with the help of neighborhoods, logical planning boundaries for the neighborhood assessment and planning processes.

Discussion: The neighborhood planning process respects the established boundaries of organized neighborhoods. However, the boundaries established for purposes of neighborhood planning may, in some instances, include several neighborhood councils. The following must be taken into consideration when establishing planning area boundaries:

- ◆ Areas defined by strong historical, cultural, geographic, or business relationships.
- ◆ Natural or built barriers (e.g., planning for drainage systems on a watershed basis).
- ◆ Manageable size of area and manageable complexity of issues for resources available.
- ◆ Generally agreed upon neighborhood boundaries.

B. Neighborhood Planning Assessment

Develop and facilitate a neighborhood planning assessment process.

Discussion: For all city neighborhoods, the city will initiate a planning assessment process with the Community Assembly and the respective Neighborhood Councils. For those neighborhoods within the city's unincorporated UGA, the city will work with the Alliance of Spokane County Neighborhoods. The assessment will identify neighborhood issues and needs that are not addressed in the new citywide comprehensive plan. The assessment process should begin immediately following the adoption of the comprehensive plan. Some issues may be resolved by additions or revisions to city codes, some may be addressed by changing city operational practices, and some may suggest that further refinement or additions to the citywide plan are warranted. Any residual needs or issues that are unique to a specific neighborhood can then be addressed by a neighborhood planning process. The city shall work with the neighborhoods to develop a program to complete this task that is both equitable and efficient.

C. Planning Resources

Establish priorities for the allocation of city planning resources among neighborhoods.

Discussion: The priorities shall be based on:

- ◆ The results of the neighborhood assessment process.
- ◆ The need to protect critical areas.
- ◆ The location or neighborhood where the greatest degree of change is expected, i.e., where a neighborhood, district, or employment center is designated.
- ◆ Interest among the residents and businesses in an area to participate in a neighborhood plan process.
- ◆ Potential to attract a large activity generator.

D. Planning Guidelines

Develop guidelines for neighborhood planning processes, content, and technical analysis, promoting neighborhood plans or other neighborhood planning documents of a consistent level of quality for both city neighborhoods and city UGA neighborhoods.

Discussion: The guidelines shall be developed through a collaborative process with the city, stakeholders, neighborhood representatives, and in the case of the city's unincorporated UGA neighborhoods, Spokane County. It is anticipated that separate guidelines may be developed for city neighborhoods and city unincorporated UGA neighborhoods because the needs of these neighborhoods and jurisdictions may differ. Guidelines will also be developed for mixed-use centers and corridors planning.

E. Planning Process Roles

Define mutually acceptable roles for citizens, city staff, and all other stakeholders or interested groups in the neighborhood planning process.

Discussion: In addition to a detailed description or outline of how to create a neighborhood plan, the guidelines will outline ways for those involved in the planning process to gain a better understanding of issues and to share knowledge in order to seek solutions to neighborhood problems that are in the best interest of the entire neighborhood as well as the city.

F. Planning Kit

Support the neighborhood planning process by providing neighborhoods with a planning kit.

Discussion: The planning kit will include the necessary tools for neighborhoods to conduct neighborhood planning and may include such items as a guidebook describing city regulations, programs, and capital facility plans for growth management and community building. The kit may also include a list of city resources or contacts for each neighborhood, the skills required for neighborhood planning tasks, surveys, maps, and neighborhood inventories. The kit is also designed to facilitate the education and development of neighborhood “citizen planners,” so that they are sufficiently prepared to participate and plan for their neighborhood’s future.

G. Pilot Centers and Corridors Planning Process

Conduct a pilot centers and corridors planning process, if warranted.

Discussion: If there are opportunities to conduct a pilot process, one to three locations within neighborhoods will be chosen to participate in the pilot planning process. Opportunities can be described as developer readiness, neighborhood interest, and available city and community resources. The purpose of the pilot planning process will be to successfully plan for and implement one or more centers and corridors and help determine an effective and efficient process for planning and designing centers and corridors for the rest of the city. The pilot process will be an open process that includes all interested stakeholders.

H. Planning Process Initiation

Permit both neighborhoods and the city to initiate neighborhood planning, with the city providing support.

Discussion: Any initiation should be based on neighborhood planning priorities as established in Section C, “Planning Resources.”

N 8.3 City Participation in Neighborhood Planning

Require neighborhoods to coordinate and consult with the City of Spokane Planning Services when conducting neighborhood planning.

Discussion: It is important that neighborhoods coordinate with the city when developing their plans to ensure that the plans do not conflict with the comprehensive plan or federal, state, and/or local regulations. Only those neighborhoods that coordinated with the city will have reasonable assurance of neighborhood plan review, adoption, or action by the city. The city encourages neighborhoods to seek outside funding to assist in neighborhood planning. The city will provide staff to coordinate and consult with the neighborhoods to ensure that neighborhood goals, policies, and implementation measures are viable.

N 8.4 Consistency of Plans

Maintain consistency between neighborhood planning documents and the comprehensive plan.

Discussion: The “framework” comprehensive plan guides all aspects of the city’s growth and development for the next twenty years. The plan provides the overall scheme of city development: the major land uses, transportation systems, parks, recreation, and open spaces, and centers of shopping and employment. The comprehensive plan establishes the framework for all other planning activities and documents.

It is recognized that in some cases neighborhood planning may result in recommended changes to the comprehensive plan. Comprehensive Plan changes will be reviewed and decided upon once each year.

N 8.5 Neighborhood Planning Coordination

Require neighborhoods to coordinate planning and review of individual neighborhood plans so that neighborhood projects have minimal negative impacts on other neighborhoods.

Discussion: Neighborhoods need to work cooperatively with each other to ensure that visions and plans do not conflict. In the past, solutions to one neighborhood’s traffic, safety, air pollution,

noise, and design problems often negatively impacted another neighborhood. Spokane should be defined as a city of neighborhoods with interwoven design plans and policies.

N 8.6 Neighborhood Planning Recommendations

Consider recommendations from neighborhood planning in the context of the city as a whole.

Discussion: Incorporate such recommendations into city prioritization processes for capital expenditures and other decision-making.

N 8.7 Agreement for Joint Planning

Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.

Discussion: The agreement for joint planning focuses on the neighborhood planning process in the city's unincorporated UGA. (Issues regarding revenue-sharing and transference of governance will be resolved separately through an interlocal agreement.) This task should be completed soon after comprehensive plan adoption yet prior to beginning neighborhood planning in these neighborhoods. The process should be initiated by convening all interested stakeholders and neighborhoods to discuss how best to form an agreement. The agreement will attempt to reach resolution on these topics:

- ◆ Neighborhood planning resources
- ◆ Application of city and county comprehensive plan directives
- ◆ Neighborhood planning boundaries
- ◆ Planning timeline
- ◆ Citizen participation
- ◆ Other topics

N 8.8 Neighborhood Planning Outside the City

Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city's unincorporated UGA.

Discussion: It is anticipated that neighborhood plans shall be completed for neighborhoods within the city's unincorporated UGA.

N 8.9 Consistency of Plans Outside the City

Maintain consistency between the city's unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.

Discussion: The city and county will work with these neighborhoods to help them develop a document that is consistent with both comprehensive plans, yet achieves the goals of the neighborhood. It is expected that this process will result in the development of one neighborhood plan, even though the neighborhood may be in both jurisdictions.



Parks, Recreation, and Open Spaces

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12.1 INTRODUCTION

This chapter of the City of Spokane's Comprehensive Plan summarizes the Spokane Parks, Recreation, and Open Spaces Plan. The complete Spokane Parks, Recreation, and Open Spaces Plan, is available on the internet at www.spokanecity.org/parks. The Spokane Parks, Recreation, and Open Spaces Plan is an update to Spokane's 1989 Park and Open Spaces Plan.



The opportunity for relaxation, recreation, and the enjoyment of natural features and landscaping provided by parks and open spaces has long been recognized as important. In the past, the citizens of Spokane have encouraged and supported the development of a park system superior to that of most other cities. Today, changing recreational pursuits and changes to the demographic characteristics of our population make the provision of parks and open spaces even more challenging and important.

For the future, different work schedules, income levels, and lifestyles will have a profound impact on the way that parks and open space are provided. Because of reduced public budgets, many more recreational facilities and programs traditionally provided by public agencies are now being offered by private organizations. Scarce land has resulted in recreational facilities being located over and under freeways, on top of buildings, and in underground locations. Additionally, recreation planners are taking a much broader look at the way recreational opportunities are provided. Open spaces and park facilities are being integrated with other types of land uses rather than being provided as an isolated set of spaces or experiences.

This plan is intended to guide the public and private decisions that relate to the scope, quality, and location of leisure opportunities that meet the needs of the city's residents and visitors. It is not intended to be a blueprint for the acquisition and development of specific parks and recreation land or facilities. The Spokane Park Board, composed of eleven members appointed by the mayor, meets monthly and provides policy direction to the Spokane Parks and Recreation Department.

12.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Open Space and Recreation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) encourages the retention of open space and the development of parks and recreational opportunities. The following is the GMA Open Space and Recreation goal (Goal 9):

“Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreational facilities.”

Countywide Planning Policies

Within Urban Growth Areas (UGAs), the GMA requires open space corridors to be identified and authorizes their purchase for use as greenbelts, parks, or wildlife habitat. Although the GMA does not expressly require Countywide Planning Policies (CWPPs) on parks and open space, the Steering Committee of Elected Officials chose to include it as a Countywide Planning Policy topic and address it in other CWPP topics. Policy topics include: Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Parks and Open Space, and Fiscal Impacts.

For the text of these policies, consult the CWPPs document, Countywide Planning Policies for Spokane County, adopted December 22, 1994.

12.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Vision

"Spokane will acquire, operate, enhance, and protect a diverse system of parks, boulevards, parkways, urban forest, golf courses, and recreational, cultural, historical, and open space areas for the enjoyment and enrichment of all."

Values

"The things that are important to Spokane's future include:

- ◆ Providing and maintaining parks to serve all neighborhoods.
- ◆ Maintaining open spaces, golf courses, and trails.
- ◆ Being close to the outdoors, recreation, and nature.
- ◆ Providing recreation facilities and programs.
- ◆ Maintaining linkages between parks, recreation facilities, and open spaces."

12.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.



PRS 1 PRESERVATION AND CONSERVATION

Goal: Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.



Policies

PRS 1.1 Open Space System

Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.

Discussion: The city should work with other open space planners and providers to create a regional open space and green belt system. This may include coordination with local utilities for joint use of utility corridors for passive recreational uses.

PRS 1.2 River Corridors

Protect river and stream corridors as crucial natural resources that need to be preserved for the health and enjoyment of the community.

PRS 1.3 Funding for Open Space and Shoreline Land Acquisition

Purchase open space and shoreline land when they become available using funding sources available.

Discussion: The city shall attempt to access funding from local (annual park budget, city general fund, gifts, Conservation Futures funds, local improvement districts, bonds, dedications, and impact fees), state (IAC grants), and federal sources (Community Development Funds). A more equitable distribution of conservation futures funding between the city and the county should be pursued. The Parks and recreation department should develop an evaluative process to identify parcels of land for potential purchase.

PRS 1.4 Property Owners and Developers

Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

Discussion: This should be a consideration during the approval process for subdivisions, planned contracts, and shoreline permits. The city should explore the use of regionally consistent incentives to protect open space. Incentives may include bonus densities, transfer of development rights, and tax abatement or deferment.

PRS 1.5 Green Space Buffers

Preserve and/or establish areas of green space buffer to provide separation between conflicting land uses.

PRS 1.6 Funding to Acquire Critical Lands

Maintain a contingency fund (Park Cumulative Reserve Fund) dedicated to the acquisition of critical area lands, which would be lost if not immediately purchased.



PRS 2 PARK AND OPEN SPACE SYSTEM

Goal: Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.



Policies

PRS 2.1 Amenities Within Each Neighborhood

Provide open space and park amenities within each neighborhood that are appropriate to the natural and human environment of the neighborhood, as determined by the neighborhood and the Spokane Park Board.

Discussion: Amenities such as center plazas, playground equipment, restrooms, shelters, backstops, trails, trees, and plant materials.

PRS 2.2 Proximity to Open Space

Provide open space in each city neighborhood.

Discussion: To maintain the viability and health of the city, residents should have equitable proximity to open space.

PRS 2.3 Urban Open Space Amenities

Continue to develop urban open space amenities that enhance the local economy.

Discussion: Urban open space amenities include trails, interpretive areas, plant materials, public squares, view points and interpretive signage, and provide benefits to both residents and visitors.

PRS 2.4 Park Funding

Consider all potential funding sources to maintain the adopted level of service for parks.

Discussion: Potential funding sources include: impact fees, Park budget, General Fund, gifts, dedications, LIDs, bonds, Community Development funds, Conservation Futures funds, and grants.

PRS 2.5 Capital Improvement Program

Prepare and update annually a six-year capital improvement program for implementation of the Parks, Recreation, and Open Spaces Plan.



PRS 2.6 Cultural and Historic Parks

Preserve and showcase the cultural and historic character of the parks and the park system.

Discussion: Many of Spokane's parks have great cultural and historic character that should be identified, preserved, and showcased during park development.



PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

Policies

PRS 3.1 Trails and Linkages

Provide trails and linkages to parks that make minimal use of streets, especially arterial streets, in order to maximize the recreation experience and safety of all users.

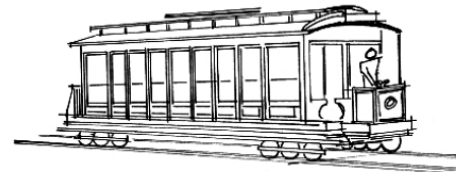
PRS 3.2 Trail Corridor Development

Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, and visual separation from private adjacent uses.

PRS 3.3 People Movement Through Riverfront Park

Develop a pedestrian-friendly, attractive mode of moving people through Riverfront Park using the Howard Street Corridor from North Central High School to Lewis and Clark High School.

Discussion: The Spokane Park Board, the Downtown Spokane Partnership, and various partners along the route have begun informal discussions of a yet-to-be defined “people mover.” The people mover should have stops to service new and existing facilities and activities.



PRS 4 PARK PREVENTATIVE MAINTENANCE PROGRAM

Goal: Recognize and upgrade Spokane’s existing park resources by continuing the park preventative maintenance program.

Policies

PRS 4.1 Maintenance Management Program

Implement a maintenance management program that will project maintenance, facility, and replacement costs.

Discussion: The current Park Operations budget is part of the Park Fund budget within the City of Spokane’s two-year budget. The maintenance management program should include six-year projections of maintenance and capital needs in addition to facility and equipment replacement costs. Typical elements include playground equipment, community buildings, pavilions, shelters, restrooms, park furniture, irrigation systems, turf/tree/shrub areas, wading pools, spray pools, swimming pools, and sports facilities.

PRS 4.2 Park Traffic Patterns

Improve park traffic patterns for motorists, bicyclists, equestrians, and pedestrians.

PRS 4.3 Park Sign Plan

Implement and maintain a park sign plan throughout the City of Spokane that standardizes all park signs, including entrance, direction, and rules signs.

Discussion: This policy does not affect historic signs.



PRS 5 RECREATION PROGRAM

Goal: Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages.

Policies

PRS 5.1 Recreation Opportunities

Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

Discussion: Continue to support community-oriented special interest programs that are responsive to expressed demands, and that foster community support, and improve the health of the community.

PRS 5.2 Private Partnerships

Create public-private partnerships and develop incentives for a community-oriented sports and special interest program, which is responsive to expressed demands and fosters participant support of all ages and abilities.

Discussion: A potential partnership could include a sixteen-court indoor sports complex that is developed through public-private partnerships with Hoopfest and the Greater Spokane Sports Association.

PRS 5.3 Special Programs

Support special population participants in Spokane Parks and Recreation Department programs.

PRS 5.4 Community Information System

Promote parks and recreation programs, services, and facilities through an effective community information system, including the media, mail, telephone, and on the internet.

PRS 5.5 Indoor Recreational Facilities and Programs

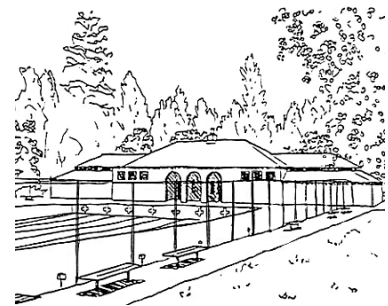
Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities, such as fine arts, historical appreciation, performing arts, arts and crafts, fitness, swimming, and indoor athletics.

Discussion: This includes one or more additional indoor swimming pools, which are conveniently located and provide swimming for all age groups and abilities.

PRS 5.6 Outdoor Recreational Facilities

Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.

Discussion: Having an abundance of outdoor recreation opportunities enhances the quality of life for existing residents as well as a draw for those who are considering moving to Spokane.



PRS 5.7 City Golf Courses

Continue to provide for and maintain the public golf courses in Spokane.

PRS 5.8 Recreation for Youth

Provide a diversity of recreation opportunities, in a safe, healthy manner that meet the interests of the community's youth.

Discussion: Support recreation and leisure alternatives for young people by involving youth in parks and open space planning and decision-making.



PRS 6 AGENCY COORDINATION AND COOPERATION

Goal: Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.

Policies

PRS 6.1 Duplication of Recreational Opportunities

Facilitate cooperation and communication among government agencies, non-profit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.



PRS 6.2 Cooperative Planning and Use of Recreational Facilities

Conduct cooperative planning and use of recreational facilities with public and private groups in the community.

PRS 6.3 Joint Park and Open Space Planning

Ensure that parks, open space, and greenbelts are planned and funded in coordination with Spokane County prior to allowing urban development within the city's UGA, yet outside city limits.



PRS 7 PARKS SERVICE QUALITY

Goal: Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.

Policies

PRS 7.1 Quality of Service

Provide high quality of service to the community in all parks and recreation programs, services, and facilities.

PRS 7.2 Modern Management Practices

Employ state-of-the-art techniques in the park and recreation profession by providing staff training, laborsaving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.

PRS 7.3 Standards and Policies

Maintain open communication and collaborative planning processes that help define service levels based on good management practices while providing quality service to the public.

Discussion: Open communication with all citizens is important to the Spokane Park Board. Open monthly committee and board meetings are held for this purpose. Service levels are defined through this process that may also include neighborhood, community, and special interest group meetings.

PRS 7.4 Volunteers

Encourage and recruit volunteers to serve on advisory boards for program and facility design, leadership in program offering, and community service labor.

PRS 7.5 Evaluations

Conduct continuous monitoring of the Spokane Parks and Recreation Department services, facilities, and programs through staff, participant, and public evaluations.

PRS 7.6 Strategic Plan

Develop a strategic plan to ensure elements of the Parks, Recreation, and Open Spaces Plan are implemented.

Discussion: The Strategic Plan should include the top priority projects and dedicated funding sources of the Spokane Park Board in a six-year action plan format.

PRS 7.7 Public Participation

Ensure that decisions regarding the city's park and open space system encourage the full participation of Spokane's citizenry.

Discussion: The citizens of Spokane are passionate about their park system. When changes or additions are proposed for the park system, citizens should be given every opportunity to comment and participate. This policy is intended to apply to all councils, boards, commissions, and committees.





Leadership, Governance, and Citizenship

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13.1 INTRODUCTION

Leadership, governance, and citizenship is a broad topic that explores the type of leadership, public participation, communication, accessibility, civic duty, and social responsibility needed for a healthy community. Civic leaders across the country are weighing in with strategies to save cities threatened by inner city decline, and many urban centers have been successful in turning things around in their area. A common theme emerged from those success stories; the elected officials and other key community members have demonstrated leadership. These committed people

have achieved consensus on a community-wide vision for the future and have secured commitments from all parties toward an action strategy. Leaders have been tireless, focused, and disciplined. Casting a large net of inclusion within the community and listening to what people said, they brokered the contract among the municipality, other institutions, and their constituents. In all of these cases, the high level of success is traced directly to leadership.

The citizenship exercised by individuals also bears greatly on the community's health. Citizenship is demonstrated through voting, obeying laws, caring for others, inviting social diversity, and a host of other ways to further community well-being. A prime opportunity for residents to practice citizenship is comprehensive planning, an activity that finds people's shared interests to build consensus on the community's future. Comprehensive planning presents one of the greatest challenges of citizenship, as people are asked to identify a future that is better for society as a whole rather than necessarily better for them as an individual. The healthiest communities experience citizenship of this kind.

The achievement of this ideal results from a joint effort from elected leaders and active citizens. Spokane has already witnessed the tremendous impacts citizens can play in the realm of local government. The Spokane Horizons process serves as a great testament to the power of a unified force working toward a common goal. The goals and policies that are included in this chapter serve as the basis for how leadership, governance, and citizenship will be encouraged and perpetuated in Spokane.



13.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Goals and Provisions

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations, provides the following specific direction:

RCW 36.70A.010 Legislative Findings

“The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public’s interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of the state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning. Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth.”

GMA Leadership, Governance, and Citizenship Planning Goals (RCW 36.70A.020)

The GMA identifies thirteen specific goals, four of which substantively relate to the issues of leadership, governance, and citizenship. These include:

- ◆ Urban Growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ Reduce Sprawl. “Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.”
- ◆ Citizen Participation and Coordination. “Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.”
- ◆ Public Facilities and Services. “Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current services levels below locally established minimum standards.”

In addition, the GMA, in RCW 36.70A.140, gives explicit direction regarding public participation. It states that the City of Spokane “shall establish procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans.” Further, this passage instructs the decision-makers to “respond to public comments” in making the final decisions. In other words, should give substantial weight to process recommendations to respect the outcome of the public participation process.

Countywide Planning Policies

The Countywide Planning Policies provide some limited direction relative to Leadership, Governance, and Citizenship. This direction primarily addresses needs for on-going coordination of planning activities and service provisions between adjoining governmental agencies, such as between the City of Spokane and Spokane County. This information can be found in the Countywide Planning Policies and Environmental Analysis for Spokane County: Policy Topic 2 Joint Planning within Urban Growth Areas (UGAs); Policy Topic 3 Promotion of Contiguous and Orderly Development; and Policy Topic 8 Economic Development.

13.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Leadership, governance, and citizenship involves the role of government and type of leadership, participation, communication, accessibility, civic duty, and social responsibility.

Vision

"Spokane will be an informed community that is visionary, respectful, tolerant, and inclusive. Spokane's leadership will be open, empowering, and responsible to planning for future generations within the city and greater community."

Values

"The things that are important to Spokane's future include:

- ◆ Respecting the needs of the city and surrounding community.
- ◆ Ensuring high quality of life for future generations.
- ◆ Encouraging the strong, visionary, decisive, and dedicated leadership of elected officials.
- ◆ Encouraging leadership that listens and responds to people.
- ◆ Ensuring a government that is responsive to the financial limitations of the community and controls spending appropriately.
- ◆ Guaranteeing that cost and benefits are distributed equitably among those receiving city services and amenities."

13.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.



LGC 1 DECISION PROCESS

Goal: Make substantive planning decisions through an open public process in which the outcome of that process is expressed in the decision of elected officials.

Policies

LGC 1.1 City Council Direction

Begin each planning activity with formal Spokane City Council direction and a commitment to the process's outcome.

Discussion: City Council members, on behalf of their constituents, must assume ownership of the planning activity and assure its success. The first step is confirmation of the contract between the government and the governed, making sure the entire community is aware of this commitment. All participants need to know what is expected of the planning activity and what, if anything, are its limits. This is accomplished through adoption by City Council of a resolution formally initiating each planning activity, setting out expectations, prescribing any limits imposed on the process, and committing future council members to the process. Finally, the elected officials have an obligation to respond to the results of the planning activity, taking such actions as are prescribed through the budgetary process, alterations to the Spokane Municipal Code, or changing the way the city conducts its day-to-day business.

LGC 1.2 Resource Allocation

Commit sufficient resources to each planning activity in order to reach a broad spectrum of the public through the citizen participation process.

Discussion: The City Council must provide sufficient resources (city staff, experts from other agencies, or money for subject matter specialists and other services), both in scope and subject matter expertise, to carry out the planning activity in a way that produces sound results. Being good stewards of public finances, leaders must precisely balance the project's needs with suitable resources.

LGC 1.3 Citizen Participation

Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.

Discussion: One of the biggest challenges to community planning is ensuring effective citizen participation. Increasingly, people's daily schedules must accommodate more and more demands on their attention and available time. Participation in public processes faces great competition for discretionary time. Also, there are great differences in the way that various groups and individuals in society view government and participation. Some of these differences are cultural and some are based on social status.

To engage citizens in planning activities, involvement techniques and venues must be varied and diverse. People should be able to participate as a group participant or as an individual, they should be able to participate in a central meeting place or in their home, and they should be able to participate actively or passively.

Technology offers new ways for citizens to access planning activities and should be utilized to connect with those who are comfortable with it. Technology should promote, not isolate,

community dialogue – it should enhance opportunities to share opinions and desires in the context of a community-wide discussion.

The selection of participation venues should respond to citizens' limited time availability, their differences in mobility, and their perception of relevance between the subject and their geographic setting. Participation activities should be conducted throughout the community to involve citizens where they already convene for business, neighborhood, social or other purposes.

LGC 1.4 Documentation Trail

Incorporate a documentation trail into the public record of each planning activity, tracing the public input to its ultimate expression in the process's final decision.

LGC 1.5 Demographic Information

Utilize demographic information through viable census and survey activities to understand the profile of the community and measure public opinion.



LGC 2 CITIZEN-DIRECTED DECISIONS

Goal: Encourage citizens to become engaged in public process opportunities and direct the planning decision-making outcome.

Policies

LGC 2.1 Leadership Training

Pursue and support a variety of public and private leadership training programs for the general public, elected officials and city staff.

Discussion: The contemporary focus of community leadership training programs is servant leadership in which individuals are informed about the community, instilled with a commitment to hold the community's interest in trust, and provided skills to build a healthier place. Programs such as Leadership Spokane, Youth Leadership Spokane and the Institute for Neighborhood Leadership provide valuable servant leadership training for citizens and should be supported with public investment and program enrollment.

LGC 2.2 Civics Education Throughout Life

Encourage the development of responsible citizenship and a knowledge of civics in elementary and secondary education and throughout ensuing stages of life through other civics training programs to enable greater capacity for individuals to participate in community planning activities.

Discussion: Individual citizens participating in community planning activities bear a substantial responsibility for the success of these activities. It requires their exercise of initiative, discipline, thought, and communication. This is advanced civics; they cannot pass this responsibility to any other individual, institution, or organization. It is an individual matter of personal integrity. This commitment must be learned at an early age through parental influence and consistent attention throughout their education. It must be continually reinforced through post-educational training and diligently exercised throughout their adult lives.

LGC 2.3 Encouragement of Healthy Citizenship

Reinforce healthy citizenship by city employees earning public trust through their daily contacts with citizens.

Discussion: Citizens are more inclined to participate in community affairs if they trust local government. One of the primary ways to increase trust is by officials and staff s demonstrating

respect for public opinion, valuing the involvement of all citizens in governmental decision processes, and treating all citizens as equals.

LGC 2.4 Broad Community Representation

Strengthen the connection between city residents and city government by maintaining geographic diversity, cultural variety, and a wide range of community philosophies on boards and commissions.

LGC 2.5 Boards and Commissions

Enhance the efficacy, credibility and value of City of Spokane boards and commissions by assigning substantial value to recommendations forwarded to decision authorities as an institutional discipline.



LGC 3 PLANNING THROUGH NEIGHBORHOOD COUNCILS

Goal: Utilize the neighborhood councils and the Community Assembly as a way for the public to participate in planning activities and bring proposals through the City Plan Commission to the City Council.

Policies

LGC 3.1 Forum for Citizens

Use neighborhood councils as one of many forums for citizens to bring issues and/or problems to the City of Spokane for debate and to express their preferences for resolution.

LGC 3.2 Roles, Relationships, and Responsibilities

Maintain the role, relationship, and responsibility of the neighborhood councils relative to City of Spokane activities as expressed in the City of Spokane Charter.

LGC 3.3 Collaboration and Problem Solving

Create opportunities that showcase successful collaboration among the neighborhoods.

Discussion: It is important to establish structure and ground rules for public discussion of planning issues and other topics. The expectations of the community must be clear to everyone. In the early 1990s, the City Council created the Community Assembly and Neighborhood Council program as the principal conduit for communications. However, the guidelines necessary for effective and efficient communication initially were not established. It is important that these guidelines be institutionalized and passed on from generation to generation. It is also important that these guidelines promote collaboration in pursuit of the common good and avoid the ability of a neighborhood to pursue a particular interest to the detriment of other neighborhoods or the city at large.



LGC 4 CITIZEN AND GOVERNMENT COMMUNICATION

Goal: Maintain open two-way communication between the city and its citizens through a variety of avenues.

Policies

LGC 4.1 City Communication With the Community

Continue to maintain a program of city communications with the community through all forms of media utilizing trained and experienced professional communication officials.

LGC 4.2 Dissemination of Public Information by Current Technologies

Use city cable television, public access cable-casting, the Internet, computer communication, and other current technologies for dissemination of information on the city's arts, health and human services, recreational, educational, vocational, and other neighborhood activities.

Discussion: Traditionally, very limited communication tools have been used by the city, primarily consisting of the limited distribution of paper documents and occasional town hall and community meeting. Modern technology provides many other opportunities for city officials and the citizens to communicate. The desire for better communication drives the city to explore all viable means.

LGC 4.3 Respect for Service Customers

Treat all citizens with respect since they are the customers of city services.

Discussion: Establish a culture of customer service by periodic training of all city personnel that have duties with public contact.



LGC 4.4 Resources for Neighborhoods

Strive to provide all neighborhoods with education, resource, and information centers that may be located in schools, neighborhood centers, fire stations, or libraries.

LGC 4.5 Civil Discourse and Mutual Respect

Promote civil discussions of issues among persons holding different points of view.

Discussion: To a certain extent, communication is an intuitive human behavior, but it can be improved through practice. The contract between city officials and the citizens cannot be executed without open and effective communication. One of the most important leadership skills is active listening. The listening skills of city officials, residents, and other participants in the city's planning activities can be improved through training and continual practice.



LGC 5 YOUTH CITIZENSHIP

Goal: Value youth citizenship as the foundation of the community's future and ensure that young citizens are informed about community, invited into community-building processes, and listened to for the insights and diversity that they contribute to community dialogue.

Policies

LGC 5.1 Youth Participation

Support, model and promote participation strategies, which provide for meaningful involvement in decision-making by young people.

Discussion: Young people have a fundamental right to participate in decisions which impact their lives. Partnerships with adults and peer support, an emphasis on consumer rights, assistance for youth action groups and membership on boards and commissions are appropriate strategies for implementing youth participation. Youth participation creates a sense of community ownership while building skills that will continue to be practiced as adult community members.

LGC 5.2 Young People as Citizens

Sharing community resources, including public space and facilities, is a fundamental right of young people as citizens.

Discussion: Provide opportunities for young people to speak out, be listened to and make mistakes within a culture that gives respect and promotes empowerment. Recognize that education, legal and cultural rights are essential to combat stereotypes and promote acceptance of diversity.

LGC 5.3 Strategic Networking

Create effective advocacy in the interests of young people by building and maintaining alliances with a broad range of human resources, community interests, local government and the private sector.

Discussion: Promote young people's interest by emphasizing the effective use of resources and sound program outcomes. Collaboration and strategic action, leadership and a willingness to participate in mainstream policy and program initiatives are important elements of alliance building for youth.

LGC 5.4 Asset Initiative

Implement human asset-building concepts and terminology throughout all city processes.

Discussion: Assets are the fundamental building blocks of healthy development that each person, especially children, need to succeed. Valid and reliable research done by the Search Institute has found that assets are powerful influences on adolescent and youth behavior – both protecting them from different problem behaviors and promoting positive attitudes and behaviors. Asset-building crosses all cultural and socioeconomic boundaries. Implementation requires education of employees and customers about their potential as asset builders; development of policies that allow parents to be involved in their children's lives and that encourage employees to be involved with kids in the community; and supporting community asset-building efforts.



LGC 6 GOVERNMENTAL COORDINATION

Goal: Encourage all jurisdictions to coordinate the planning, regulatory implementation, and capital expenditure process among governmental agencies (city, county, interstate).

Policies

LGC 6.1 City/County and Special District Coordination

Encourage city and county officials to meet regularly to enhance the delivery of urban services and transfer of governance related to growth in the unincorporated portion of the city's urban growth area.

Discussion: Intergovernmental coordination unavoidably suffers when neighboring jurisdictions are in continual conflict over the tax base and revenues. The need for cooperation is great. Exceptional local leadership from both the City of Spokane and Spokane County is necessary to overcome the natural forces that separate the two jurisdictions.

LGC 6.2 Consolidated Service Delivery

Continue to consolidate service delivery functions when economically attractive and efficient so that the region's citizens receive an enhanced level of service and equitably distributed costs.

LGC 6.3 Uniform Standards and Regulations

Provide uniform engineering standards and land use regulations within the urban growth area, regardless of governing jurisdiction.

Discussion: Since all of the City of Spokane’s urban growth area is expected to become part of the city within the 20-year planning horizon, it is important to prepare for the transference of government from unincorporated to City of Spokane incorporated status. Uniform standards and regulations help ensure that the City of Spokane does not inherit deficiencies in public facilities nor development patterns that are inconsistent with the city’s ability to provide services cost-effectively and help create livable urban neighborhoods. A consistent standard between the City of Spokane and Spokane County also avoids development seeking the growth venue with the lowest (and, therefore, least costly) requirements.



LGC 7 RESPONSIVE CITY GOVERNMENT

Goal: Increase public confidence in the responsiveness of city government to pursue community values through the day-to-day administration of city governmental services and operations.

Policies

LGC 7.1 Enforcement of Land Use and Development Codes

Utilize a violation-driven code enforcement system rather than a complaint-driven system to achieve compliance with land use and development codes.

Discussion: One of the fundamental principles of effective governance is to ensure responsiveness to the needs of citizens. Through the planning process, citizens express their desired quality of life and the features of the physical, social, and economic environments that characterize that quality of life. Land use and development codes are governmental tools to achieve those features. When violations of these codes occur, quality of life is damaged.

It is the duty of local government to pursue compliance with codes. This duty should not solely rely on citizens filing complaints to prompt enforcement action. Procedures should be established to engage all city employees in identifying potential violations and work for their resolution. Many employees work throughout the community on a daily basis and can spot infractions as soon as they surface. This proactive response to citizens’ desires for quality of life enhances the government’s respect and credibility.

This does not mean that citizens give up their responsibility for the care of the community. It is still important for citizens to be proactive about land use violations, nuisances, and other acts against public interest. Citizen complaints should be filed when violations are observed, and the maintenance of neighborhood quality should be promoted through peer education, actions by neighborhood councils and other local activity.

Although a violation-driven program will increase costs to produce higher levels of enforcement, financial penalties and remedies available to violators (such as recovering property by paying a fine) should be structured to offset these expenses.



Shorelines

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14.1 INTRODUCTION

Overview

The Shorelines Chapter contains goals and policies that set the direction for the preservation, restoration, use, modifications, and development of the shoreline areas of the Spokane River and Latah Creek within the City limits. Development of these goals and policies was one of several steps undertaken in the 2005-2008 update of the 1976 City of Spokane Shoreline Master Program (SMP). These goals



and policies also supplement and are consistent with the goal and policies of the Comprehensive Plan Natural Environment Chapter (Chapter 9) of the Comprehensive Plan, Section NE 3, Shorelines.

Although the process to update the City's SMP did not begin until four years after the 2001 adoption of the Comprehensive Plan, an extensive public participation process was developed for the SMP update that was similar in scope to the Spokane Horizons process, the name of the City's citizen participation process to develop the Comprehensive Plan.

The SMP public participation plan established frequent opportunities throughout the update process for all segments of the community to provide ideas and input on shoreline issues and opportunities, environment designations, goals and policies, restoration plan, and regulations at open houses, neighborhood council meetings, and other community events. Representatives from federal, state, and local public and private agencies and organizations, business owners, land owners, institutional representatives, members of the development, recreational, and environmental communities, and neighborhood council representatives volunteered many hours of their time and expertise to actively participate on various technical, stakeholder, and policy committees. In addition, appointed and elected officials worked tirelessly throughout the process to learn about shoreline issues and opportunities at workshops, study sessions, and in the field so that they could make well-informed recommendations and decisions about each aspect of the Shoreline Master Program.

The directives embodied in the goals and policies of this chapter are consistent with the general and special policy goals of the Washington State Shoreline Management Act as well as the planning goals of the Washington State Growth Management Act.

What is a Shoreline Master Program?

Under the Washington State Shoreline Management Act (SMA) of 1971, each city and county with "shorelines of the state" and "shorelines of state-wide significance" must adopt a Shoreline Master Program (SMP) that is based on state laws and rules but tailored to the specific geographic, economic, and environmental needs of the community. Under the Act, the City's Shoreline Master Program governs shoreline use, modification, and development activities along the Spokane River and Latah Creek within the City limits.

The SMP is essentially a shoreline comprehensive plan with a distinct environmental orientation applicable to shorelines within the City. The City's SMP contains goals, policies, use regulations, and development standards, together with maps, diagrams, charts, and other descriptive material and text developed in accordance with the SMA.

Washington State Shoreline Management Act

The Shoreline Management Act (SMA) of 1971 calls for "a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." (RCW 90.58.020).

The SMA contains three broad policies (RCW 90.58.020):

- ◆ **Encourage Water-Dependent Uses.** Uses are preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states' shorelines.
- ◆ **Protect Shoreline Natural Resources.** The SMA seeks to protect the natural resources of the shorelines, including land and its vegetation and wildlife, and the water of the state and their aquatic life against adverse effects.
- ◆ **Promote Public Access.** The public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally.

State policy provides for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. Shoreline uses are given preference in the following order which:

- ◆ Recognize and protect the statewide interest over the local interest;
- ◆ Preserve the natural character of the shoreline;
- ◆ Result in long term over short term benefit;
- ◆ Protect the resources and ecology of the shoreline;
- ◆ Increase public access to publicly owned areas of the shorelines;
- ◆ Increase recreational opportunities for the public in the shoreline; and
- ◆ Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

In the implementation of this policy, the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end, uses

shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shoreline.

The SMA is administered through a cooperative program between local governments and Ecology. Cities and counties are the primary regulators. Ecology acts primarily in a support and review capacity, but is required to approve certain kinds of permits (conditional use and variance permits) and must approve new or amended shoreline master programs.

Local governments may modify master programs to reflect changing local circumstances, new information, or improved shoreline management approaches. The Act places a strong emphasis on public participation in developing local shoreline programs and in the local permit process.

History of Shoreline Management in Spokane

Prior to the passage of the Shoreline Management Act, the City of Spokane had initiated its own intensive planning study of the Spokane River and Latah Creek waterfronts. Disturbed that the community's major natural asset had been so long neglected, Spokane's citizens had already set about, in 1966, to determine how best to reverse the damage.

That study culminated in the Riverfront Development Program, an ambitious commitment to recapture, over a 20 to 30-year period, the full value of an asset that had badly depreciated. Uninviting uses would be relocated, public access would be improved, discharge of untreated wastes into the river would cease, and future riverfront developments would honor their incomparable setting. The 1975 Riverfront Development Program provided much of the substance for Spokane's first SMP, adopted in 1976 and amended in 1982.

In 1988, the Spokane City Council requested that the City Plan Commission review the Riverfront Development Program and the Shoreline Master Program and prepare updates if necessary. Through a coordinated effort between the Plan Commission, a citizen committee, and City staff, a draft SMP was completed in 1994, but was never adopted by the City Council.

In 2005, The City of Spokane Planning Services Department received a grant from the Washington State Department of Ecology to update the 1976 SMP. The process included a comprehensive inventory and analysis of the Spokane River and Latah Creek and the development of shoreline environment designations and accompanying management policies; goals and policies for each of the ten elements of the SMP; regulations that address shoreline use, modifications, and development; and a restoration plan. The SMA, 1976 SMP, and 1994 draft SMP served as the framework upon which this updated SMP was developed.

14.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Shorelines Planning Goal (RCW 36.70.A.020)

For shorelines of the state, the goals and policies of the Washington State Shoreline Management Act (SMA), as set forth in RCW 90.58.020, were added in 1995 as a goal of the Washington State Growth Management Act (GMA), without creating an order of priority among the fourteen goals. See the “Washington State Shoreline Management Act” section above for a listing and discussion of the three broad policies contained in RCW 90.58.020.

In addition, the GMA Environment Goal (Goal 10) states: “Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.”

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, do not specifically mention shorelines, but do address policy topics that are also included in the policy topics of the Shorelines Chapter. The Countywide Planning Policy topics of Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development and Provision of Urban Services, Parks and Open Space, Transportation, and Economic Development contain policies that relate to the Shorelines Chapter. For the text of the Countywide Planning Policies, consult the CWPPs document, “Countywide Planning Policies and Environmental Analysis for Spokane County,” adopted December 22, 1994.

Shorelines as an Element of the Comprehensive Plan

The GMA mandates the following for a jurisdiction updating its Shoreline Master Program (SMP) under the Growth Management Act and the Shoreline Management Act:

- ◆ The goals and policies of the City’s SMP approved under SMA shall be considered an element of the City’s Comprehensive Plan. All other portions of the City’s Shoreline Master Program adopted under SMA, including use regulations, shall be considered a part of the City’s development regulations.
- ◆ The SMP shall be adopted pursuant to the procedures of the SMA rather than the goals, policies, and procedures set forth under GMA for the adoption of a comprehensive plan or development regulations.
- ◆ The policies, goals, and provisions of the SMA and applicable guidelines shall be the sole basis for determining compliance of the City’s SMP with GMA, except as the SMP is required to comply with the internal consistency provisions of the GMA.

SMP Protection of Critical Areas

The GMA also mandates that:

- ◆ The protection of critical areas within the Spokane River and Latah Creek Shoreline Jurisdiction transfers to the City of Spokane SMP, once Ecology adopts the SMP.
- ◆ Critical areas within the Spokane River and Latah Creek Shoreline Jurisdiction shall not be subject to the procedural and substantive requirements of the GMA, except as provided in the last bulleted item, below.

- ◆ The provisions of the GMA, RCW 36.70A.172, shall not apply to the adoption or subsequent amendment of the City's SMP and shall not be used to determine compliance of the City's SMP with the SMA and applicable guidelines.
- ◆ The City of Spokane SMP shall provide a level of protection to critical areas located within the Shoreline Jurisdiction at least equal to the level of protection provided to critical areas by the City's Critical Areas Ordinances adopted and thereafter amended pursuant to the GMA.
- ◆ Shorelines within the Spokane River and Latah Creek Shoreline Jurisdiction shall not be considered critical areas under the GMA except to the extent that specific areas located within the Shoreline Jurisdiction qualify for critical area designation based on the definition of critical areas provided by the GMA, RCW 36.70A.030(5), and have been designated as such by the City of Spokane pursuant to RCW 36.70A.060(2).
- ◆ If the City's SMP does not include land necessary for buffers for critical areas that occur within the Spokane River and Latah Creek Shoreline Jurisdiction as authorized by the SMA, RCW 90.58.030(2)(f), then the City shall continue to regulate those critical areas and their required buffers pursuant to the GMA, RCW 36.70A.060(2).



14.3 SPOKANE'S SHORELINE MASTER PROGRAM

Overview

The shorelines of Spokane are among the City's most valuable, unique, and fragile natural resources. As Spokane continues to grow, development pressures within the City's shorelines are increasing, necessitating coordinated, planned shoreline management and development, as well as continuous cooperation between various federal, state, and local entities. Spokane is fortunate to have many shoreline areas in public ownership, creating a rich environment for citizens to recreate and enjoy the Spokane River and Latah Creek.

The objectives of the City of Spokane Shoreline Master Program (SMP) are to improve environmental quality, enhance public access and recreational opportunities, plan and coordinate development, raise development standards, and ensure that Spokane's greatest natural assets are carefully managed for the enjoyment of future generations. The program recognizes the interest of the people to be paramount while recognizing the state-wide interest. Preserving the long-term natural characteristics and resources is given preference over development of any kind.

Consistency and Conformity with Shoreline Management Act

This SMP is prepared in accordance with the Washington State Shoreline Management Act, and as such, is intended to preserve the public's opportunity to enjoy the physical and aesthetic qualities of the Spokane River and Latah Creek shorelines, consistent with the overall best interest of the state and the people generally.

Consistency with Plans and Regulations

The SMP goals and policies are adopted as part of the City's Comprehensive Plan and the Shoreline Regulations are incorporated into the City of Spokane Unified Development Code; these components are therefore consistent with the Plan, City development regulations, City of Spokane's Critical Areas Ordinances, and any other applicable City regulations. The SMP is also consistent with the Shoreline Master Programs of adjacent jurisdictions, and all other local, state, and federal laws pertaining to the shoreline areas. Development of the program included coordination among adjoining jurisdictions, public agencies, private businesses, recreational and environmental organizations, citizen groups, elected and appointed officials, City staff, and others with authority, interest, and expertise in the shorelines.

Shoreline Environments and Management Policies

In order to effectively protect shoreline resources and provide for appropriate development, a system of categorizing shoreline areas into environment designations and accompanying policies for managing shoreline uses, modification, and development within each designation is required by the Shoreline Management Act Guidelines. The SMP environments were designated by analyzing data from a comprehensive inventory of the ecological conditions and physical character of the shorelines, which was performed at the beginning of the SMP update process. The analysis resulted in the designation of six environments that accurately reflect the characteristics of Spokane's shoreline areas. The boundaries of each environment were determined by using both man-made and environmental features as divisions between

designations. The designations also support and are consistent with the vision and goals of the Comprehensive Plan.

Shoreline Goals and Policies

Shoreline goals and policies establish broad shoreline management directives. They are statements of intent by the City of Spokane that direct or authorize a course of action or specify criteria for regulatory or non-regulatory action. The policies serve as the basis for regulations that govern use, modifications, and development along the shorelines and provide direction for regional issues such as resource management, environmental protection, transportation, inter-governmental coordination and regional planning.

Shoreline policies provide a comprehensive foundation for the Shoreline Master Program regulations, which are more specific standards that are used to evaluate and regulate shoreline development proposals. The City of Spokane must evaluate permit applications in light of the shoreline policies and may approve a permit only after determining that the development conforms to the policies in the Shoreline Master Program.

Shoreline Regulations

The regulations implement the goals and policies of the SMP and contain requirements for shoreline uses, modifications, and development within the Shoreline Jurisdiction, whether or not a shoreline permit is required. The regulations also contain administrative procedures necessary to administer the requirements of the Shoreline Management Act and SMP. The regulations are in essence an overlay to the other regulations that pertain to the shoreline area, such as land use and zoning designations and critical areas regulations. In the event of a conflict with other applicable city policies or regulations governing the shorelines, the more restrictive regulation will always be used to evaluate and regulate a proposed project within the Shoreline Jurisdiction.

Restoration Plan

The restoration plan addresses degraded areas and impaired ecological functions identified in the inventory and analysis of the shorelines, one of the first tasks undertaken as part of the update process. The plan establishes overall goals and objectives for City-wide shoreline restoration efforts. The plan identifies and prioritizes restoration opportunities and prescribes generalized treatment options for various restoration scenarios. The plan also identifies current and ongoing programs that contribute to achieving these goals, as well as additional projects or programs necessary for success.

Components

The City of Spokane Shoreline Master Program (SMP) is divided into four parts, each contained in different documents:

◆ Shoreline Master Program Goals and Policies

The SMP goals and policies are included in this Shorelines Chapter of the Comprehensive Plan. Sub-categories are:

- Shoreline environments and management policies;
- General goals and policies; and
- Goals and policies for the ten elements of the SMP.

Definitions for shoreline words and terms in the goals and policies section are located in Chapter 15, Glossary, of the City of Spokane Comprehensive Plan.

◆ **Shoreline Regulations**

Shoreline use, modification, and development regulations are contained in Chapter 17 E.060, Shoreline Regulations, of the Spokane Municipal Code (SMC).

Shoreline permit procedures are located in Chapter 17G.060 SMC, Land Use Application Procedures.

Definitions for shoreline words and terms in Chapter 17E.060 SMC, Shoreline Regulations, and Chapter 17G.060, Land Use Application Procedures are located in Chapter 17A.020 SMC, Definitions.

◆ **Restoration Plan**

The Restoration Plan is a stand-alone document, titled “Shoreline Restoration Plan.”

◆ **Background Information**

The City of Spokane Comprehensive Plan, Volume 3, contains background information pertaining to the SMP, including:

- Shoreline Inventory and Analysis;
- Cumulative Impacts Report;
- State Environmental Policy Act Checklist;
- Record of Citizen Participation Activities
- SMP Submittal Checklist to the Department of Ecology; and
- Other pertinent background information



14.4 ENVIRONMENTS AND MANAGEMENT POLICIES

NATURAL ENVIRONMENT (NE)

Purpose

The purpose of the "natural" environment is to protect shoreline areas that are relatively free of human influence or that include intact or minimally degraded shoreline functions intolerant of human use. This environment allows only very low intensity uses in order to maintain the ecological functions and ecosystem-wide processes.

Designation Criteria

Assign a "natural" environment designation to shoreline areas if any of the following characteristics apply:

- ◆ The shoreline is ecologically intact and therefore currently performing an important, irreplaceable function or ecosystem-wide process that would be damaged by human activity;
- ◆ The shoreline is considered to represent ecosystems and geologic types that are of particular scientific and educational interest; or
- ◆ The shoreline is unable to support new development or uses without significant adverse impacts to ecological functions or risk to human safety.

This designation delineates those shoreline areas that provide valuable functions for the larger aquatic and terrestrial environments that are sensitive to human development. Such shoreline areas include largely undisturbed portions of shoreline areas such as wetlands, unstable bluffs, and ecologically intact shoreline habitats.

Ecologically intact shorelines can include both large (covering multiple properties) and small (within one property) areas which retain the majority of their natural shoreline functions. Generally, these are free of structural shoreline modification, structures, and intensive uses, and can include forested areas which have native vegetation, diverse plant communities, and large woody debris.

Management Policies

1. *Give preference to uses that would not substantially degrade the ecological functions or natural character of the shoreline area.*
2. *Prohibit the following new uses in the shoreline area:*
 - ◆ *Commercial.*
 - ◆ *Industrial.*
 - ◆ *Non-water oriented recreation.*
 - ◆ *Roads, utility corridors, and parking areas that can be feasibly located outside of "natural" designated shorelines.*
3. *Allow, as a conditional use, single-family residential development, provided the density and intensity of such use is limited as necessary to protect ecological functions and be consistent with the purpose of the environment.*

4. *Consider allowing very low intensity agricultural uses when such use is subject to appropriate limitations or conditions to assure the use does not expand or alter practices in a manner inconsistent with the purpose of this designation.*
5. *Allow scientific, historical, cultural, educational research uses, and low intensity water-oriented uses, provided that no significant ecological impact on the area will result.*
6. *Prohibit new development or significant vegetation removal which would reduce the capability of vegetation to perform normal ecological functions.*
7. *Prohibit the subdivision of property in a configuration that, to achieve its intended purpose, will require significant vegetation removal or shoreline modification that adversely impacts ecological functions.*

URBAN CONSERVANCY ENVIRONMENT (UCE)

Purpose

The purpose of the "urban conservancy" environment is to protect and restore ecological functions of open space, flood plain and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.

Designation Criteria

Assign an "urban conservancy" environment designation to shoreline areas appropriate and planned for development that is compatible with maintaining or restoring the ecological functions of the area and that are not generally suitable for water-dependent uses if any of the following characteristics apply:

- ◆ They are suitable for water-related or water-enjoyment uses;
- ◆ They are open space, flood plain or other sensitive areas that should not be more intensively developed;
- ◆ They have potential for ecological restoration;
- ◆ They retain important ecological functions, even though partially developed; or
- ◆ They have the potential for development that is compatible with ecological restoration.

Management Policies

1. *Allow shoreline uses in the "urban conservancy" environment as follows:*
 - ◆ *Water-oriented uses should be given priority over non-water-oriented uses.*
 - ◆ *Primary allowed uses are those that preserve the natural character of the area or promote preservation of open space, flood plain, or sensitive lands either directly or over the long term.*
 - ◆ *Uses that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the urban conservancy environment and setting.*
2. *Establish standards for shoreline stabilization measures, vegetation conservation, water quality and shoreline modifications that ensure that new development does not result in a net loss of shoreline ecological functions or further degrade other shoreline values.*

3. *Implement, when feasible, public access and public recreation objectives if significant ecological impacts can be mitigated.*

SHORELINE RESIDENTIAL ENVIRONMENT (SRE)

Purpose

The "shoreline residential" environment is designed to accommodate existing, small-lot residential development and accessory structures. The shoreline residential environment may also provide appropriate public access and recreational uses.

Designation Criteria

Assign a "shoreline residential" environment designation to shoreline areas if they are predominantly small-lot single-family or multi-family residential development or are planned and platted for such residential development.

Management Policies

1. *Provide consistent and integrative regulatory standards that assure no net loss of ecological functions and that take into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.*
2. *Provide public access and joint use for community recreational facilities in multi-family residential development, multi-lot residential development, and recreational developments.*
3. *Provide for adequate access, utilities, and public services to serve existing needs and planned future development.*

LIMITED URBAN ENVIRONMENT (LUE)

Purpose

The purpose of the "limited urban" environment is to accommodate a range and mixture of water-oriented residential, commercial, and institutional uses at moderate intensity and density levels, while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. Water-dependent utilities and industrial uses are also accommodated. In addition, this designation provides for appropriate physical and visual public access and recreation uses. This environment is suitable for residential development, while allowing for non-residential uses with height limitations and at a significantly lower scale of intensity than is found in the Intensive Urban Environment. This environment is intended for development that creates a unique urban waterfront environment, enhances aesthetic appeal, provides public access, and allows compatible uses.

Designation Criteria

Assign a "limited urban" environment designation to shoreline areas that are intended to accommodate further urban growth and infill development and that are appropriate for a mix of water-oriented residential, institutional, and limited commercial uses. Water-dependent utility and industrial uses may be accommodated. This environment may include a range and mix of uses

similar to those found in the Intensive Urban Environment, but at a significantly lower scale of intensity. This environmental designation may serve as a transition between higher intensity and lower intensity environmental designations.

Management Policies

- 1.** *Prioritize shoreline uses in the “limited urban” environment as follows:*
 - ◆ *First priority should be given to water-dependent uses.*
 - ◆ *Second priority should be given to water-related and water-enjoyment uses.*
 - ◆ *Non-water oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline. Such specific situations should be identified in a shoreline use analysis or special area planning as identified in WAC 173-26-200.*
 - ◆ *Essential public facility uses, such as utilities, should be allowed only if water-dependent or necessitated by economic feasibility or functionality requirements and adequate land is not available in the urban intensive environment designated areas.*
- 2.** *Provide consistent and integrative regulatory standards that assure no net loss of ecological functions or processes.*
- 3.** *Ensure that essential public facilities, such as utilities, are designed to the level of lowest impact and least disruption to the physical and visual environment whether above or below ground.*
- 4.** *Provide public access and joint use for community recreational facilities in multi-family residential development, multi-lot residential development, and recreational developments.*
- 5.** *Provide for adequate access, utilities, and public services to serve existing needs and planned future development.*
- 6.** *Consider the potential for displacement of non-water oriented uses with water-oriented uses when analyzing full utilization of urban waterfronts and before considering expansion of such areas.*
- 7.** *Assure no net loss of shoreline ecological functions as a result of new development, and where applicable, require that new development include environmental cleanup and restoration of the shoreline to comply with state and federal law.*
- 8.** *Encourage the preservation and restoration of the natural character of the shoreline area.*
- 9.** *Require, where feasible, visual and physical public access to the river in public and private development or redevelopment within the shoreline area.*
- 10.** *Promote aesthetic considerations through the development of sign control regulations, appropriate development siting, screening, architectural standards, and maintenance of vegetative buffers.*

INTENSIVE URBAN ENVIRONMENT (IUE)

Purpose

The purpose of the “intensive urban” environment is to ensure optimum, intensive public utilization of shorelines by providing high-intensity public use and managing development so that it enhances and maintains the shorelines for a variety of urban uses. Existing ecological functions within the shoreline area must be protected, and areas that have been previously degraded must be restored. Urban use of shorelines in this environment should be limited to water-oriented uses in developed areas with adequate building setbacks from the top of the riverbanks. Priority will be given to public access, both visual and physical. Pedestrian paths and cycle paths should connect to access points. Public ownership of land should be maintained and expanded along both riverbanks.

Designation Criteria

Assign the “intensive urban” environment designation to shoreline areas at the heart of the city that are appropriate and planned for a multiplicity of high-intensity water-oriented urban, residential, commercial, office, and industrial land uses. The density and intensity of uses within this environment are balanced with a mix of open space and recreational and cultural facilities.

Management Policies

1. *Prioritize shoreline uses in the “intensive urban” environment as follows:*
 - ◆ *First priority should be given to water-dependent uses.*
 - ◆ *Second priority should be given to water-related and water-enjoyment uses.*
 - ◆ *Non-water oriented uses should not be allowed except as part of mixed use (water-dependent, water-related, and/or water-enjoyment) developments.*
 - ◆ *Non-water oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline. Such specific situations should be identified in a shoreline use analysis or special area planning.*
2. *Encourage full utilization of shoreline areas within the existing intensive urban environment before allowing further expansion of the environment boundaries.*
3. *Consider the potential for displacement of non-water oriented uses with water-oriented uses when analyzing full utilization of urban waterfronts and before considering expansion of such areas.*
4. *Encourage the redevelopment of degraded or poorly used intensive urban shoreline areas to accommodate future water-oriented uses.*
5. *Assure no net loss of shoreline ecological functions as a result of new development, and where applicable, require that new development include environmental cleanup and restoration of the shoreline to comply with state and federal law.*
6. *Require, where feasible, visual and physical public access to the river in public and private development or redevelopment within the shoreline area.*

7. *Promote aesthetic considerations through the development of sign control regulations, appropriate development siting, screening, architectural standards, and maintenance of vegetative buffers.*
8. *Retain and enhance the unique ecological and geologic features of the river, falls, banks, and limited adjacent greenbelt throughout the environment.*

WASTEWATER TREATMENT PLANT ENVIRONMENT (WTPE)

Purpose

The purpose of the “wastewater treatment plant” environment is to create a unique designation that specifically corresponds with and addresses wastewater treatment plants. This designation focuses on providing this essential public facility while at the same time addressing the concerns of mitigation measures, aesthetic enhancements, location, and restoration opportunities.

Designation Criteria

This designation applies to Wastewater Treatment Plant properties within the Shoreline Jurisdiction.

Management Policies

1. *Ensure the plant is meeting all applicable federal, state, and local standards for emissions and pollutants.*
2. *Assure no net loss of shoreline ecological functions as a result of Wastewater Treatment Plant improvements or expansion.*
3. *Mitigate aesthetic impacts to the surrounding environment through low impact design and, as much as feasible, restoration of the natural character of the shoreline area.*
4. *Allow expansion and major upgrades of the plant within the Shoreline Jurisdiction by conditional use only.*
5. *Locate future Wastewater Treatment Plant facilities, including pumping stations, outside of the Shoreline Jurisdiction, with the exception of outfall infrastructure, unless no other feasible option is available.*
6. *Re-designate a Wastewater Treatment Plant Environment to its surrounding designation(s) should the plant relocate.*
7. *Require improvements to and mitigation of the aesthetic aspects of the plant, including landscaping and odor reduction.*

14.5 GOALS AND POLICIES

General Goal and Policies

This Shoreline Master Program contains one overarching, general goal and several general policies that apply to the whole program and which serve as the framework upon which the goals and policies for each shoreline element were developed. The general goal focuses on enhancing the City's shorelines through appropriate shoreline uses that improve the shoreline character. A major general policy that supports this goal is state mandated and provides assurance that any new development or project in the shoreline will result in no net loss of shoreline ecological functions.

Goals and Policies for Shoreline Elements

In addition to the General Goal and Policies, the Act requires that the SMP identify and establish goals and policies for major shoreline "elements," or shoreline topics likely to arise in the City which the SMP must address. The SMP includes elements for Capital Facilities; Circulation; Conservation; Economic Development; Flood Hazard Reduction; Historic, Cultural, Scientific, and Educational; Public Access; Recreation; Restoration; and Shoreline Use.

Important directives of the goals and policies of the shoreline elements include:

- ◆ Planning for and coordinating development and activities that protect against adverse effects to the ecological health of the shoreline.
- ◆ Preserving existing natural resources, scenic vistas, and aesthetics and restoring degraded natural ecosystem processes and functions.
- ◆ Encouraging desirable public and private economic development with a minimum disruption of the natural character of the shorelines.
- ◆ Providing improved public access and recreational opportunities.
- ◆ Developing a safe, convenient, multimodal circulation system within the shoreline area to provide for the efficient movement of people.
- ◆ Protecting and restoring buildings, sites, and areas having historic, cultural, scientific, or educational values.
- ◆ Preventing and minimizing flood damage in shoreline areas.
- ◆ Providing and maintaining adequate public facilities and utilities in shoreline areas.



SMP 1 GENERAL GOAL AND POLICIES

Goal: Enhance the Spokane River and Latah Creek shorelines by establishing and implementing goals, policies, and regulations which promote a mixture of reasonable and appropriate shoreline uses that improve the City's character, foster its historic and cultural identity, and conserve environmental resources.

Policies

SMP 1.1 Coordinated Planning

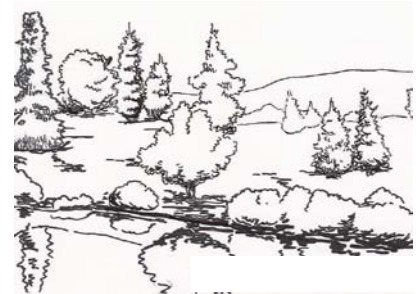
Coordinate shoreline planning between the City of Spokane, agencies with jurisdiction, adjoining jurisdictions, the State of Washington, and the State of Idaho into which the river basin extends.

SMP 1.2 Consistency with Other Plans and Programs

Ensure that the City of Spokane Shoreline Master Program is consistent with the Washington State Shoreline Management Act and Growth Management Act, the basic concepts, goals, policies, and land use plan of the City of Spokane Comprehensive Plan and development regulations, the City of Spokane Critical Areas Ordinances, and the Shoreline Master Programs of adjacent jurisdictions.

SMP 1.3 No Net Loss of Ecological Functions

Ensure that all shoreline uses and development are regulated in a manner that guarantees no net loss of shoreline ecological functions that are necessary to sustain shoreline natural resources.



SMP 1.4 Public Interest and Property Rights

Protect the interests of the public in attaining the goals of the Shoreline Master Program, while acknowledging and respecting private property rights.

SMP 1.5 Shoreline Designated Environments

Designate shoreline environments for the Spokane River and Latah Creek that are consistent with the Comprehensive Plan land uses, shoreline management practices, and ecological functions within each designated area.

SMP 1.6 Policy Priorities

Give preference to those shoreline activities which fulfill long range Comprehensive Plan goals and the Shoreline Management Act policy priorities, as listed and discussed below:

Because the Spokane River and Latah Creek are shorelines from which all people in the state derive benefit, the City gives preference to those uses which favor public activities and fulfill long range Comprehensive Plan goals.

It is the policy of the City of Spokane to provide for the management of its shorelines by planning for and fostering all reasonable and appropriate uses. The following policies are designed to ensure the development of the City's shorelines in a manner which will

promote and enhance the public interest. These policies contemplate protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the Spokane River and Latah Creek and their aquatic life.

The State Legislature has declared that the interest of all of the people shall be paramount in the management of shorelines of state-wide significance. The following order or policy preference shall apply to the shorelines within the City of Spokane:

- ◆ *Recognize and protect the state-wide interest over local interest.*

In developing the Shoreline Master Program and any amendment thereto, the City of Spokane should take into account State agencies' policies, programs, and recommendations; advice from experts in ecology, geology, aquaculture, wildlife, and other scientific fields pertinent to shoreline management; citizen opinions; and recognized special interest groups.

- ◆ *Preserve the natural character of the shoreline.*

Designate shoreline environments and use regulations to implement policies which encourage expansion or redevelopment of areas where intensive development already exists rather than allowing new development to extend into open space and undeveloped areas.

- ◆ *Allow uses that result in long-term over short-term benefit.*

The Spokane River and Latah Creek should be preserved for future generations. The City should evaluate the short term economic gain of a development relative to the long term impairment to the shoreline.

- ◆ *Protect the resources and ecology of the shoreline.*

All shoreline development should be located, designed, constructed, and managed to minimize adverse impacts to wildlife and aquatic resources (including spawning, nesting, rearing, and habitat areas and migratory routes), water quality, unique and fragile areas, geohydraulic processes, scenic views and natural eco-systems. Development should preserve environmentally sensitive wetlands and critical areas for use as open space or buffers and encourage restoration of presently degraded shoreline and wetland areas.

- ◆ *Increase public access to publicly owned areas of the shorelines.*

Priority should be given to developing pathways and trails to shoreline areas, promoting linear access along the shorelines and to connect existing publicly owned parks, conservation areas, natural areas and golf courses, and encouraging upland parking.

- ◆ *Increase recreational opportunities for the public on the shoreline.*

Plan for and encourage development of facilities for recreational and public use of the shorelines.

In the implementation of the above policies, the public's opportunity to enjoy the physical and aesthetic qualities of the natural shorelines of the Spokane River and Latah Creek should be preserved to the greatest extent feasible consistent with the overall best interest of the State, City and the people generally. To this end, preferred uses are those which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or depend upon use of the shorelines.

Alterations of the natural condition of the shorelines of the City in those limited instances, when authorized, should be given priority for single-family residences, shoreline recreational uses including parks and other improvements facilitating public access to shorelines, industrial and commercial developments which are particularly dependent on their location on the shorelines, and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines. City shorelines and wetlands should be appropriately classified, and these classifications should be revised when circumstances warrant, regardless of whether the change in circumstances occurs through man-made causes or natural causes.

Permitted uses in city shorelines should be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shorelines area and any interference with the public's use of the water. (See RCW 90-58.020, Shoreline Management Act of 1971).



SMP 2 CAPITAL FACILITIES AND UTILITIES

Goal: Maintain and provide adequate public facilities and utility services within the shoreline environment while preserving and enhancing the natural environment and ecology of the shoreline.

Policies

SMP 2.1 Impacts to Shoreline

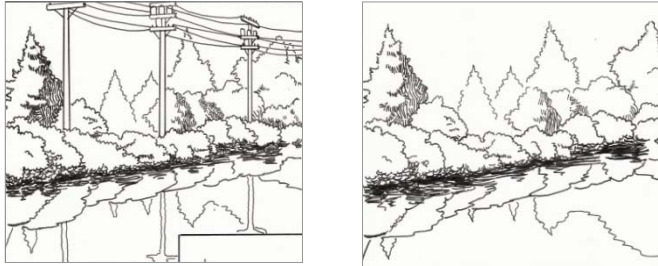
Assure no net loss of shoreline ecological functions as a result of the improvement, development, expansion, location, design, or maintenance of any facility or utility.

SMP 2.2 Location of Public Facilities and Utilities

Locate new public facilities and utilities, including, but not limited to, utility production, processing, distribution, and transmission facilities outside of the Shoreline Jurisdiction whenever possible and economically feasible.

SMP 2.3 Underground Placement

Require new utilities and facilities that must be located within the shoreline to be built underground if feasible, and utilize low impact, low profile design and construction methods to the maximum extent possible.



SMP 2.4 Preferred Locations Map

Map preferred locations for new utilities and public facilities with the cooperation of service providers.

SMP 2.5 Existing and Planned Utilities Data and Maps

Develop and maintain data and map layers of all existing and, when known, planned utilities.

SMP 2.6 Placement in Existing Rights-of-Way

Require new utilities and facilities to be located in existing rights-of-way whenever possible.

SMP 2.7 Transportation and Parking Facilities

Plan, locate, and design proposed transportation and parking facilities where routes will have the least possible adverse effect on unique or fragile shoreline features, will not result in a net loss of shoreline ecological functions, or adversely impact existing or planned water dependent uses.

SMP 2.8 Conditions on Construction or Expansion

Allow construction or expansion of any facility or utility within the Shoreline Jurisdiction by conditional use only.

SMP 2.9 Conditions on Maintenance and Upgrades

Allow maintenance and upgrade activities that will result in significant shoreline impacts by conditional use only.

SMP 2.10 Location Preference

Give preference to established utility corridors and rights-of-way for upgrades and reconstruction of existing utilities and facilities, unless a more suitable location is available.



SMP 3 CIRCULATION

Goal: Develop a safe, convenient, and multimodal circulation system within the shoreline area to provide for the efficient movement of people without unduly disrupting the ecological functions of the shoreline environment.

Policies

SMP 3.1 Shoreline Access

Improve access to the shoreline by developing, where appropriate, pathways, trails and bikeways along and adjacent to the shoreline.

SMP 3.2 Access System

Ensure that a system of arterials, scenic drives, pathways, public transit routes, and bikeways adjacent to and within the shoreline areas provides appropriate access to the Spokane River and Latah Creek in a way that meets the needs and desires of the community as reflected in the Comprehensive Plan, while also preserving ecological function of the shorelines.

SMP 3.3 Access Streets on Landward Side of Development

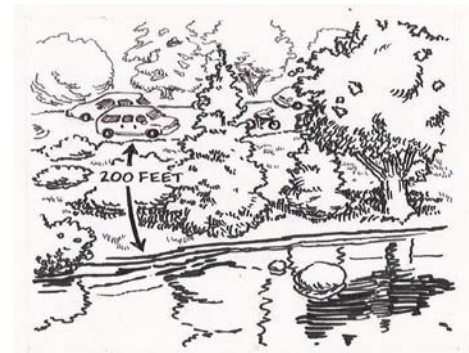
Locate access streets serving shoreline businesses, industries, residences, and public facilities on the landward side of such developments.

SMP 3.4 Consolidated Transportation Corridors

Encourage the consolidation of transportation corridors crossing the shoreline environment in order to minimize the number of crossings.

SMP 3.5 Location of New Streets

Locate new streets or street expansions that are part of the City of Spokane designated Regional Arterial Network outside of the Shoreline Jurisdiction, unless no other options are available or feasible.



SMP 3.6 Parking Facilities

Allow parking facilities in shoreline areas only as necessary to support permitted shoreline uses, and not as a primary use.

SMP 3.7 Parking Facility Impacts

Minimize the environmental and visual impacts of parking facilities.

SMP 3.8 Unused Public Rights-of-Way

Retain unused public rights-of-way within the shoreline area.

SMP 3.9 Dead-End Rights-of-Way as Access

Provide public visual or physical access to the shoreline through unused portions of rights-of-way that dead end in the shoreline area, when possible.

SMP 3.10 Signage Plan

Develop a signage plan for thoroughfares in the vicinity of the river or creek that point out shoreline attractions and access points.

SMP 3.11 Rail Line Connections

Allow new rail lines within the Shoreline Jurisdiction only for the purpose of connecting to existing rail lines or rights-of-way.

SMP 3.12 New Rail Lines in Existing Rail Corridors

Construct new rail lines within an existing rail corridor where possible.

SMP 3.13 Expansion of Rail Corridors

Allow the expansion of existing rail corridors within the Shoreline Jurisdiction.

SMP 3.14 Rail Lines and Public Access

Construct, where feasible, all new rail lines so that they do not compromise the public's ability to access the shoreline safely.



SMP 4 CONSERVATION

Goal: Conserve and manage the unique, fragile, and scenic natural elements of the Spokane River and Latah Creek shorelines for the continuing benefit and enjoyment of the community.

Policies

SMP 4.1 Preservation of Natural Resources

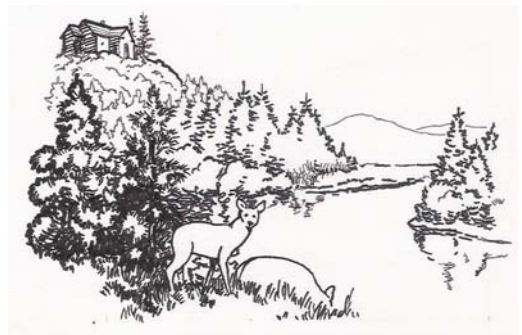
Preserve and properly utilize the natural resources of the shorelines, including scenic vistas, aesthetics, vegetation, and vital estuarine areas for fisheries and wildlife protection.

SMP 4.2 Non-Renewable Resources

Preserve, protect and restore unique and non-renewable resources or features such as wetlands, wildlife habitat, agricultural areas, and special natural areas.

SMP 4.3 Conservation of Critical Areas

Conserve to the maximum extent possible "critical areas" in accordance with the City's Critical Areas Ordinances.



SMP 4.4 Acquisition of Unique Shoreline Areas

Acquire and maintain, through conservation futures, donations, general funds, or other sources, shoreline areas containing natural elements especially worthy of preservation or especially attractive to the public, such as beaches, forest cover, trees, wildlife populations, vistas and other scenic features.

SMP 4.5 Native Plant Retention and Landscaping

Provide ongoing education and incentives that emphasize the retention of or landscaping with native plant communities in non-impaired or blighted areas as new development and redevelopment occurs.

SMP 4.6 Mitigation of Adverse Impacts

Require that new development or redevelopment avoid or mitigate negative impacts to steep banks, surface and ground water quality, ecological functions, wildlife habitat, vegetative cover, and erosion of the soil.

SMP 4.7 Incentives for Retention of Resource Lands

Retain existing agricultural resource lands, open space, and environmentally sensitive areas through the innovative use of incentives such as Transferable Development Rights.



SMP 5 ECONOMIC DEVELOPMENT

Goal: Encourage desirable public and private economic development along the shorelines that will enhance the quality of life for the residents of the City of Spokane with a minimum disruption of the natural character of the shorelines.

Policies

SMP 5.1 Development Priorities

Prioritize shoreline development as follows:

- ◆ *First priority is given to water-dependent uses.*
- ◆ *Second priority is given to water-enjoyment and water-related uses.*

SMP 5.2 Commercial and Recreational Development

Give priority to recreational development, both commercial and public, for access to and use of the water and shorelines.

SMP 5.3 Evaluation of Economic Gain

Require that the short-term economic gain or convenience of development be evaluated against the long-term and potentially costly impairments to the natural environments that could result.

SMP 5.4 Provisions for Shoreline Protection

Require that new development provide adequate provisions for the protection of water quality, erosion control, landscaping, aesthetic characteristics, drainage systems, aquatic and wildlife habitat, views, archaeological sites, and normal public use of the water.

SMP 5.5 Water-Enjoyment Areas

Develop a plan to identify and establish water-enjoyment areas, such as parks, view points, promenades, beaches, and pathways as major city attractions.

SMP 5.6 Over-Water Construction

Prohibit construction over the water unless the use is water-dependent and needs to be located over the water.

SMP 5.7 Business Operations

Encourage shoreline industries and businesses to keep a well-maintained appearance and to operate their businesses in a manner that will not cause negative environmental impacts to the community.

SMP 5.8 Major Building Entrances

Encourage the inclusion of a major building entrance from the waterfront in public and private projects, so as to attract the public to the river and emphasize the building's river orientation.



SMP 6 FLOOD HAZARD REDUCTION

Goal: Prevent and minimize flood damage in shoreline areas to protect ecological functions, shoreline habitat, lives, and public and private property.

Policies

SMP 6.1 Shoreline Development

Prohibit development within the shorelines that would intensify flood hazards or result in cumulative significant adverse effects to other properties, as regulated by Chapter 17E.030, Floodplain Management, of the Spokane Municipal Code.

SMP 6.2 Coordinated Planning

Coordinate flood hazard reduction planning among the applicable agencies.

SMP 6.3 Vegetative Buffers

Maintain, protect, and restore natural vegetative buffers that are within the floodway of the Spokane River and Latah Creek that function to reduce flood hazards.

SMP 6.4 Development in Channel Migration Zones

Prohibit development within channel migration zones (CMZ) that interferes with the normal process of channel migration, consistent with Chapter 17E.030, Floodplain Management, of the Spokane Municipal Code.

SMP 6.5 Structural Flood Hazard Reduction Measures

Allow new structural flood hazard reduction measures only:

- ◆ *Where demonstrated to be necessary, and when non-structural methods are infeasible and mitigation is accomplished; and*
- ◆ *Landward of associated wetlands and buffer areas except where no alternative exists, as documented in a geotechnical analysis; and*
- ◆ *When consistent with current best management practices, using natural materials whenever feasible.*

SMP 6.6 Limited Removal of Gravel

Allow removal of gravel for flood control only if biological and geomorphological study demonstrates a long-term benefit to flood hazard reduction, no net loss of ecological functions, and extraction is part of a comprehensive flood management solution.



SMP 7 HISTORIC, CULTURAL, SCIENTIFIC, EDUCATIONAL

Goal: Preserve the historic, cultural, scientific or educational sites within the shoreline that reflect our community's unique heritage and create or contribute to our collective sense of place.

Policies

SMP 7.1 Cooperation and Consultation

Ensure constant cooperation and consultation with affected agencies, tribes, and the City of Spokane Historic Preservation Department for projects that could potentially impact cultural and historical resources.

SMP 7.2 Inventory of Sites

Work with tribal, state, federal and local governments as appropriate to maintain an inventory of all known significant local historic, cultural, and archaeological sites in observance of applicable state and federal laws protecting such information from public disclosure.

SMP 7.3 Sites and Structures

Identify, preserve, and manage shoreline sites and structures having historical, cultural, scientific or educational value, and endeavor to avoid, minimize, or mitigate any adverse impacts to these resources.

SMP 7.4 Development Impacts

Discourage public or private development and redevelopment activities from adversely impacting, destroying or destructively altering any site, area, or building having historical, cultural, scientific or educational value as identified on the local or national historic register.



SMP 7.5 Interpretive Signage

Encourage installation of new markers and/or interpretive signage reflecting the history and culture of the shorelines, as well as continued maintenance of existing historical and cultural markers throughout the shoreline area.

SMP 7.6 Site and Building Acquisition

Acquire sites and buildings with historic, cultural, scientific, or educational value through purchase, gifts, or donations.

SMP 7.7 Incentives for Property Donations

Identify incentives that enable landowners to donate property that has historic, cultural, scientific, or educational value to the City of Spokane.

SMP 7.8 Advance Notice of Plans

Encourage owners of property containing identified historic, cultural, scientific or educational sites to make substantial development plans known well in advance of the application, so that appropriate agencies may have ample time to assess the site and make arrangements to preserve such sites.

SMP 7.9 Site Inspection and Evaluation

Ensure early and continuous site inspection, consultation or evaluation by a professional archaeologist in coordination with affected Indian tribes for all permits issued in areas documented to contain archaeological resources.

SMP 7.10 Notification During Construction

Require developers and property owners to stop work and immediately notify the local government, Washington State Department of Archaeology and Historic Preservation and affected Indian tribes if archaeological resources are uncovered during construction activities.

SMP 7.11 Public Access and Educational Opportunities

Encourage private and public owners of historic sites to provide public access and educational opportunities at levels consistent with long-term protection of both historic values and shoreline ecological functions.

SMP 7.12 Open Space

Incorporate provisions for historic, cultural, scientific and educational site preservation, restoration and education with open space or recreation areas in site development plans whenever compatible and possible.

SMP 7.13 Adjacent Properties

Encourage proposed developments that are adjacent to an identified historic, cultural, scientific or educational site to be compatible with continued protection of the site.



SMP 8 PUBLIC ACCESS

Goal: Assure and develop appropriate and inviting physical and visual public access to and along the Spokane River and Latah Creek while caring for the indigenous shoreline characteristics.

Policies

SMP 8.1 Access Improvements

Improve access to publicly owned areas of the shorelines.

SMP 8.2 Access and Shoreline Ecological Functions

Assure that public access improvements result in no net loss of shoreline ecological functions.

SMP 8.3 Access in the Central Business District

Enhance public access to the river in the Central Business District shoreline area in the form of plazas, vistas, pedestrian ways, and promenades, or other means.

SMP 8.4 Access Frontage

Require public access frontage as part of each development project, unless such access is infeasible or unreasonable based on the intensity of the use.

SMP 8.5 Access Plan

Develop a plan for an integrated shoreline area public access system that identifies specific public needs and opportunities to provide public access.

SMP 8.6 Access Program

Create a program for the acquisition, maintenance, and enhancement of shoreline lands or easements for public access purposes.

SMP 8.7 Shoreline Views

Minimize impacts to shoreline views through development regulations.



SMP 8.8 Use and Access Priorities

Give priority to water-dependent shoreline uses or physical public access when either is in conflict with maintenance of views from adjacent properties.

SMP 8.9 Appropriate Design of Access Measures

Require that public access measures have a design appropriate to the site, adjacent property, and general nature of the proposed development, while protecting and providing views.

SMP 8.10 Access for Utility Corridors and Facilities

Require utility providers to incorporate public access as part of the design of a utility corridor or facility when it is necessary to build the facility within the Shoreline Jurisdiction.



SMP 9 RECREATION

Goal: Expand, diversify and improve sites and facilities for both active and passive leisure and recreational opportunities along the shorelines while preserving the natural character of the shoreline and ensuring no net loss of ecological function.

Policies

SMP 9.1 Enjoyment of the Shorelines

Assure that shoreline recreational development is given priority and is primarily related to shoreline access and enjoyment and use of the water.

SMP 9.2 Linkages to Recreation Areas

Link shoreline parks, recreation areas, scenic drives, and public access points through the use of pedestrian and bicycle pathways and trails, open space, and parkways, in accordance with an approved trail plan.

SMP 9.3 Recreational Opportunities for All

Ensure that recreational planning takes into account the differences in use groups, physical capabilities, and interests among the public in order to provide opportunities for safe and convenient enjoyment of the shorelines.

SMP 9.4 Recreational Facilities and Impacts to Shorelines

Locate, design, and operate all recreational facilities, both commercial and public, so as not to create adverse impacts on environmental quality, natural features, and surrounding land and water uses.

SMP 9.5 Adequate Support Facilities

Create adequate support facilities such as parking areas, maintenance buildings, and rest rooms to meet shoreline recreational demands.

SMP 9.6 Motorized Equipment Restrictions

Restrict the use of motorized or radio-controlled recreational equipment to areas where no conflict with other uses and wildlife habitat exists.

SMP 9.7 Site Acquisition

Acquire public recreation and access sites through purchase or easements, as land becomes available.

SMP 9.8 Unique Areas and Vistas

Protect unique and special shoreline recreational areas and vistas.



SMP 10 RESTORATION

Goal: Restore or rehabilitate impaired or blighted areas along the shorelines to an ecologically functioning condition with an emphasis on native plant communities appropriate to the environmental designation.

Policies

SMP 10.1 Restoration Plan

Develop a restoration plan for the Spokane River and Latah Creek that:

- ◆ *Identifies degraded areas, impaired ecological functions, and potential restoration sites;*
- ◆ *Establishes restoration goals and priorities, including Shoreline Master Program goals and policies that provide for the restoration of impaired ecological functions;*
- ◆ *Acknowledges existing restoration projects, programs, and elements;*
- ◆ *Identifies additional projects and programs needed to achieve local restoration goals, and implementation strategies including identifying prospective funding sources;*
- ◆ *Proposes timelines and establishes benchmarks for implementing restoration projects and programs;*
- ◆ *Provides mechanisms or strategies to ensure that restoration projects and programs will be implemented according to plans and to appropriately review the effectiveness of the projects and programs in meeting the overall restoration goals;*
- ◆ *Promotes community and property owner education, stewardship, and partnerships for restoration projects, programs, and activities;*
- ◆ *Provides a native plant palette for the Spokane River and Latah Creek for preferred use in restoration projects and programs and that is required for all City property; and*
- ◆ *Encourages and promotes partnerships with civic groups for design and implementation of restoration projects.*

SMP 10.2 Native Plant Restoration

Maintain and restore native plant communities within the Shoreline Jurisdiction in order to:

- ◆ *Ensure no net loss of ecological functions; and*
- ◆ *Improve impaired ecological functions.*

SMP 10.3 Landscaping with Native Plants

Encourage the use of native plant communities for landscaping within the Shoreline Jurisdiction.



SMP 10.4 Incentives for Native Landscaping

Provide education for new projects to landscape with native vegetation within the Shoreline Jurisdiction.

SMP 10.5 Damaged Undeveloped Areas

Stabilize and restore undeveloped areas along the shoreline that have been eroded, burned, filled with improper material, or otherwise damaged.

SMP 10.6 Best Management Practices

Restore degraded shorelines, arrest the processes of erosion, sedimentation, and flooding, and enhance wildlife habitat through the use of best management practices and techniques.

SMP 10.7 Ecological Connectivity

Require ecological viability and connectivity through habitat islands and corridors in restoration efforts that encompass fish and wildlife areas.

SMP 10.8 Shoreline Restoration Fund

Allow contributions to the City of Spokane Shoreline Restoration Fund for required development mitigation when no feasible restoration opportunity exists on site.

SMP 10.9 City Stewardship

Ensure that the City of Spokane takes a primary stewardship role through restoration efforts that emphasize native plantings on city-owned and controlled land.



SMP 11 SHORELINE USE

Goal: Plan for and coordinate development that protects against adverse effects to the ecological health of the shoreline.

Section 1: Shoreline Modification Policies

General Shoreline Modifications

SMP 11.1 Structural Modifications

Allow structural shoreline modifications only where they are:

- ◆ *Demonstrated to be necessary to support or protect an allowed primary structure or a legally existing shoreline use that is in danger of loss or substantial damage; and*
- ◆ *Necessary for reconfiguration of the shoreline for mitigation or enhancement purposes.*

SMP 11.2 Modification Impacts and Limitations

Reduce the adverse effects of shoreline modifications and, as much as possible, limit shoreline modifications in number and extent.

SMP 11.3 Appropriate Modifications

Allow only shoreline modifications that are appropriate to the specific type of shoreline and environmental conditions for which they are proposed.

SMP 11.4 Modifications and Ecological Functions

Assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological functions by:

- ◆ *Giving preference to those types of shoreline modifications that have a lesser impact on ecological function;; and*
- ◆ *Requiring mitigation of identified impacts resulting from shoreline modifications.*

SMP 11.5 Shoreline Modification Regulations

Base shoreline modification regulations on scientific and technical information of reach conditions for the Spokane River and Latah Creek.

SMP 11.6 Enhancement of Impaired Ecological Functions

Plan for the enhancement of impaired ecological functions where feasible and appropriate, while accommodating permitted uses.

SMP 11.7 Measures to Protect Ecological Functions

Incorporate all feasible measures to protect ecological shoreline functions and ecosystem-wide processes as shoreline modifications occur.

SMP 11.8 Mitigation Sequencing

Avoid and reduce significant ecological impacts from shoreline modification activities through mitigation sequencing.

Piers and Docks

SMP 11.9 Limitations on Docks

Allow new docks only for public water-dependent uses, single-family residences, and public access and only where they will not pose a public safety hazard.

SMP 11.10 Restrictions on Dock Size

Restrict the size of new docks to the minimum necessary to serve a proposed water-dependent use.

SMP 11.11 Demonstrated Need

Permit new docks only when specific need is demonstrated, except for single-family residences.

SMP 11.12 Multiple Use and Expansion of Existing Docks

Encourage multiple use and expansion of existing docks over the addition and/or proliferation of new single dock facilities.

SMP 11.13 Joint Use or Community Docks

Require new residential development of more than two dwellings to provide joint use or community docks, rather than individual docks.

SMP 11.14 Design and Construction

Design and construct all piers and docks to avoid, minimize, and mitigate impacts to ecological processes and functions.

Shoreline Fill

SMP 11.15 Design and Location of Shoreline Fills

Design and locate shoreline fills so there will be no significant damage or erosion to:

- ◆ *Existing ecological systems, wildlife habitat or natural resource;*
- ◆ *Public uses of the shoreline; and*
- ◆ *Channel migration, water quality, water currents, surface water drainage and flood water resulting in a hazard to life, property and natural resource systems.*

SMP 11.16 Fill Limitations

Allow fill waterward of the Ordinary High Water Mark, by conditional use only, for:

- ◆ *Water-dependent uses;*
- ◆ *Public access;*
- ◆ *Cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan;*
- ◆ *Disposal of dredged material in accordance with Department of Natural Resource Standards and in accordance with other applicable local, state, and federal regulation;*
- ◆ *Expansion or alteration of transportation facilities of statewide significance currently located on the shoreline; or*
- ◆ *Mitigation action, environmental restoration, or shoreline enhancement projects.*



SMP 11.17 Fill Proposal Plan Requirement

Require a plan that addresses species removal, replanting, irrigation, erosion, and sedimentation control and other methods of riparian corridor protection with all fill proposals.

Shoreline Stabilization

SMP 11.18 New Structural Stabilization Measures

Prohibit new structural stabilization measures, except when necessity is demonstrated for the following:

- ◆ Existing primary structures;
- ◆ New non-water-dependent development, including single family residences;
- ◆ Water-dependent development; or
- ◆ Ecological restoration or toxic clean-up remediation projects.

SMP 11.19 Design and Location of New Development

Require both new development and newly created parcels, particularly those located on steep slopes and bluffs, to be designed and located to prevent the need for future shoreline stabilization measures during the life of the project, based upon an engineering/geotechnical analysis and other studies as necessary.

SMP 11.20 Requirements for Needs Demonstration

Develop specific requirements for how to demonstrate need for structural stabilization measures where they are allowed.

SMP 11.21 Size Limitations on Stabilization Structures

Limit shoreline stabilization structures to the minimum size necessary.

SMP 11.22 Impacts to Sedimentation Transport

Require that impacts to sedimentation transport be avoided or minimized.

SMP 11.23 Adjacent or Down-Current Properties

Prohibit new development that would require shoreline stabilization that would cause significant impacts to adjacent or down-current properties and shoreline areas.

SMP 11.24 Public Access and Erosion Control Measures

Require public access, when feasible, as part of publicly funded shoreline erosion control measures.

SMP 11.25 Bulkhead Use

Allow bulkheads by conditional use only when other forms of shoreline stabilization are infeasible.

SMP 11.26 Restrictions on Bulkheads

Allow bulkheads only for controlling active erosion as a component of a shoreline stabilization project, where primary structures or infrastructure have the potential to be damaged.

SMP 11.27 Bulkheads and Shoreline Conservation

Locate, design, and maintain bulkheads in a manner that will conserve and enhance water quality, fish and wildlife habitats, natural shoreline features, and geohydraulic processes.

SMP 11.28 Use of Natural Materials

Encourage the use of natural materials rather than artificial materials in the construction of erosion controls.

SMP 11.29 Location of Shoreline Uses

Locate shoreline uses in a manner so that additional erosion controls and bulkheads are not likely to become necessary in the future.

Shoreline Dredging

SMP 11.30 New Development and Dredging

Site and design new development to avoid the need for new or maintenance dredging.

SMP 11.31 Dredging Restrictions

Prohibit dredging except when necessary for projects associated with the restoration of ecological functions and only by conditional use, or when associated with maintenance and operation dredging for existing hydroelectric facilities.

SMP 11.32 Disposal of Dredge Materials

Prohibit the disposal of dredge materials within river channel migration zones.

Section 2: Shoreline Use Policies

General Shoreline Use

SMP 11.33 Economic, Social, and Physical Needs

Ensure that shoreline uses satisfy the economic, social, and physical needs of the city.

SMP 11.34 Standards to Ensure Ecological Health

Assure no net loss of ecological functions through the use of specific standards for setbacks, buffers, density, and shoreline stabilization.

SMP 11.35 Visual and Physical Access in Development

Ensure that shoreline development includes, when feasible, visual and physical public access to the shorelines, while avoiding, minimizing, or mitigating negative impacts to the shoreline.



SMP 11.36 Shoreline Intrusions

Minimize man-made intrusions onto the shorelines which degrade the natural or planned character of the area.

SMP 11.37 Open Space and Wildlife Habitat Preservation

Encourage new development to contribute to the creation or preservation of open space and/or fish and wildlife habitat along the shorelines of the Spokane River and Latah Creek through the use of tools such as conservation futures, conservation easements, transferable development rights, and planned unit developments.

SMP 11.38 Uses that Minimize Shoreline Damage

Conduct uses in a manner that minimizes any resultant damage to the ecosystem and environment of the shoreline and any interference with public use of the water.

Commercial Use

SMP 11.39 Commercial Use Priorities

Give preference in the following order:

- ◆ *First priority is given to water-dependent commercial uses.*
- ◆ *Second priority is given to water-related and water-enjoyment commercial uses.*

SMP 11.40 Non-Water-Oriented Commercial Uses

Prohibit new non-water oriented commercial uses unless they are part of a mixed-use project or the use provides a significant public benefit, such as public access and ecological restoration.

SMP 11.41 Over-the-Water Commercial Use

Prohibit non-water dependent commercial uses over the water except in existing structures or in the limited instances where they are auxiliary to and necessary to support water-dependent uses.

SMP 11.42 Mitigation of Impacts to Shorelines

Require that public access and ecological restoration be considered as potential mitigation of impacts to shoreline resources and values for all water-related or water-dependent commercial development unless such improvements are demonstrated to be infeasible or inappropriate.

Industrial Use

SMP 11.43 Industrial Use Priorities

Give preference in the following order:

- ◆ *First priority is given to water-dependent industrial uses.*
- ◆ *Second priority is given to water-related industrial uses.*

SMP 11.44 Non-Water-Oriented Industrial Uses

Prohibit new non-water oriented industrial uses unless they are part of a mixed-use project or the use provides a significant public benefit.

SMP 11.45 Separation Requirement

Allow non-water oriented industrial uses only if the site is physically separated from the shoreline by another property or public right-of-way.

SMP 11.46 Industrial Use in Impaired Shoreline Areas

Encourage industrial uses and redevelopment to locate where environmental cleanup and restoration is needed and can be accomplished.

Residential Use

SMP 11.47 Single-Family Use Priority

Give priority to single-family residences only when they are developed in a manner consistent with pollution control and prevention of damage to the natural environment.

SMP 11.48 Over-Water Residences and Floating Homes

Prohibit new over-water residences and floating homes.

SMP 11.49 Subdivided Lots

Require new subdivided lots to be designed, configured, and developed to:

- ◆ *Prevent the loss of ecological functions at full build-out;*
- ◆ *Prevent the need for new shoreline stabilization or flood hazard reduction measures that would cause significant impacts to other properties or public improvements or a net loss of shoreline ecological functions; and*
- ◆ *Be consistent with the applicable environment designations and standards.*

Agricultural Use

SMP 11.50 Protection of Agricultural Lands

Protect Comprehensive Plan-designated agricultural lands for continued agriculture use.

SMP 11.51 Agricultural Support Development

Assure that development in support of agricultural uses is:

- ◆ *Consistent with the environmental designation.*
- ◆ *Located and designed to assure no net loss of ecological functions, with no significant adverse impacts on other shoreline resources and values.*

In-Stream Structures

SMP 11.52 Protection of Ecosystem-Wide Processes

Provide for the protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources, including but not limited to, fish and fish passage,

wildlife and water resources, shoreline critical areas, hydrogeological processes, and natural scenic vistas when siting in-stream structures.

SMP 11.53 Location Considerations

Consider the full range of public interests, watershed functions and processes, and environmental concerns when planning and locating in-stream structures, with special emphasis on protecting and restoring priority habitats and species.

Boating Facilities

SMP 11.54 Boating Facilities and Impacts to Shorelines

Locate and design boating facilities to minimize adverse affects upon geohydraulic processes, fragile shoreline features, natural wetlands, and aquatic and wildlife habitats.

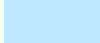


SMP 11.55 Boating Facility Development

Assure no net loss of ecological functions as a result of the development of boating facilities that provide public recreational opportunities.

Shoreline Jurisdiction

Map SMP 1

Legend

-  Shoreline Jurisdiction
-  Ordinary High Water Mark
-  City of Spokane

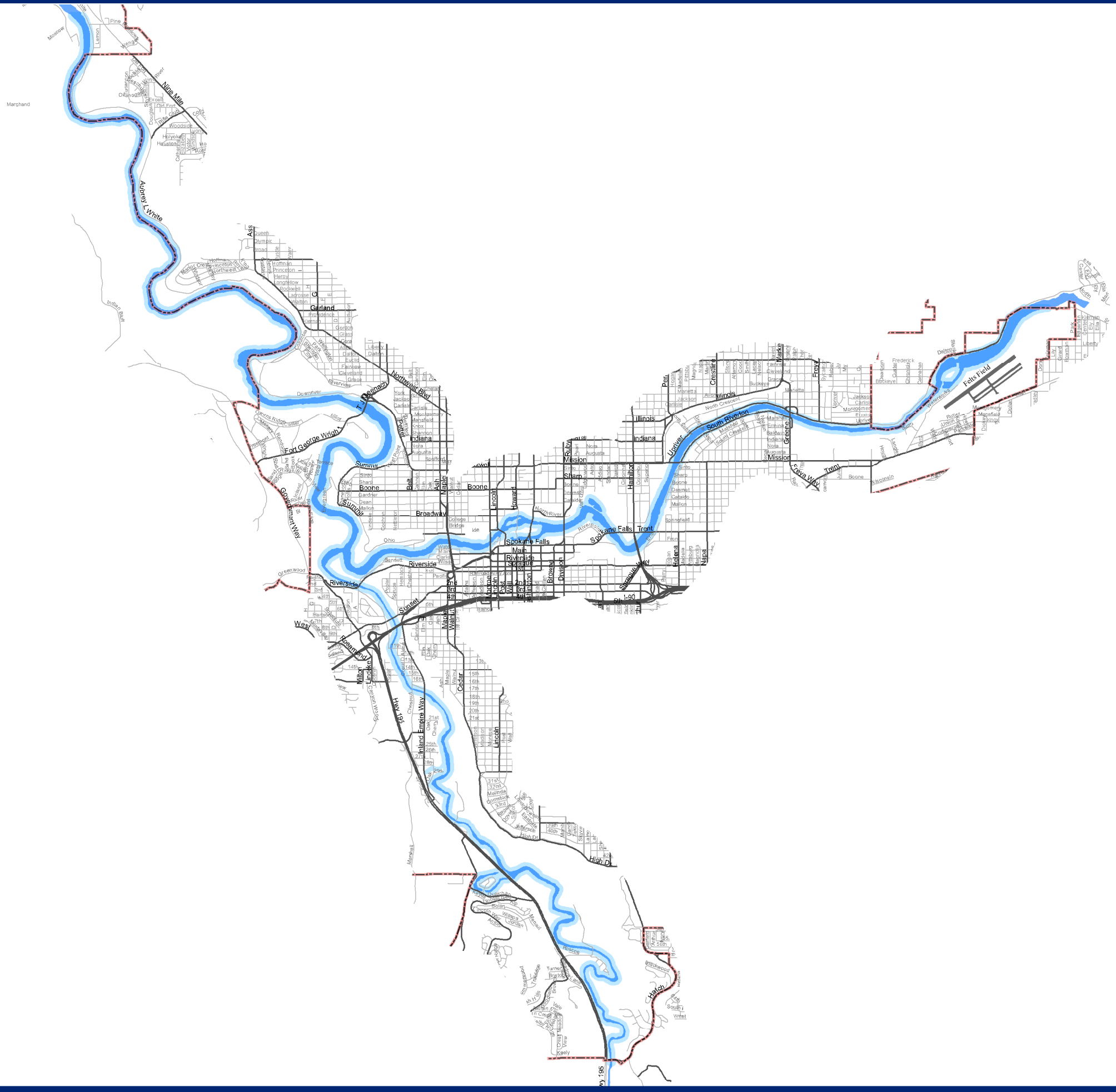


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Date: 7/2010



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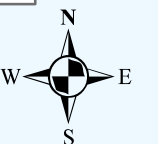
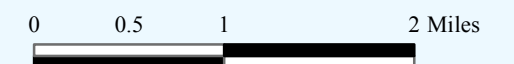
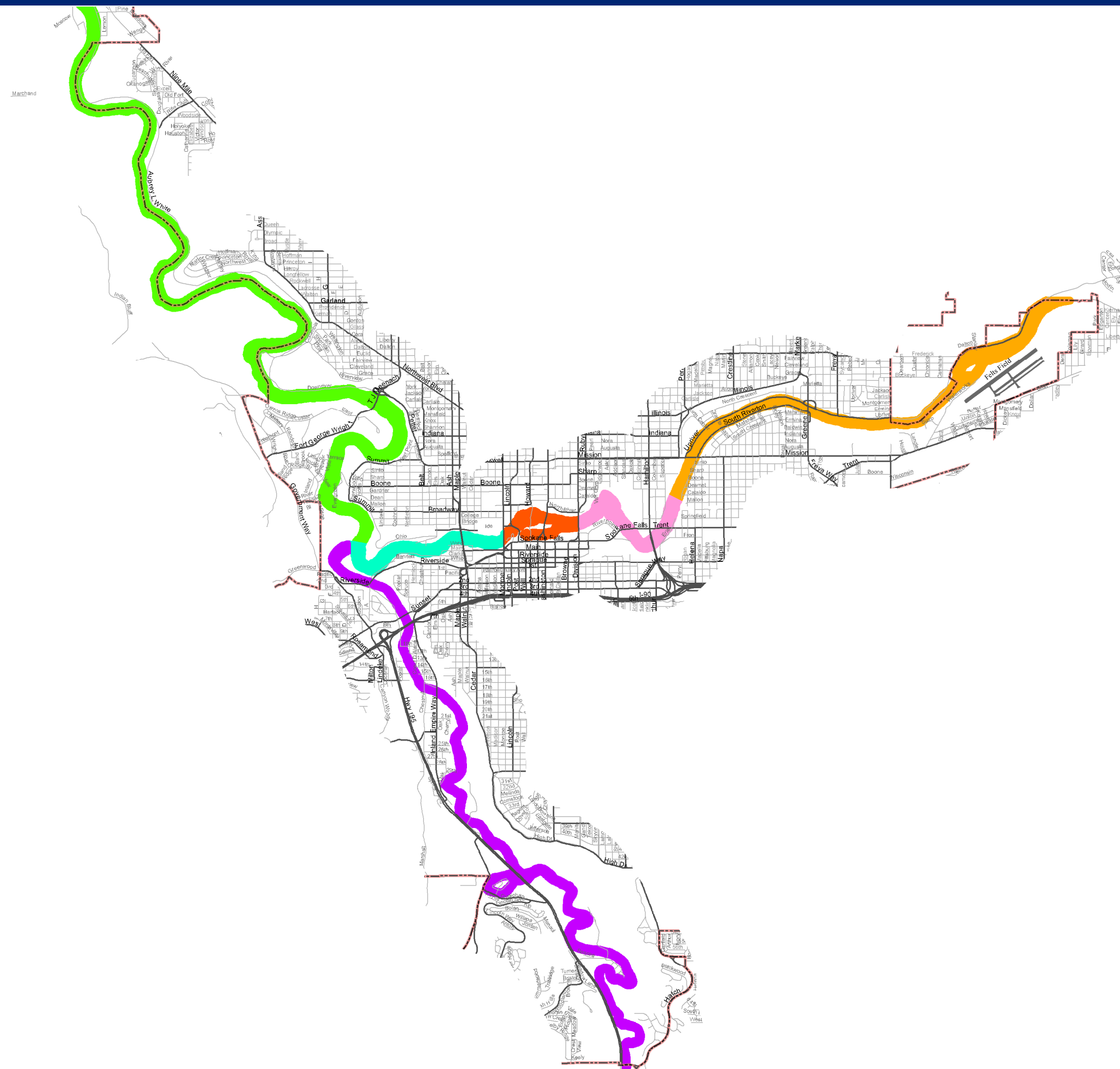
Shoreline Districts

Map SMP 2

Legend

Shoreline Districts

- Campus/U-District
- Downriver
- Downtown
- Great Gorge Park
- Latah Creek
- Upriver
- City of Spokane



Source: GIS
Date: 7/2010



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Shoreline Environment Designations Downriver

Map SMP 3

Legend

Shoreline Designation

-  Limited Urban Environment
-  Natural Environment
-  Shoreline Residential Environment
-  Urban Conservancy Environment
-  Urban Intensive Environment
-  Wastewater Treatment Environment
-  Natural Environment - Unsurveyed
-  Urban Conservancy Environment - Unsurveyed
-  City of Spokane
-  Parcels
-  Ordinary High Water Mark

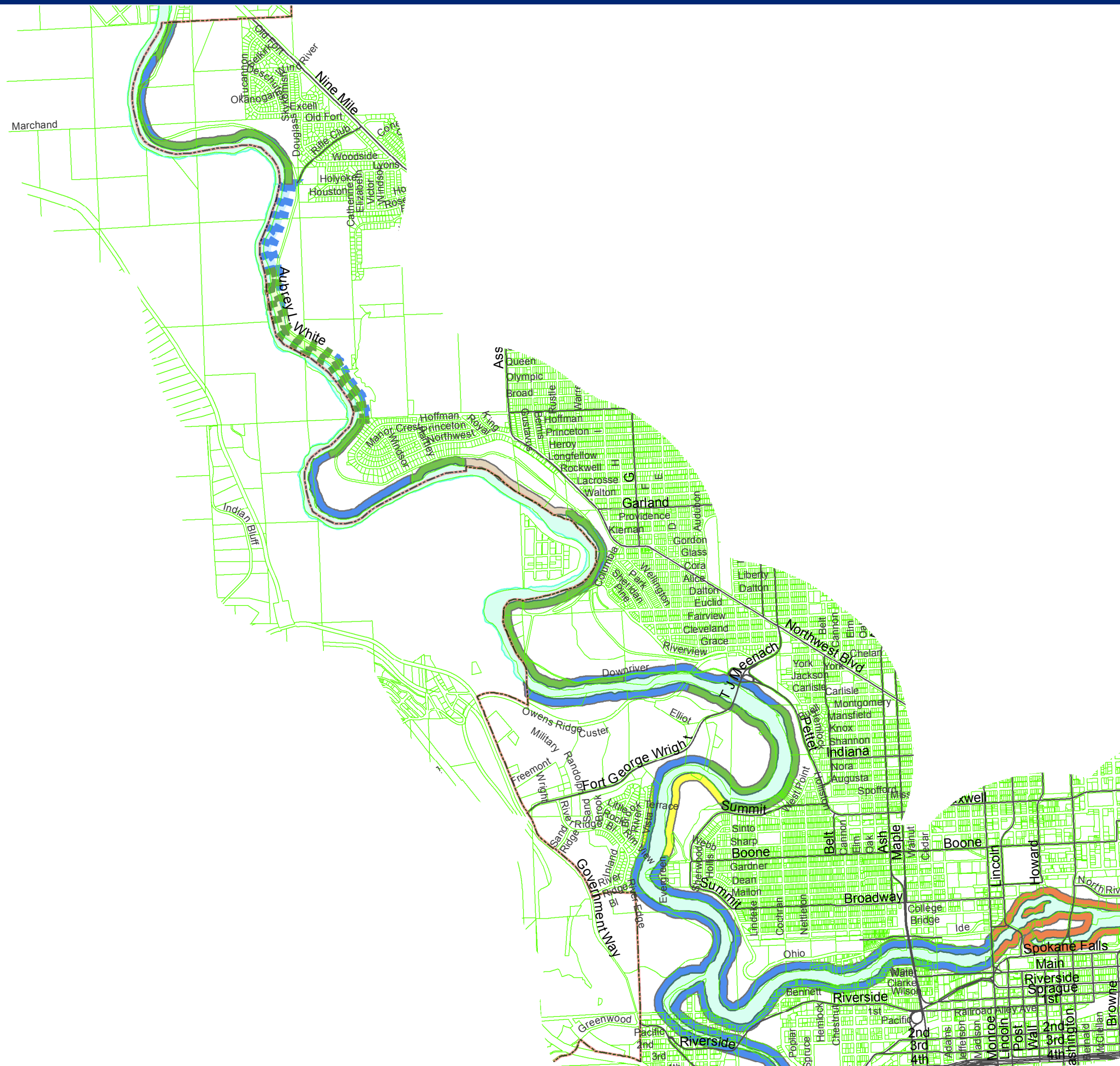
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








Shoreline Environment Designations Upriver

Map SMP 4

Legend

Shoreline Designation

-  Limited Urban Environment
-  Natural Environment
-  Shoreline Residential Environment
-  Urban Conservancy Environment
-  Urban Intensive Environment
-  Wastewater Treatment Environment
-  Natural Environment - Unsurveyed
-  Urban Conservancy Environment - Unsurveyed
-  Parcels
-  Ordinary High Water Mark

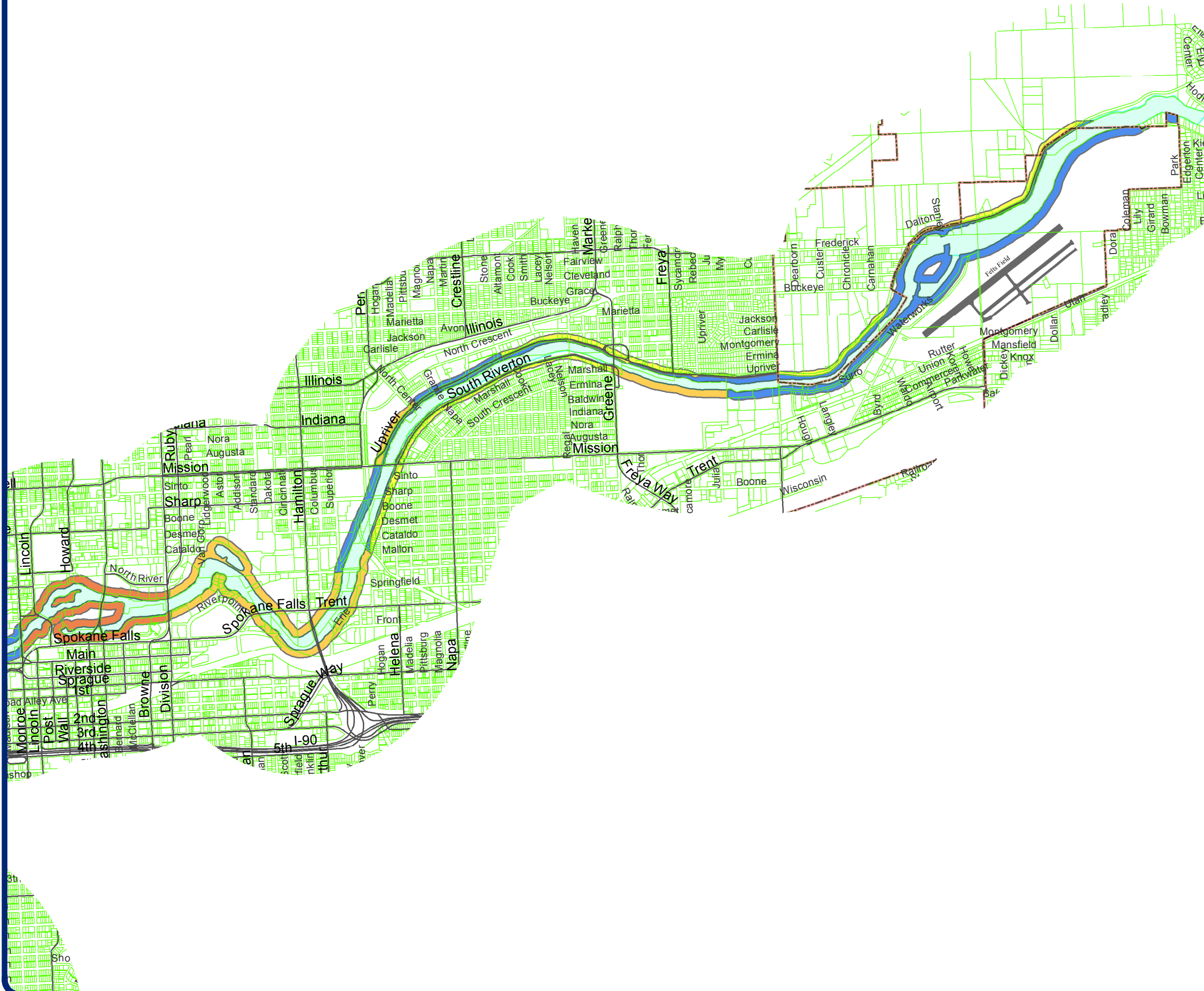
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Shoreline Environment Designations Latah

Map SMP 5

Legend

Shoreline Designation

-  Limited Urban Environment
-  Natural Environment
-  Shoreline Residential Environment
-  Urban Conservancy Environment
-  Urban Intensive Environment
-  Wastewater Treatment Environment
-  Natural Environment - Unsurveyed
-  Urban Conservancy Environment - Unsurveyed
-  City of Spokane
-  Parcels
-  Ordinary High Water Mark

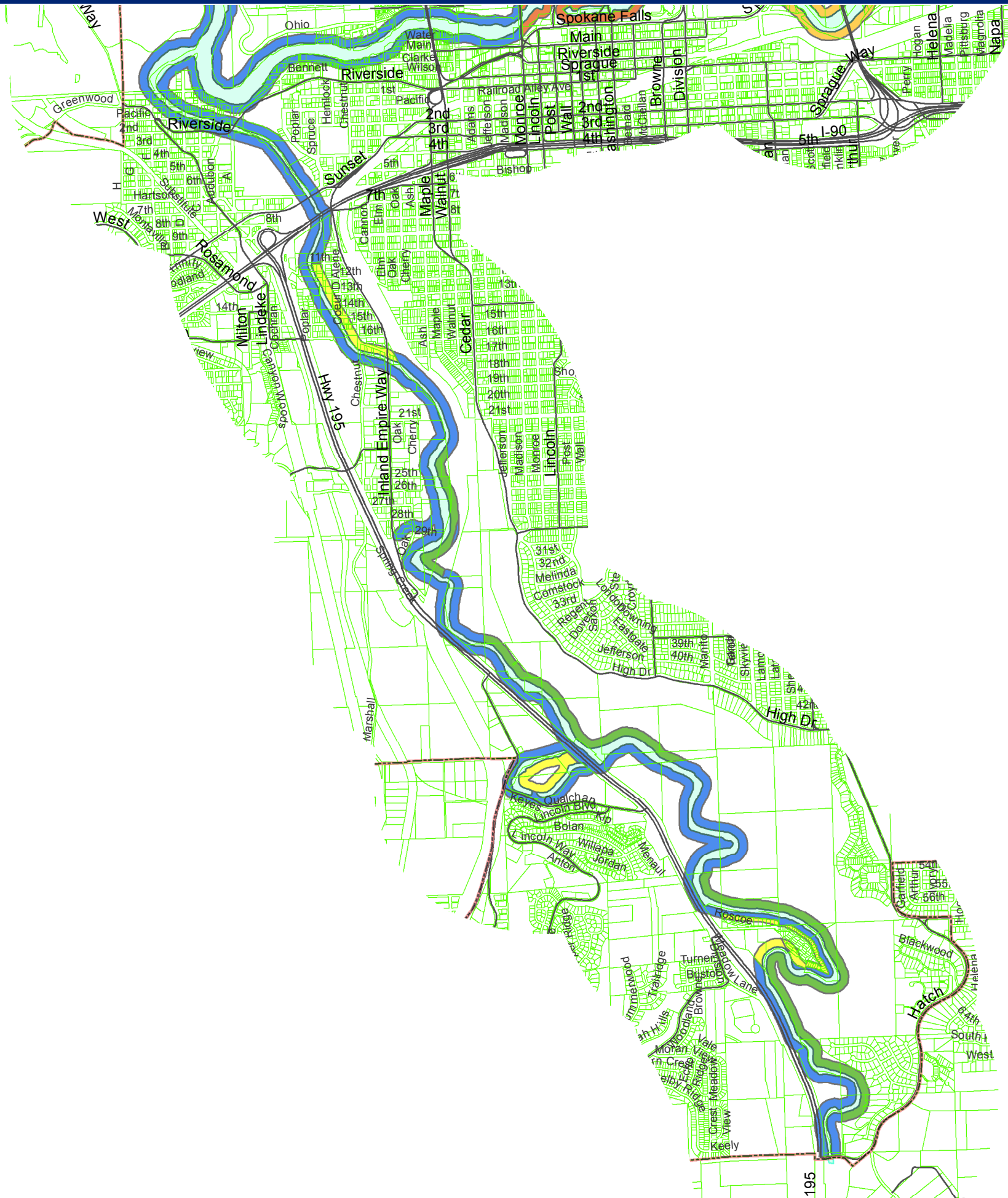
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Shoreline Buffers Downriver

Map SMP 6

Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City of Spokane
- Parcels

0 0.25 0.5 1 Miles

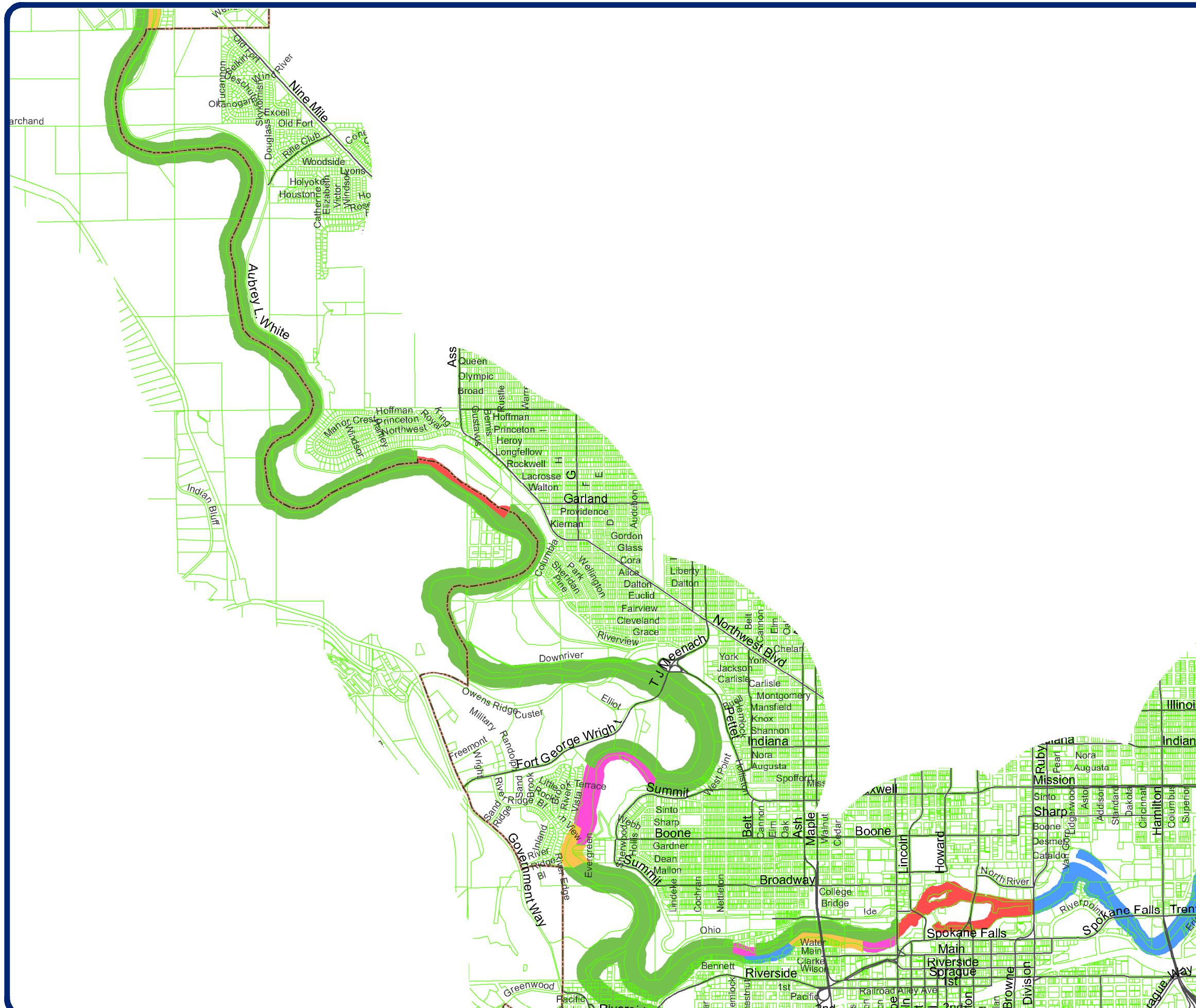


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Shoreline jurisdiction and buffer boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are to be used for planning purposes only. Additional site-specific evaluation is needed to confirm/verify information shown on this map.



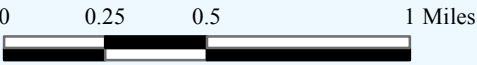
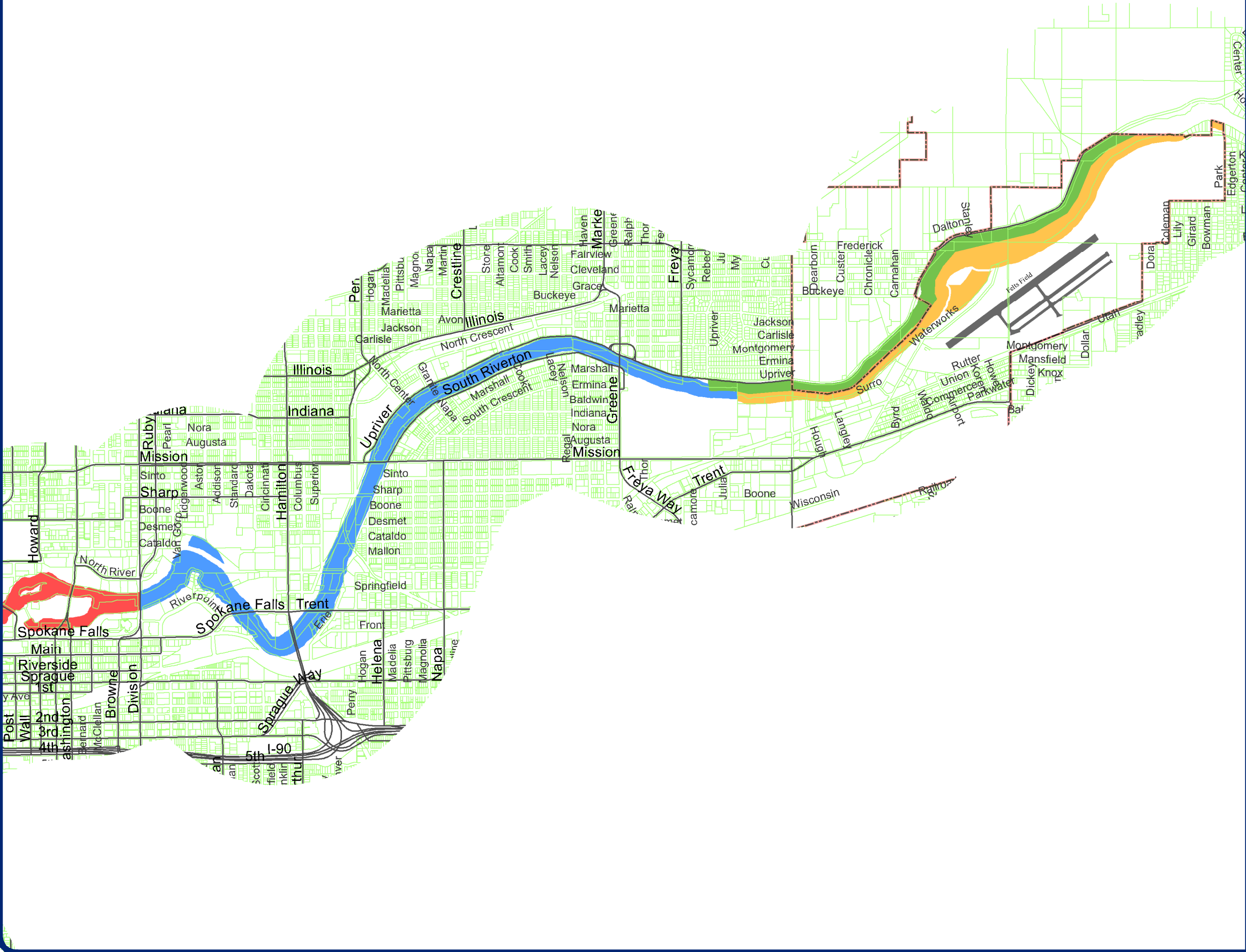
Shoreline Buffers Upriver

Map SMP 7

Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City of Spokane
- Parcels



Source: GIS
Date: 7/2010



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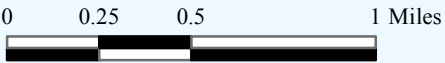
Shoreline Buffers Latah

Map SMP 8

Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- Associated Wetland included in Shoreline Jurisdiction
- City of Spokane
- Parcels

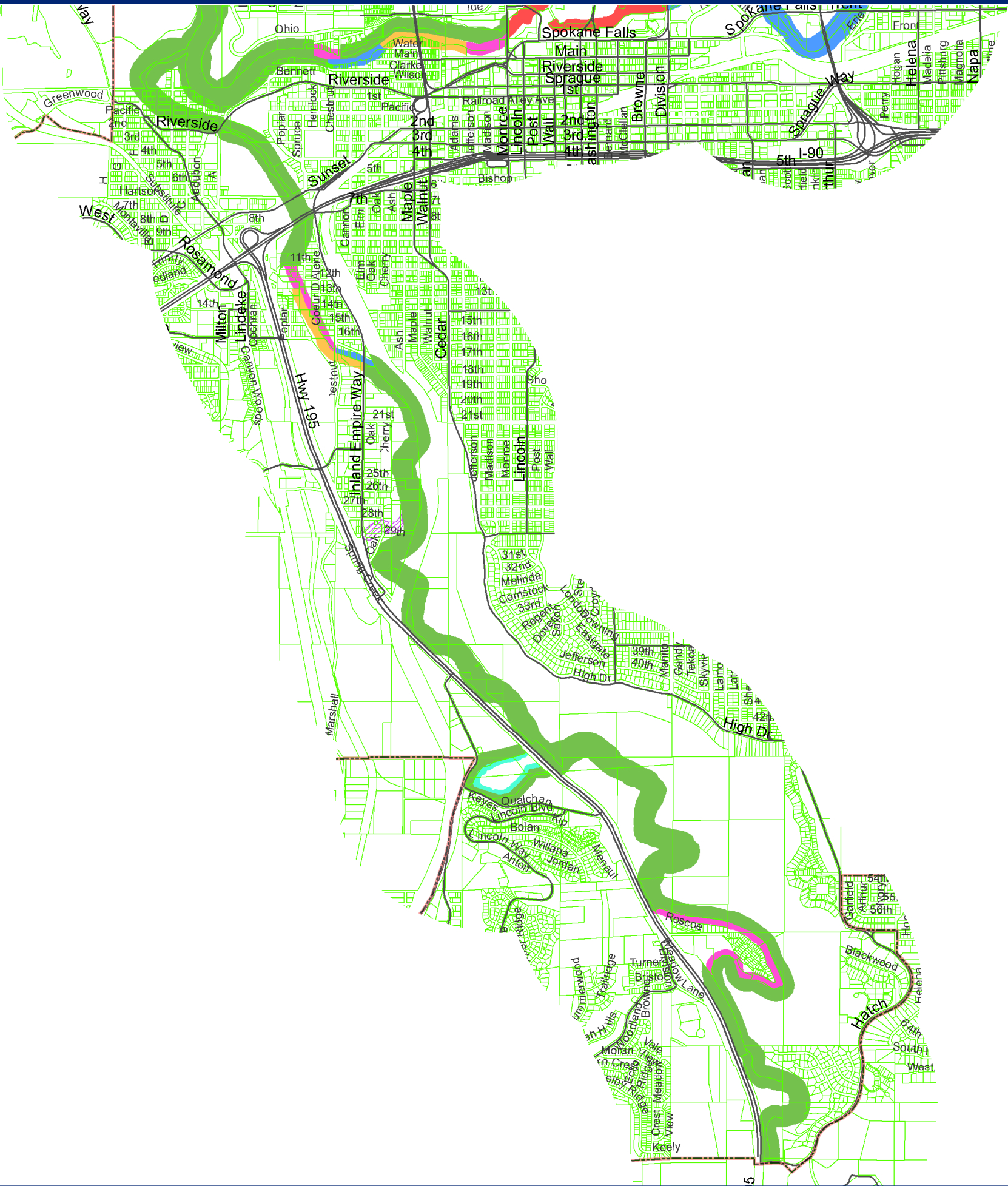


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Glossary

GLOSSARY

Accessory Dwelling Unit (ADU) A building or part of a building used as a residence which is subordinate to and the use of which is incidental to that of the primary owner-occupied attached or detached single-family residence.

Adequate Public Facilities Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Adult Family Home State licensed and funded residential care facility providing housing and care for two to six individuals, primarily serving the mentally ill, developmentally disabled, and elderly.

Affordable Housing Adequate, appropriate shelter (including basic utilities) costing no more than 30 percent of a household's gross monthly income or up to 2.5 times the annual income. Standard is used by federal and state governments and the majority of lending institutions.

Anonymous Space Physical space that is susceptible to vandalism or other anti-social behavior because it doesn't seem to belong to anyone.

Aquifer Any geological formation containing water, especially one which supplies the water for wells, springs, etc.

Aquifer Sensitive Area The area or overlay zone from which runoff directly recharges the Spokane Valley - Rathdrum Prairie Aquifer, including the surface over the aquifer itself and the hillside areas adjacent to the aquifer.

Arterial A street that provides for mobility within a community by collecting and routing traffic to and from traffic generators. A secondary function of an arterial is to provide for some access to adjacent land.

Artist Live-Work Space See Live-Work Space.

Arts Includes written, visual, musical, traditional and performing arts.

Arts Incubator Project Uses resources to bring the arts into a community by persuading new

and existing art organizations to relocate in the area. In some locations, artists are given access to underutilized facilities and provided technical and administrative services.

Available Public Facilities Means that facilities or services necessary to support development are in place or that a financial commitment to provide the facilities or services is in place at the time of development approval so that public facilities and services are available within six years from the time of development approval.

Benchmark A point of reference or standard that is used to monitor progress toward a desired goal or outcome.

Bicycle Lane A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential and/or exclusive use of bicycles.

Bicycle Path A bikeway physically separated from motorized traffic by an open space or barrier. Bicycle paths are entirely separated from the roadway but may be within the roadway right-of-way or within an independent right-of-way.

Bicycle Route A marked or signed route that is intended to provide a route for bicyclists. Marked or signed bicycle routes occur generally along streets that have been developed with bicycle lanes and have frequently been developed to enable bicyclists to avoid fixed obstacles to bicycling.

Bikeway Any road or path that in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists or are to be shared with other vehicles.

Boulevard Within the context of the transportation element of the comprehensive plan, the word "boulevard" has a special meaning: the transportation element applies the "boulevard" designation to arterials that are enhanced with special aesthetic qualities, serve as primary transportation routes between key locations, and are intended to be multimodal, with transit, bicycle, and pedestrian facilities. (Not all streets thought of as boulevards in the popular sense are designated as "boulevards" in the transportation element.)

Brownfield Abandoned, idled, or under-used industrial and commercial land where expansion or redevelopment is complicated by real or perceived environmental contamination.

Buffer A designated area of land that is either naturally vegetated or landscaped and maintained as open space in order to eliminate or minimize conflicts between adjacent land uses.

Building Intensity Concentration of buildings in a given area. The level of intensity is based on the size of the buildings and their concentration within a given area.

Built Environment The part of the physical environment that has been developed for residential, commercial, industrial, public, or transportation uses.

Capital Facility Those public lands, improvements, and equipment necessary to provide public services and allow for the delivery of utility services. They include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks, fire and police facilities, recreational facilities, and schools.

Capital Facility Plan A plan made up of goals and policies that guides the funding, timing, and placement of capital facilities.

Capital Facility Program (CFP) A section of the comprehensive plan that outlines capital facilities inventories, levels of service, capacities, needed improvements, and potential costs.

Capital Improvement Program (CIP) A document that outlines capital projects and dedicated funding sources over a six or twenty-year time frame. The six-year CIP is adopted by the City Council.

Central Business District (CBD) An urban planning term used to identify the geography at the functional center of a city; typically, the center of the city's transportation systems and the place of greatest employment; often includes government offices, cultural facilities, large retailers, entertainment, professional offices, and high density housing; also known as "downtown" or "city center."

Central City A heavily populated city at the core of a large metropolitan area.

Clustering A development design technique that concentrates buildings on a portion of a site to allow the remaining land to be set aside from development.

Commercial Businesses that sell some type of goods or services to the public, such as grocery stores, gas stations, barber shops, and restaurants.

Community Assembly A coalition of independent neighborhood councils that serves as a forum for discussion of broad interests. Consists of a representative and one alternate from each neighborhood council.

Community Development Fund Funds that are usually awarded to entitled cities for infrastructure improvements, public facilities programs, and emergency shelters for the homeless.

Commute Trip Reduction Program State law requiring employers of 100 or more people to reduce the number of single occupancy vehicle trips to their work site.

Compatible Design Architectural and street design that is sensitive to and harmonizes with the community and its character.

Concurrency Requirement that adequate public facilities and services are available when the service demands of development occur. This definition includes the two concepts of "adequate public facilities" and "available public facilities".

Cottage Business Local business that utilizes local resources and employees to produce products that are sold within the area.

Countywide Planning Policies (CWPPs) Policies developed by the Spokane County Steering Committee of Elected Officials to guide the development of comprehensive plans.

Covenants Specific restrictions imposed by the developer or homeowner's association and enforced by the association through civil procedures.

Crime Prevention Through Environmental Design (CPTED) A multidisciplinary strategy encompassing principles from planning, landscape architecture, architecture, and law enforcement to reduce crime, the fear of crime, and the opportunity for crime to occur in communities and the built environment.

Critical Area Can include the following areas and ecosystems: Wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and

wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas (such as landslide areas, earthquake fault zones, and steep slopes).

Cumulative Impacts The combined, incremental effects of human activity on ecological or critical area functions and values. Cumulative impacts result when the effects of an action are added to or interact with other effects in a particular place and within a particular time. It is the combination of these effects, and any resulting environmental degradation, that should be the focus of cumulative impact analysis and changes to policies and permitting decisions.

Density For population, density is the number of people per acre or square mile. For residential development, it is the number of housing units per acre of land.

Design Guidelines Statements of desired performance that establish a qualitative, as opposed to quantitative, level of design attainment that is intended to be flexible, practical, performance based, and an effective means to accomplish the particular design objective.

Design Objective Locally determined, general design purpose or objective, directly related to basic and generally accepted assumptions of good design, which serve to direct a course of action.

Design Review Process that provides a forum where specified types of development proposals, or proposals seeking a flexible application of standards, are reviewed and evaluated based upon qualitative criteria, that take into consideration such aspects as landscaping, pedestrian circulation, bulk, scale, and architectural context.

Design Standard Prescribed, quantitative, minimum or maximum level of design attainment related to a specific physical element of a proposal.

Developable Land Land that is suitable as a location for structures because it is free of hazards, contains access to services, and will not disrupt or adversely affect natural resource areas.

Development Standard The minimum standard(s) for new development required by local government for the provision of roadways, fire and building safety improvements, and utilities.

District An area composed of several neighborhoods that are defined by similar uses or activities.

Ecologic Function or Shoreline Ecological Function The work performed or role played by the physical, chemical, and biological processes that contribute to the maintenance of the aquatic and terrestrial environments that constitute the shoreline's natural ecosystem. See WAC 173-26-200(2)(c). Functions include but are not limited to habitat diversity, food chain support, and water quality protection and enhancement for fish and wildlife; flood storage, conveyance and attenuation; ground water recharge and discharge; erosion control; wave attenuation; protection from hazards; historical, archaeological, and aesthetic value protection; educational opportunities; and recreation. These beneficial roles are not listed in order of priority. Also referred to as functions or functions and values.

Ecosystem-Wide Processes The suite of naturally occurring physical and geologic processes of erosion, transport, and deposition; and specific chemical processes that shape landforms within a specific shoreline ecosystem and determine both the types of habitat and the associated ecological functions.

Equitable Distribution The allocation of population, essential public facilities, and affordable housing by the steering committee based on each jurisdiction's available land and its ability to provide urban governmental services and public facilities. The term, 'fair share,' is synonymous with equitable distribution.

Equivalent Residential Unit (ERU) The average impervious area (area covered with residences, buildings, driveways) determined from all residential units in the city, providing a basis for comparing the runoff generated by one parcel with that generated by another.

Essential Public Facility Includes those facilities that are typically difficult to site, such as airports, colleges, universities, correctional facilities, solid waste stations, major highways or freeways, and inpatient facilities, including substance abuse treatment facilities, mental health facilities, and group homes.

Fair Housing Law See Equitable Distribution.

Fair Share See Equitable Distribution.

Family For purposes of census tabulations, a family consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption (U.S. Census Bureau).

Family Day Care Provider A child day care provider who regularly provides child day care for not more than twelve children in the provider's home in the family living quarters.

Focus 21 A regional economic growth strategy to generate 10,000 new higher paying jobs in Spokane and Kootenai Counties.

Foreign Trade Zone (FTZ) Area located within the U.S., which is considered outside the U.S. Customs territory. Both small and large businesses can reap substantial benefits from operating within a FTZ; may include anywhere in an established general purpose site, or if that is not feasible, a sub-zone can be established at a specific location, such as a place of business.

General Commercial Area Accommodates a variety of business, wholesale, warehouse, and light industrial uses which need not be confined to industrial zones.

Granny Flats See Accessory Dwelling Unit.

Growth Management A combination of techniques to channel growth into designated areas determined by the amount, type, and rate of development desired by the community.

Growth Management Act (GMA) A series of laws passed by the Washington State Legislature in 1990-91 that require cities and counties to plan for and manage growth and development.

High Occupancy Vehicle (HOV) A vehicle with two or more occupants.

Historic Preservation The protection and/or rehabilitation of important historic and cultural aspects of the built and natural environment that have local, regional, statewide, or national historical significance.

Household A household includes all the persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements (U.S. Census Bureau).

Household Income The total of all the incomes of all the people living in a household.

Impervious Surface A surface through which water cannot penetrate or pass. Roofs, sidewalks, and paved driveways are examples.

Indicator A factor or feature that can be measured and described by a number in order to gauge movement toward or away from a benchmark.

Industrial Development Bond (IDB) Issued by state and local governments, typically through special authorities. They are issued in both the taxable and tax-exempt form. An IDB might be used to fund specific projects, such as the creation of a technology office center to be owned privately and leased to a large anchor tenant and several smaller high-tech firms.

Infill Development Development of vacant lots and parcels within an already built up area.

Infrastructure Streets, water and sewer lines, and other public facilities basic and necessary to the functioning of an urban area. Includes all facilities that people construct, operate, and maintain to support human activities.

Interlocal Agreement An agreement between jurisdictions and service providers that defines duties and relationships for member entities.

Jurisdiction The government of Spokane County and/or an incorporated city and/or town located within Spokane County.

Land Use An activity or development pattern upon a specific parcel of land or general area of the city.

Land Use Plan A coordinated composite of information, ideas, policies, programs, and activities related to existing and potential uses of land within a given area. It is the key element in a comprehensive plan for determining development for public and private land uses, such as residential, commercial, industrial, recreational, and agricultural activities.

Level of Service (LOS) An established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Livable Wage Sufficient income to provide the basic needs of a household relative to the cost of living of the area of residence. Basic needs include food, rent, utilities, transportation, clothing and household expenses, child care, health care, personal expenses, and savings.

Live-Work Space Residential units that include areas for a craft or occupation. These include workshops, storefronts, and small offices.

Local Improvement District (LID)

A specific, legally established area, in which property owners agree to assess themselves for a public improvement such as street paving or sewer line installation. State law establishes the required procedure for forming an LID.

Loft-Style Housing Housing designed in an open floor plan, often taking advantage of space that originally served as a warehouse.

Low-Income Housing Economically feasible housing for families whose income level is categorized as low, using the standards set by the Department of Housing and Urban Development (HUD).

Major Facility Larger public or private facility that provides services on a city, county, regional, or state level. Includes hospitals, large medical centers, universities, public maintenance facilities, larger nursing homes, or correctional facilities.

Manufactured Home Structures with Department of Housing and Urban Development (HUD) label certifying that the structure is constructed in accordance with National Manufactured Housing Construction and Safety Standards Act of 1974 (as amended on August 22, 1981), which is a national, preemptive building code.

Mass Transit Any type of transportation service for the general public, such as bus, mini-bus, or light rail.

Mitigation Procedures to alleviate or reduce negative impacts to the environment from development.

Natural Access Control Involves the use of natural or symbolic elements to define space and control who has access to property, as opposed to organized methods, such as guards, or mechanical means, such as locks and gates. Examples of natural or symbolic elements include visually permeable fences, prickly shrubbery, canopy trees, signs, pavement, art, and screening.

Natural and Built Environment All elements of the environment. Broad categories include earth, air, water, plants and animals, transportation, land and shoreline use, energy and natural resources, public services, and utilities.

Natural Resource Land Land not already characterized by urban growth, which has long-term significance for the commercial production of food or

other agricultural products, timber, or the extraction of minerals.

Nature Space Corridor A corridor that connects large areas of open space that contains native and non-native plants and wildlife.

Nature Space Path Soft, permeable, low impact path.

Neighborhood As used by most citizens, it is perceived to be a one to five block area around one's home where the most intimate social interaction occurs. For planning purposes, a neighborhood has historically been considered to be approximately one square mile.

Neighborhood Council Council that is advisory to the City Council through boards, commissions, and the Community Assembly.

No Net Loss of Ecological Functions Maintenance of the aggregate total of the City's shoreline ecological functions, including processes. (See definition of ecologic function.) The no net loss standard requires that the impacts of shoreline development and/or use, whether permitted or exempt, be identified and mitigated such that there are no resulting significant adverse impacts on shoreline ecological functions. Each project shall be evaluated based on its ability to meet the no net loss goal commensurate with the scale and character of the proposed development.

Non-Water Oriented Use A use that is not water-dependent, is not water-related, and is not water-enjoyment. Non-water oriented uses have little or no relationship to the shoreline and are not considered priority uses under the Shoreline Management Act. Any use that does not meet the definition of water-dependent, water-related or water-enjoyment is classified as non-water oriented.

Open Space Undeveloped land, such as parks, recreational areas, natural areas, buffer areas, and other similar features, that is being used to balance the intensity of urban development.

Open Space Corridor Lands within and between urban growth areas useful for recreation, wildlife habitat, trails, and connection of critical areas.

Parcel A continuous quantity of land, in single ownership or under single control, and usually considered a unit for the purposes of development.

Parkway The transportation element applies the “parkway” designation to arterials that, because of their geographical location, provide unusual recreational and/or scenic opportunities. Arterials designated as parkways require special design and construction treatment, such as street plantings, viewpoint turnouts, and/or restricted access.

Pedestrian Buffer Strip (PBS) Also known as a planting strip. Provides a separation between curbs and sidewalks that allows for greater pedestrian safety, location for trees, and place for snow storage drainage. Can be landscaped with a variety of treatments.

Pedestrian Island Area in the center of the street where pedestrians can pause before crossing additional lanes of traffic.

Permitting Process An integral part of regulations and regulatory compliance. The process of paperwork that one must complete in coordination with the building and planning departments for all developments.

Planned Action Early environmental planning that anticipates future projects, allowing streamlined environmental review.

Planned Unit Development (PUD) A comprehensive land development project that is permitted some design flexibility from the underlying zoning standards, resulting in a development that will more closely fit the site and better fulfill the comprehensive plan goals than would otherwise be possible. The result is a more desirable development in the general public interest.

Planting Strip See Pedestrian Buffer Strip.

Plat A map or representation of a subdivision showing the division of a tract or parcel of land into blocks, streets and alleys, or other divisions and dedications.

Port District Municipal corporations of a state, classified as special purpose districts, to build and operate facilities to foster trade and economic development. Port districts are units of local government guided by locally-elected port commissioners.

Public Access The general public’s ability to be in, on or traveling upon the water, get to the water’s edge or have a view of the water and the shoreline.

Public Benefit Use Any of the following uses or facilities shall qualify as a public benefit use, so long as they are available to the general public: child and/or

adult day care, health and human services, recreation facilities, educational or vocational activities, community meeting rooms, and art galleries or museums.

Public Services Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Works Trust Fund Makes low interest state loans available for repair and reconstruction of local public works systems. Interest rates depend on the amount of local participation. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects.

Quasi-Public Essentially public, as in services rendered, although under private ownership or control.

Raw Land Land upon which no development has occurred.

Recharge Zone The area or overlay zone from which runoff directly recharges the Spokane Aquifer, including the surface over the aquifer itself and the hillside areas immediately adjacent to the aquifer.

Regional Countywide activities involving the jurisdictions and, when applicable, the special purpose districts within Spokane County; may also include adjacent counties in Washington State and/or Idaho State.

Regional Marketplace The geographical area where goods and services are delivered. The Spokane Regional Marketplace includes the Inland Northwest, which encompasses parts of Montana, Oregon, Idaho, British Columbia, and Alberta, as well as eastern Washington.

Regional Utility Corridor Land dedicated to the transmission of major utilities, such as water, sewer, electric, or gas lines.

Residences:

a) Detached Single-Family A housing unit that is free standing on a lot, separate from other housing units.

b) Attached Single-Family Common-wall dwellings such as townhouses or rowhouses where each dwelling unit occupies a separate lot. Each

residence may not lie vertically over or under another residence.

c) Two-Family (Duplex) Two residences with a common wall on a single lot. Each residence may lie vertically over or under another residence.

d) Multifamily Three or more residences with common walls on a single lot. Each residence may lie vertically over or under another residence. Examples include apartment buildings and condominiums.

Revised Code of Washington (RCW) Legislation that has been passed by the State of Washington and documented in the form of a code.

Ribbon Business See Strip Commercial Development.

Right-of-Way (ROW) Streetscape Elements Those physical improvements within the public right-of-way that provide both functional and aesthetic benefit to the city streetscape. Primary examples include pedestrian buffer strips, street trees and other PBS landscaping treatments, sidewalks, medians, and traffic circles.

Self-Enforcing Street Design A design for streets that discourages drivers from speeding and increases the safety of pedestrians, bicyclists, and other individuals.

Setback The distance between a building and the street line, side property, or rear property nearest to the building.

Sewer Construction Fund (SCF) Local sewer funding program. Money comes from sewer service fees, capital recovery, and interest income accumulated throughout the year and used for upgrading and expanding collection and treatment facilities.

Shall Indicates that an action specified in a policy statement is mandatory.

Shared Use Pathway A separated pathway for bicyclists and other users, such as walkers, joggers, people with baby carriages, skaters, and others who are likely to use such pathways.

Shorelines of the State The total of all “shorelines,” as defined in RCW 90.58.030(2)(d), and “shorelines of statewide significance” within the state, as defined in RCW 90.58.030(2)(c).

Shoreline Master Program The comprehensive use plan for a described area, and the use

regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.

Should Indicates that an action specified in a policy discussion is discretionary.

Six-Year Comprehensive Program Updated annually, it provides a moving picture of current planning and projects. Addresses operation and maintenance costs and available capital.

Small Lot House Generally considered an attached or detached single-family household on less than 5,000 square feet of land.

Soft Trail Non-paved trail that typically does not exceed a four-foot width.

Special Needs Housing Housing designed to serve a special needs population.

Special Needs Population Groups of individuals who, by reason of age, physical, mental, or other characteristics, require nontraditional living arrangements and, in some instances, are not able to operate a motorized vehicle.

Special Purpose District A district created by act, petition, or vote by the residents within a defined area for a specific purpose with the power to levy taxes. Examples include water, fire, and school districts.

State Environmental Policy Act (SEPA) Requires consideration of alternatives and mitigation of impacts to the environment from major projects and programs both public and private.

State Implementation Plan (SIP) A plan developed by the state for an air quality control region that details what has to be done to assure compliance with air quality guidelines.

Steering Committee of Elected Officials Established by interlocal agreement, the committee’s body is composed of twelve elected officials from jurisdictions throughout Spokane County who have the responsibility of developing and carrying out the Countywide Planning Policies.

Stormwater That portion of precipitation that does not naturally percolate into the ground or evaporate but flows via overland flow, interflow, pipes, and other features to a storm water drainage system.

Street Trees Trees in pedestrian buffer strips lining a street. They can vary from small ornamental trees to a large trees providing overhanging canopies over the street.

Strip Commercial Development Commercial development located parallel to or in “strips” adjacent to an arterial street.

Subdivision Any land, vacant or improved, that is divided or proposed to be divided into two or more lots, parcels, sites, units, plots, condominiums, tracts, or interests for the purpose of offer, sale, lease, or development whether immediate or future. Subdivision includes resubdivision and condominium creation or conversion.

Super Accessibility Zone Areas where enhanced transit service makes living without owning an automobile more feasible, reasonable, and convenient.

Sustainable Economy Long-term economic growth that maintains environmental and community health.

Tax Increment Financing Funds originate from the tax money generated from an improvement or development greater than the tax generated by the site before the improvement or development. This tax increment money is given to the city for their use in making street, water, and sewer improvements in the district.

Traffic Calming Slowing or diverting traffic for increased traffic safety and improved neighborhood quality. Traffic calming usually involves physical changes to streets to reduce vehicle speeds and volumes and other disruptive effects of automobiles on neighborhoods.

Traffic Engineering Provides design and coordination for the traffic control system to ensure the safe and efficient movement of traffic throughout the city. This is handled through the design and implementation of traffic signals, signing, and pavement parking.

Transitional Housing Provides housing with the appropriate services to persons, including deinstitutionalized individuals with disabilities, homeless individuals with disabilities, and homeless families with children. Its purpose is to facilitate the movement of individuals and families to independent living within a time period established by the participating jurisdiction or project owner before occupancy.

Transportation Demand Management (TDM) An approach to solving transportation problems by reducing the demand for travel rather than increasing the transportation system capacity for travel.

Urban Design Design concepts that reinforce community-level theme and character and encourage innovation and creativity. Includes community, neighborhood, and product level design guidelines, streetscape and signage concepts, and urban development.

Urban Forest The trees and other major vegetation of a city.

Urban Fringe Area that is at or near the edge of the city limits where the development pattern changes from urban to suburban or rural.

Urban Growth Area (UGA) Area that counties and cities designate for urban growth; urban levels of services are encouraged and supported. Growth can occur outside these areas as long as it is not urban in nature. Urban growth areas are to include areas and densities sufficient to permit the urban growth that is projected to occur for the succeeding 20-year period.

Urban Growth Boundary (UGB) The boundary or line that divides urban growth areas from other areas such as rural and resource lands where urban growth is not encouraged, as designated by cities and counties under the requirements of GMA.

Urban Reserve Area Lands outside UGAs that are reserved for future inclusion into a UGA.

Urban Sprawl Scattered, poorly planned urban development that occurs particularly in urban fringe and rural areas and frequently invades land important for environmental and natural resource protection.

Utility Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer.

Washington Administrative Code (WAC) The rules for administering the Revised Code of Washington (RCW).

Water-Dependent Use A use or portion of a use which cannot exist in a location that is not adjacent to the water and which is dependent on the water by reason of the intrinsic nature of its operations.

Examples of water-dependent uses may include, but should not be limited to, boat ramps for rescue watercraft, hydroelectric generating plants, and sewage treatment outfalls.

Water-Enjoyment Use A recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use and which through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment. Examples of water-enjoyment uses may include, but are not limited to, river and stream swimming beaches, fishing areas, boat ramp for recreation, parks, piers, view towers, restaurants, museums, aquariums, scientific/ecological reserves, resorts and convention centers, public markets, and interpretive centers and other improvements facilitating public access to shorelines of the state, PROVIDED, that such uses conform to the above water enjoyment specifications and the provisions of the entire SMP.

Water-Oriented Use A use that is water-dependent, water-related, or water-enjoyment, or a combination of such uses.

Water-Related Use A use or portion of a use which is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location because:

1. The use has a functional requirement for a waterfront location such as the arrival or shipment of materials by water or the need for large quantities of water; or
2. The use provides a necessary service supportive of the water-dependent uses and the proximity of
3. the use to its customers makes its services less expensive and/or more convenient.

Examples of water-related uses may include, but should not be limited to, warehousing, storage, or processing, where the goods are delivered to or shipped from the site by water.

Wellhead Protection Area Designated area surrounding public water wells where protection from contaminants is required.

Will Has the same meaning as the term “shall.”

Zero-Lot Line A structure placed on a lot in such a way that one exterior wall is on a property line.

Zoning A map and ordinance text that divide a city or county into land use “zones” and specify the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.

ACRONYM GLOSSARY

ACAD	Adjusted Commercial Acres of Demand
ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Units
ALS	Advanced Life Support
APF	Aquifer Protection Fund
BLS	Basic Life Support
BNSF	Burlington Northern Sante Fe Railroad
BPA	Bonneville Power Administration
CBD	Central Business District
CFP	Capital Facilities Program
CIP	Capital Improvement Program
COPS	Community Oriented Policing Services
CPTED	Crime Prevention Through Environmental Design
CSO	Combined Sewer Overflow
CSWMP	Comprehensive Solid Waste Management Plan
CTED	Office of Community, Development
CWPPs	Countywide Planning Policies
EDC	Economic Development Council
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EMT	Emergency Medical Technicians
ERU	Equivalent Residential Unit
FAFB	Fairchild Air Force Base
FTA	Federal Transit Administration
FTZ	Federal Trade Zone
GMA	Growth Management Act
GPCD	Gallons Per Capita Per Day
HCT	High Capacity Transit
HOV	High Occupancy Vehicle
HUD	Department of Housing and Urban Development
HSS	Highways of Statewide Significance
IDB	Industrial Development Bond
I/I	Infiltration/Inflow
ISO	Insurance Service Office
ISTEA	Intermodal Surface Transportation Efficiency Act
JPA	Joint Planning Area
LID	Local Improvement District
LOS	Level of Service
LRT	Light Rail Transit
LUF	Land Utilization Factor
MDD	Maximum Day Demand
MGD	Million Gallons per Day
MIS	Major Investment Study
NRCS	Natural Resources Conservation Service
NRPA	National Recreation and Parks Association
NSC	North Spokane Corridor

PBS	Pedestrian Buffer Strip
PSB	Public Safety Building
PSI	Pounds Per Square Inch
PUD	Planned Unit Development
PWTF	Public Works Trust Fund
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
ROW	Right-of-Way
RTP	Regional Transportation Plan
RUCP	Regional Utility Corridor Plan
SASF	State Arterial Street Fund
SAWTP	Spokane Advanced Wastewater Treatment Plant
SCAPCA	Spokane County Air Pollution Control Authority
SCF	Sewer Construction Fund
SCS	Soils Conservation Service
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SMA	Shoreline Management Act
SMP	Shoreline Master Program
SPD	Spokane Police Department
SRF	State Revolving Fund
SRO	Single-Room Occupancy
SRTC	Spokane Regional Transportation Council
STA	Spokane Transit Authority
STP	Surface Transportation Project
STP-BRM	Surface Transportation Project-Bridge Replacement Monies
TDM	Transportation Demand Management
TEA-21	Transportation Efficiency Act for the 21st Century
TFSSS	Transportation Facilities and Services of Statewide Significance
TIA	Transportation Improvement Account
TIF	Tax Increment Financing
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UP	Union Pacific Railroad
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSRB	Washington Survey and Rating Bureau
WTE	Waste to Energy
WUTC	Washington Utility and Transportation Commission