

**STAFF REPORT Z20-019COMP**

Department of Neighborhood and Planning Services

The following staff report concerns a proposed Comprehensive Plan Amendment to the current Comprehensive Plan for the City of Spokane. The proposal constitutes a requested change to Map TR5 of the Comprehensive Plan in Chapter 4: Transportation, and related text amendments to the City of Spokane Bicycle Master Plan, located in Appendix D of the Comprehensive Plan. Amendments to the Comprehensive Plan are enabled by Spokane Municipal Code (SMC) 17G.020 and Revised Code of Washington (RCW) 36.70A.130.

I. PROPERTY SUMMARY

Parcel(s):	NA - Various locations citywide
Address(es):	NA – Various locations citywide
Property Size:	Not applicable
Legal Description:	Not applicable
General Location:	Public rights-of-way
Current Use:	Bicycle facilities

II. APPLICANT SUMMARY

Staff contact:	Colin Quinn-Hurst, Assistant Planner, cquinnhurst@spokanecity.org
Applicant:	City of Spokane
Property Owner:	City of Spokane

III. PROPOSAL SUMMARY

Current Land Use Designation:	NA
Proposed Land Use Designation:	NA
Current Zoning:	NA
Proposed Zoning:	NA
SEPA Status:	A SEPA threshold Determination of Non-Significance (DNS) was made on August 24, 2020. The appeal deadline is 5:00 PM on September 14, 2020.
Plan Commission Hearing Date:	September 9, 2020
Staff Contact:	Kevin Freibott, Assistant Planner II, kfreibott@spokanecity.org
Staff Recommendation:	Recommended

IV. BACKGROUND INFORMATION

1. **General Proposal Description:** Pursuant to the procedures established by SMC 17G.020, enabled by RCW 36.70A.130, the City of Spokane proposes to amend Map TR-5 in Chapter 4 of the Comprehensive Plan to update and keep current planned bikeway facility designations, and to amend text in Appendix D of the Comprehensive Plan to be consistent with proposed map amendments. The proposal seeks to update future facility designations for segments of the planned bikeway network to be consistent with available right-of-way, engineering assessment, neighborhood plans and proposals, and community feedback.
2. **Site Description and Physical Conditions:** The proposal concerns changes to planned bikeway facilities, as defined in Map TR5, in various locations citywide. A total of thirteen locations are addressed by these changes, concerning segments of Cowley Street, Strong Road, Upriver Drive, 17th Avenue, 10th Ave/11th Ave/Altamont Boulevard, Altamont Street, Flint Road, Cook Street, Palouse Highway, Boone Avenue, Atlantic Street, Sharp Avenue, Pittsburg Street, and Garland Avenue.
3. **Property Ownership:** All proposed changes are within City right-of-way.
4. **Adjacent Property Improvements and Uses:** Property uses are of various types citywide, including residential, industrial and commercial uses.
5. **Street Class Designations:** The streets addressed by this change are of various street class designations as follows:
 - a. **Cowley Street** – Urban Major Collector
 - b. **Strong Road** – Urban Major Collector
 - c. **Upriver Drive** – Urban Minor Arterial
 - d. **17th Avenue** – Urban Minor Collector
 - e. **10th Ave/11th Ave/Altamont Boulevard** – Urban Local Access
 - f. **Altamont Street** – Urban Minor Arterial
 - g. **Flint Road** – Urban Major Collector
 - h. **Cook Street** – Urban Local Access
 - i. **Palouse Highway** – Urban Minor Arterial
 - j. **Boone Avenue** – Urban Minor Arterial
 - k. **Atlantic Street** – Urban Minor Arterial
 - l. **Sharp Avenue** – Urban Minor Arterial
 - m. **Pittsburg Street** – Urban Local Access
 - n. **Garland Avenue** – Urban Minor Arterial
6. **Current Land Use Designation and History:** N/A
7. **Proposed Land Use Designation:** N/A
8. **Current Zoning and History:** N/A
9. **Proposed Zoning:** N/A

V. APPLICATION PROCESS AND PUBLIC COMMENT

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

Application Submitted	October 29, 2019
Threshold Application Certified Complete	November 27, 2019
Council Threshold Subcommittee Established ¹	January 13, 2020
Council Threshold Subcommittee Met	February 6, 2020
Annual Work Program Set ²	March 2, 2020
Agency/Department Comment Period Ended	May 11, 2020
Notice of Application Posted	June 8, 2020
Plan Commission Workshop	June 24, 2020
Public Workshop	July 29, 2020
60-Day Public Comment Period Ended	August 7, 2020
SEPA Determination Issued	August 24, 2020
Notice of Public Hearing Posted	August 26, 2020
Plan Commission Hearing Date (Scheduled)	September 9, 2020

2. **Comments Received:** A request for comments was issued to City departments, local agencies, and departments along with pertinent application details on April 24, 2020. By the close of agency comment on May 11, comments were received from the following:

- Randy Abrahamson – Spokane Tribe of Indians
- Joeline Eliason – City of Spokane Development Services Center
- Dave Kokot – City of Spokane Fire Department
- Bobby Halbig – City of Spokane Streets Department
- Inga Note – City of Spokane, Integrated Capital Management

No concerns or objections were identified in these comments. Comments from City of Spokane Integrated Capital Management identified the need to change the future facility type for Garland Avenue in order to be consistent with the City of Spokane’s Six-Year Streets Plan, and to clarify in the text of the Bicycle Master Plan, an appendix to the Comprehensive Plan, how protected bike lane facilities relate to the facilities identified in Map TR 5. Following additional review, those changes and a correction to the extent of Modification 2 for W. Strong Road were added to the proposal, and a revised Notice of Application was released on June 9, 2020.

¹ Spokane City Council Resolution 2020-0002

² Spokane City Council Resolution 2020-0014

Following the agency/department comment period, a Notice of Application was issued on June 8, 2020 in the Spokesman Review. The following comments were received during the 60-day public comment period:

- Karen Carlberg
- Carol Tomsic
- Patrick McCann
- Eileen Hyatt
- Linda Carroll
- Wyatt Schroeder
- Kevin Flatt
- Laurie Fleming
- Justin Haller
- Melvin Neil
- Erik Powell
- Tim Shauvin
- Cindie Smith
- Jessica Engelman
- Spokane Public Facilities District

- 3. Public Workshop:** A public workshop with the Spokane Plan Commission was held on June 10, 2020, during which the particulars of the proposal were presented to the Plan Commission for their consideration and discussion. The applicant was provided an opportunity to speak during the workshop but no public comment was taken. No changes were proposed at the workshop.

An online public workshop for the general public was held on July 30, 2020. Questions were answered and comments received. No changes were proposed at the workshop.

During the public comment period, presentations were also provided to the Bicycle Advisory Board on June 16, 2020, to the Pedestrian Transportation and Traffic Committee of the Community Assembly on June 23, 2020, and to the Plan Commission Transportation Subcommittee on July 7, 2020.

VI. APPLICATION REVIEW AND ANALYSIS

- 1. Guiding Principles:** SMC 17G.020.010 provides the following guiding principles for the annual comprehensive plan amendment process:

- A.** Keep the comprehensive plan alive and responsive to the community.
- B.** Provide for simultaneous review of proposals to allow for cumulative impact analysis of all applications on a City-wide basis and in conjunction with budget decisions.
- C.** Make map adjustments based on a foundation in policy language, consistently applying those concepts citywide.

- D. Honor the community's long-term investment in the comprehensive plan, through public participation and neighborhood planning processes, by not making changes lightly.
- E. Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically and socially sustainable manner.
- F. Amendments to the comprehensive plan must result in a net benefit to the general public.

2. **Review Criteria:** SMC 17G.020.030 provides a list of considerations that are to be used, as appropriate, by the applicant in developing an amendment proposal, by planning staff in analyzing a proposal, by the plan commission and by the city council in making a decision on the proposal. Following each consideration is staff analysis relative to the amendment requested. The applicable criteria are shown below in *italic* print. Following each requirement is staff analysis relative to the amendment requested.

- A. **Regulatory Changes:** *Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.*

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

The proposal meets this criterion.

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

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

The proposal meets this criterion.

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

Staff Analysis: The City did not require, nor did any Agency comment request or require a traffic impact analysis for the proposal. There will be no immediate impact to the city budget and it is expected that state and federal grants will support these improvements within the next 20 years.

The proposal meets this criterion.

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

Staff Analysis: No evidence of a potential funding shortfall as a result of this proposal exists.

E. Internal Consistency:

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

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

Capital Facilities Program. As described in the staff analysis of Criterion C above, no additional infrastructure or capital expenditures by the City are anticipated for this non-project action, and it is not anticipated that the City's integrated Capital Facilities Program would be affected by the proposal.

Neighborhood Planning Documents Adopted after 2001. The proposal is consistent with the goals and policies of affected neighborhood plans. Proposed changes are consistent with the bicycle facility recommendations in the following neighborhood plans:

- *Five Mile Prairie Neighborhood Plan for Bicycle and Pedestrian Improvements, Figure E-1*
- *South Hill Coalition Connectivity and Livability Strategic Plan – Lincoln Heights, Manito/Cannon Hill, and Rockwood Neighborhoods - Project Map, pg. 41*
- *Greater Hillyard North-East Planning Alliance Report and Final Proposals – Bemiss, Hillyard and Whitman Neighborhoods - Objective 6.1, 6.4, 6.5*

The proposed amendments do not conflict with the neighborhood planning documents for each neighborhood in which a proposed amendment is located:

- *Logan Neighborhood Form-Based Code Subarea Plan*
- *East Central Ben Burr Trailhead Planning*

- *Southgate Neighborhood Transportation & Connectivity Element* – Page 5, Major Organizing Concepts, Pages 7 and 8 – Green Ring and Ben Burr Trail Extension
- *Nevada Lidgerwood Neighborhood Planning – Phase II Summary, Non-motorized Travel Safety, and Traffic Patterns – Findings and Implications*

Miscellaneous Comprehensive Plan Goals and Policies. Staff have compiled a list of Comprehensive Plan Goals and Policies which bear on the proposal in **Exhibit D** of this report. Further discussion of these policies is provided under section K.2 below.

The proposal meets this criterion.

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

Staff Analysis: The proposal is generally consistent with current Comprehensive Plan policies, as described in further detail in the staff analysis of Criterion K.2 below and other criteria in this report. Therefore, no amendment to policy wording is necessary and this criterion does not apply to the subject proposal.

The proposal meets this criterion.

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

Staff Analysis: The proposed change in facility designations are consistent with regional transportation plans and countywide planning policies (CWPP), updating future facility designations on selected street segments already identified as bicycle corridors in regional transportation plans and aligning with transportation plans of adjacent jurisdictions. No comments have been received from any agency, City department, or neighboring jurisdiction which would indicate that this proposal is not regionally consistent.

The proposal meets this criterion.

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

1. **Land Use Impacts:** *In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.*

2. **Grouping:** *Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.*

Staff Analysis: The City is concurrently reviewing this application and eight other applications for Comprehensive Plan amendments, as part of an annual plan amendment cycle. Six applications are for Land Use Plan Map amendments, two are proposed transportation map amendments to the Comprehensive Plan, and one is a proposed text amendment. When considered together, these various applications do not interact, nor do they augment or detract from each other. The cumulative effects of these various applications are minor.

This proposal meets this criterion.

H. SEPA: *SEPA³ Review must be completed on all amendment proposals and is described in Chapter 17E.050.*

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

Staff Analysis: The application is under review in accordance with the State Environmental Policy Act (SEPA), which requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of the information contained in the environmental checklist, written comments from local and State departments and agencies concerned with land development within the City, and a review of other information available to the Director of Planning Services, a Determination of Non-Significance was issued on August 24, 2020.

The proposal meets this criterion.

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

Staff Analysis: The proposal would not impact the City's ability to provide transportation facilities at the planned level of service.

³ State Environmental Policy Act

The proposal meets this criterion.

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

Staff Analysis: The proposal does not include an expansion to the UGA, thus this criteria does not apply.

The proposal meets this criterion.

K. **Demonstration of Need:**

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

Staff Analysis: The proposal does not include a policy adjustment, thus this criteria does not apply.

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

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g. compatibility with neighboring land uses, proximity to arterials, etc.);

Staff Analysis: Not applicable.

- b. The map amendment or site is suitable for the proposed designation.

Staff Analysis: Not applicable.

- c. The map amendment implements applicable comprehensive plan policies and subarea plans better than the current map designation.

Staff Analysis: The proposed adjustments to Map TR-5 better carry out Comprehensive Plan policies TR 1 - Transportation Network for All Users, TR 5 - Active Transportation, and TR 7 - Neighborhood Access. These adjustments better achieve these policies by correcting inaccuracies to align with existing facilities and upgrading bikeway facility recommendations to be consistent subarea plans, neighborhood council recommendations, and current local, regional and national design standards for given roadway conditions.

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

consistent and to preserve consistency between the comprehensive plan and supporting development regulations.

Staff Analysis: Not applicable.

The proposal meets this criterion.

VII. CONCLUSION

The proposal has been processed and considered according to the requirements of the Spokane Municipal Code. According to the information provided above and the whole of the administrative record, the proposal is consistent with the approval criteria set forth by SMC 17G.020.

Following the close of public testimony and deliberations regarding conclusions with respect to the review criteria and decision criteria detailed in SMC Chapter 17G.020, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested amendment to the Land Use Plan map of the City's Comprehensive Plan.

VIII. STAFF RECOMMENDATION

Considering the above information and the whole of the administrative record, staff recommends that Plan Commission and the City Council approve this proposal.

IX. LIST OF EXHIBITS

- | | |
|--|---|
| A. Proposed Map Amendments | F. SEPA Checklist |
| B. Proposed Text Amendment | G. SEPA Determination of Non-Significance |
| C. Currently Adopted Map TR-5 | H. Agency Comments |
| D. List of Relevant Comp Plan Policies | I. Public Comments |
| E. Application Materials | |

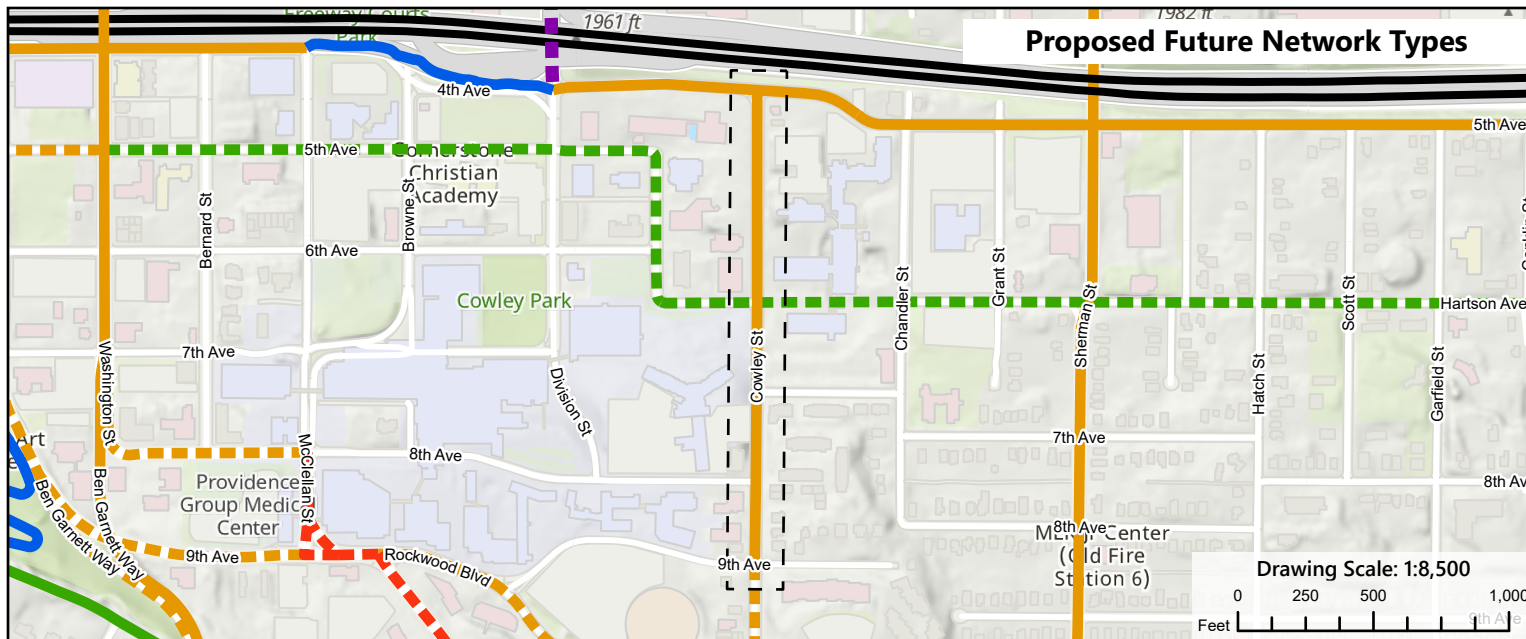
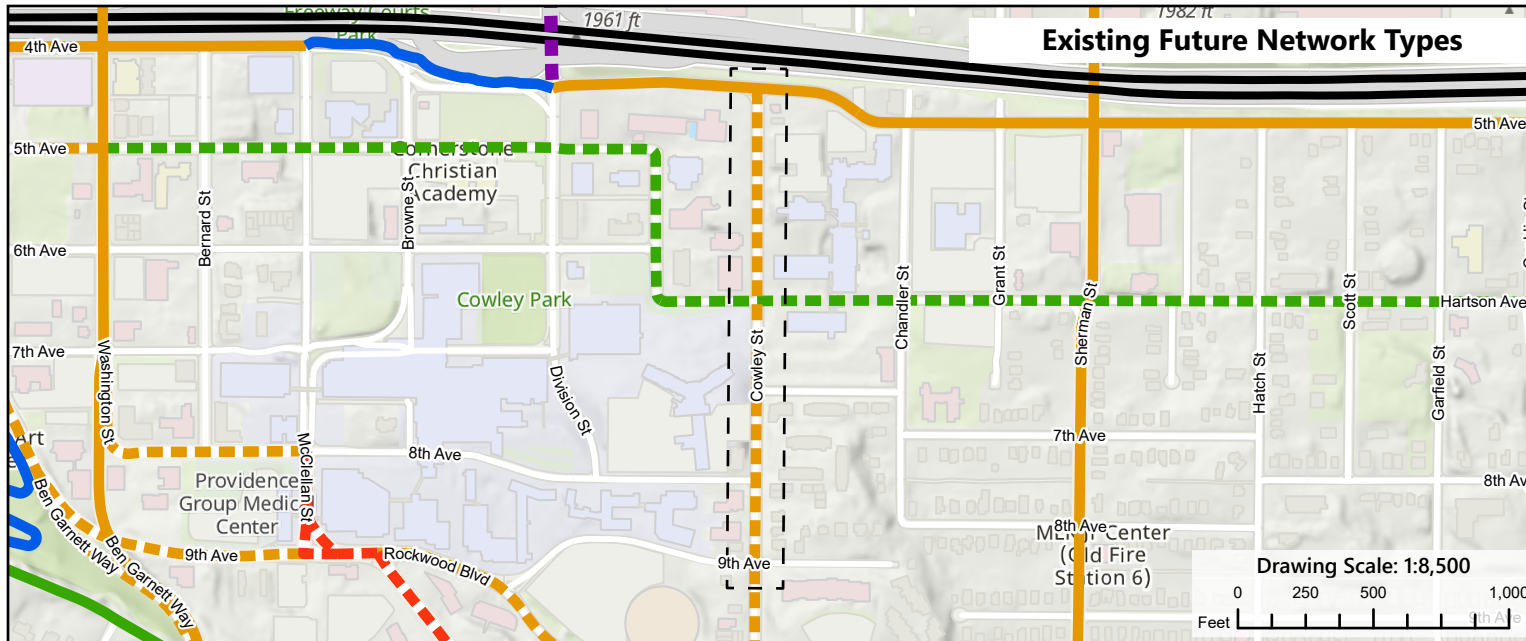


Z20-019COMP: Map TR-5, Proposed Modification 1 (Cowley St between 4th Ave and 9th Ave) 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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 to property lines, section lines, streets, etc.



Legend

[] Area of Proposed Change

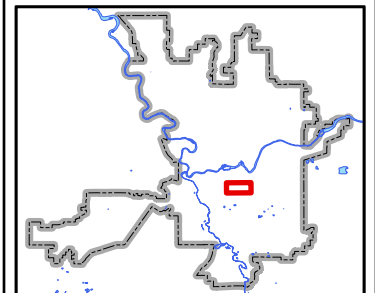
Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.33 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

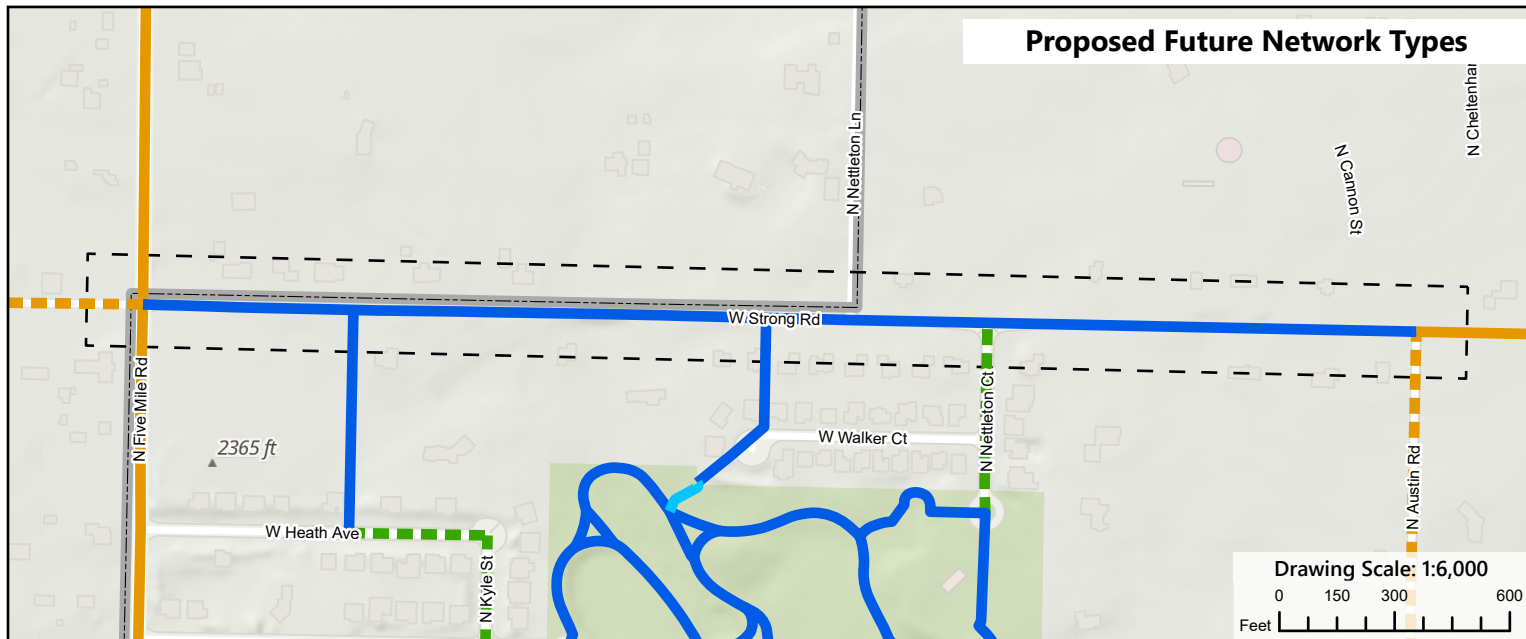
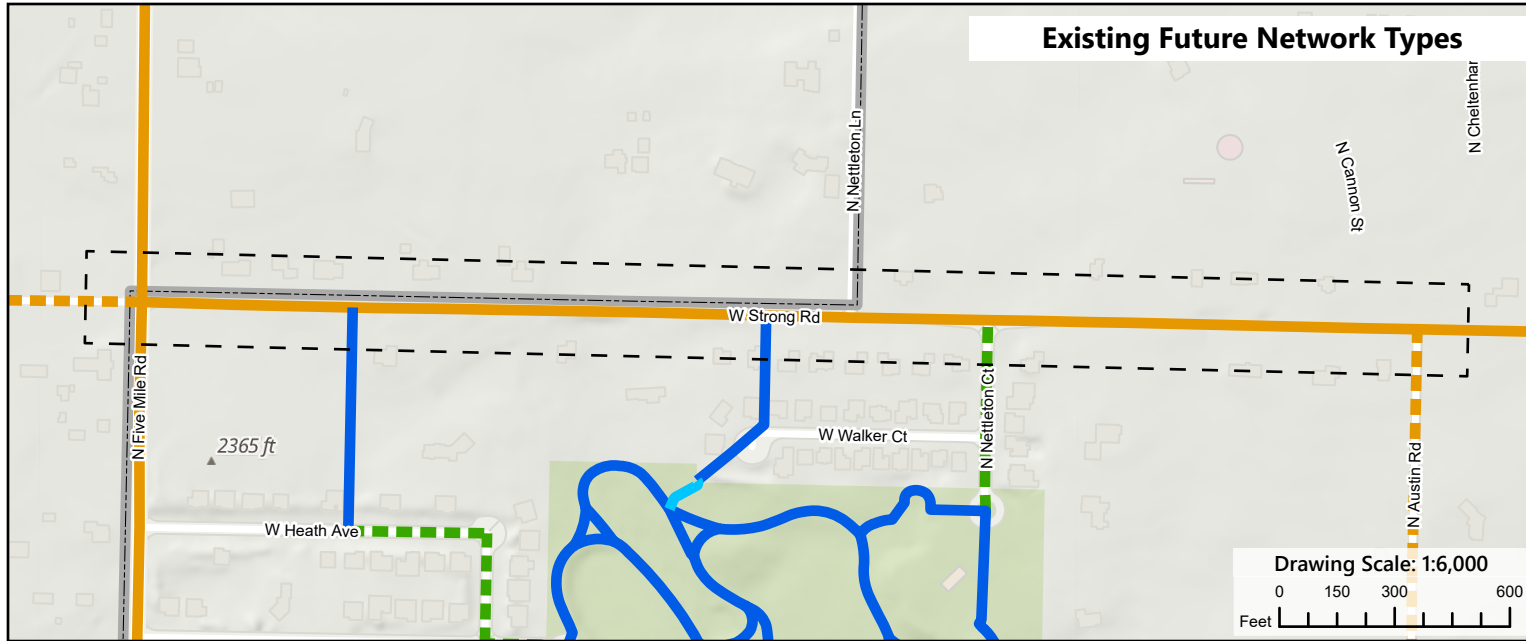


Z20-019COMP: Map TR-5, Proposed Modification 2 (Revised June 8) **(Strong Rd between Five Mile Rd and Austin Rd)** 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 6/8/2020

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Legend

[] Area of Proposed Change

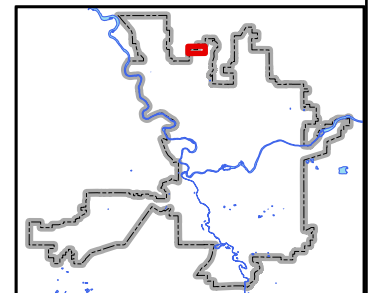
Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.63 Miles

PROJECT LOCATION



Neighborhood and Planning Services
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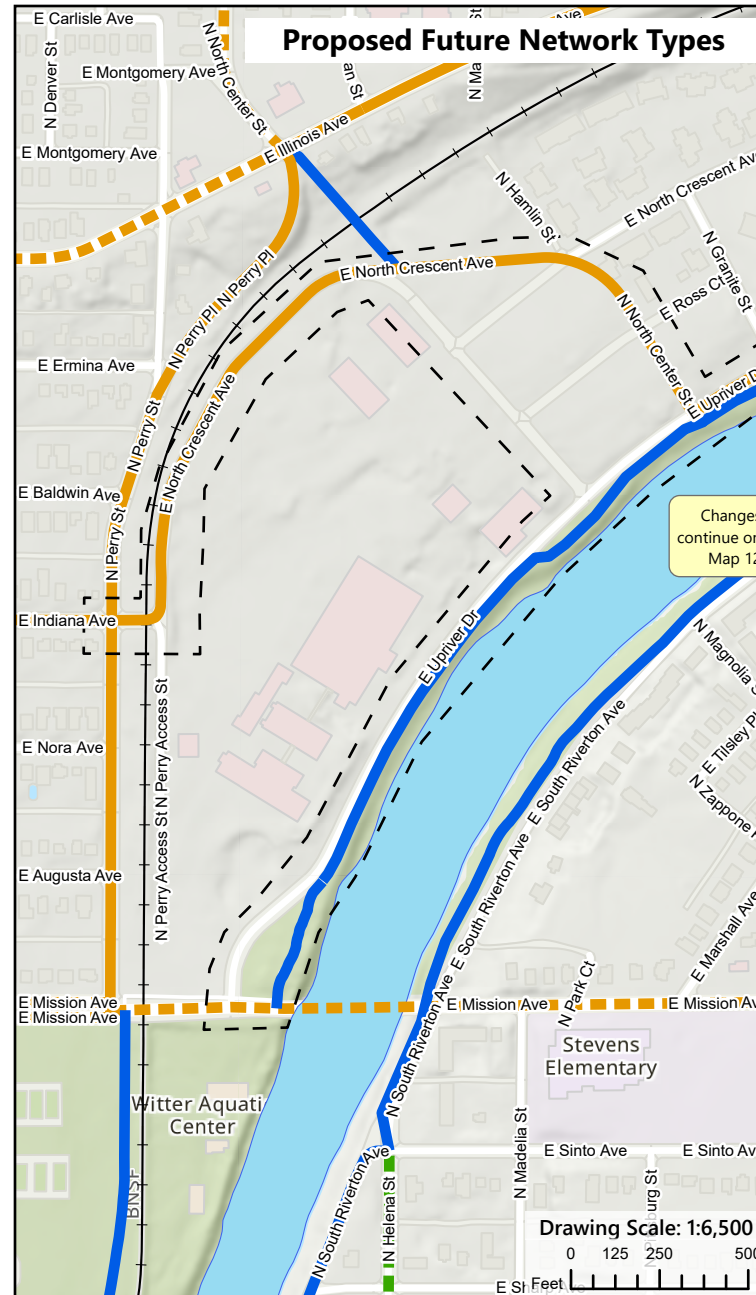
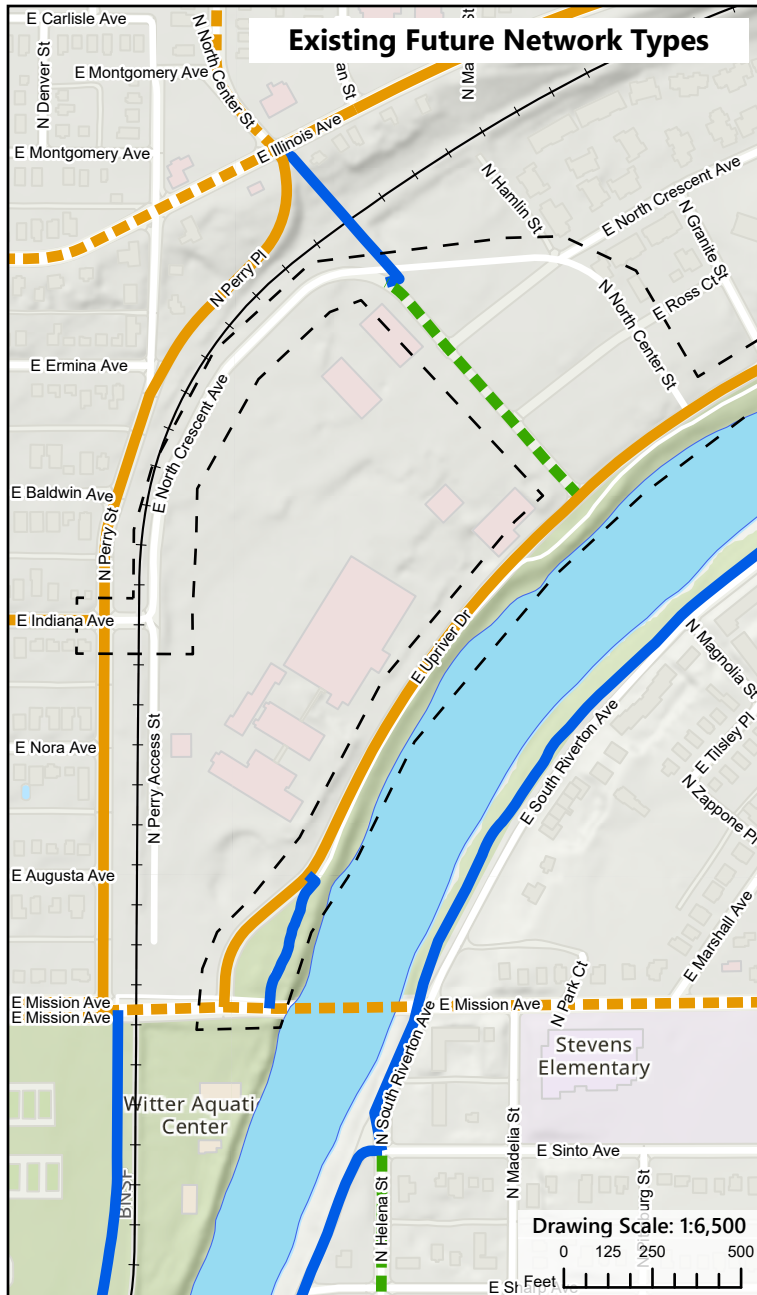


Z20-019COMP: Map TR-5, Proposed Modification 3 **(Avista Headquarters Vicinity)** 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/9/2020

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Legend

[] Area of Proposed Change

— Railroad

Waterbody

Current Bikeway Network

Bike Friendly Route

Closed to Bike

Difficult Connection

High Traffic (Bike Lane)

High Traffic (Shared)

Moderate Traffic (Bike Lane)

Moderate Traffic (Shared)

Neighborhood Greenway

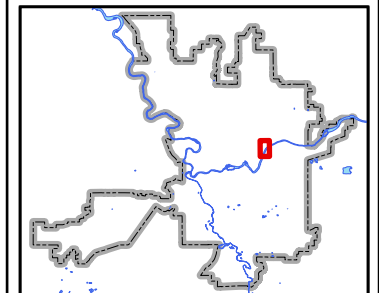
Shared Use Path

Soft Surface Path



Length of Change: 1.06 Miles

PROJECT LOCATION



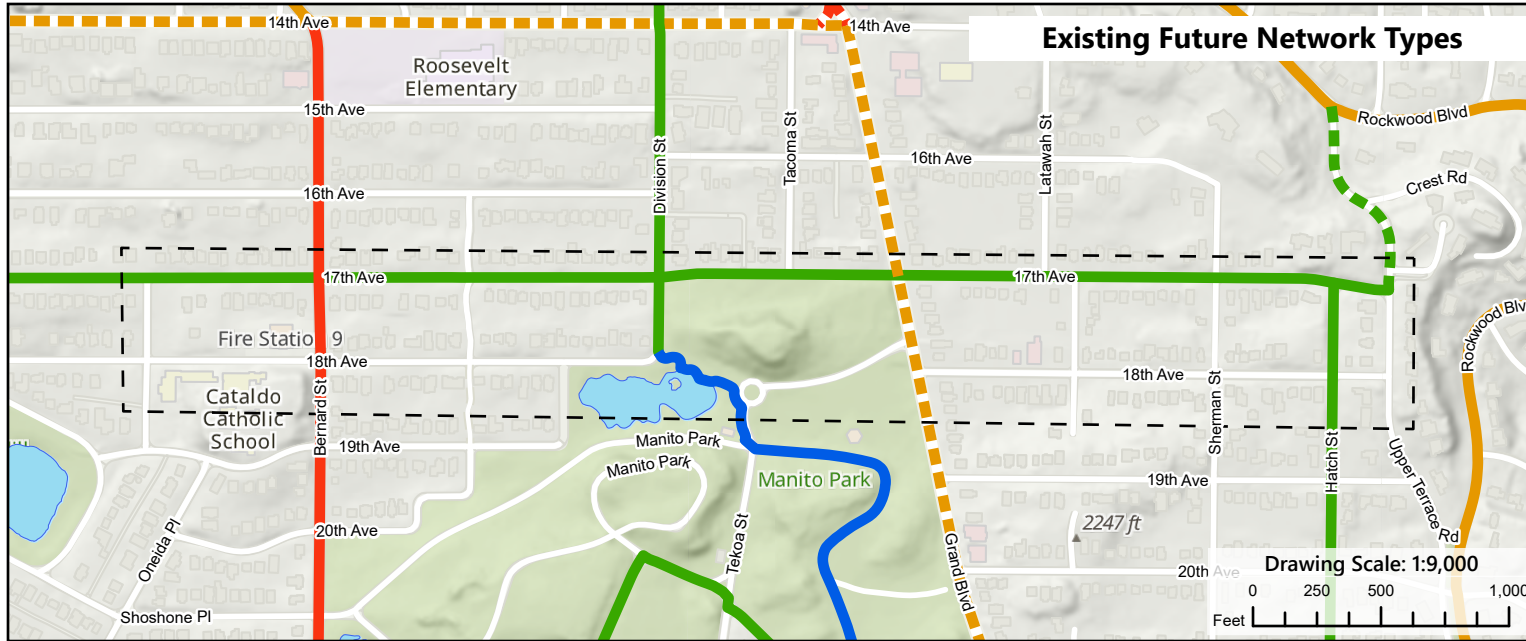
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Z20-019COMP: Map TR-5, Proposed Modification 4 **(17th Ave between Stevens St and Hatch St)** 2019/2020 Comprehensive Plan Amendment Proposals

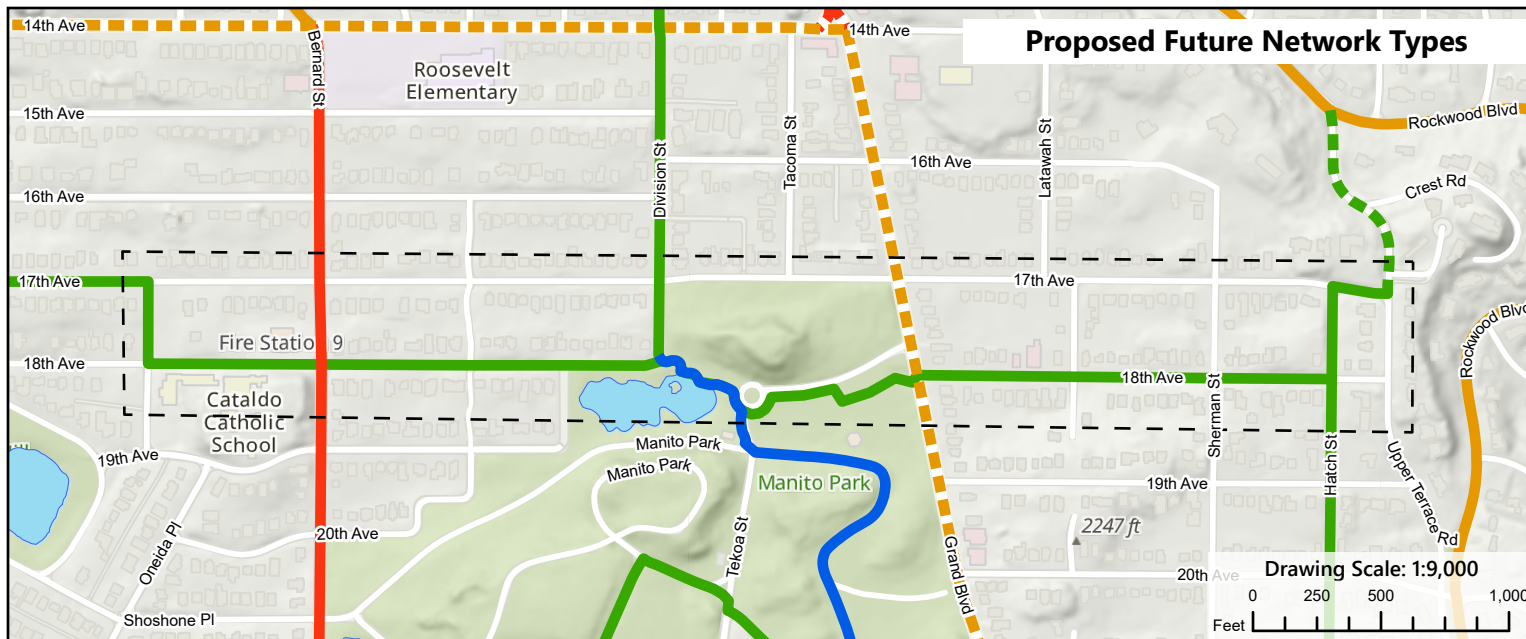
Drawn: 2/11/2020
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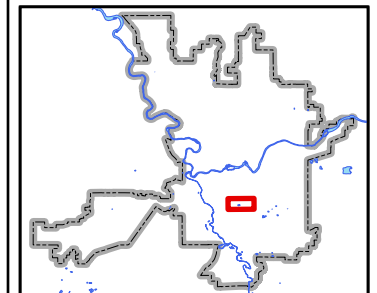
Legend

- Waterbody
- Area of Proposed Change
- Current Bikeway Network**
 - Bike Friendly Route
 - Closed to Bike
 - Difficult Connection
 - High Traffic (Bike Lane)
 - High Traffic (Shared)
 - Moderate Traffic (Bike Lane)
 - Moderate Traffic (Shared)
 - Neighborhood Greenway
 - Shared Use Path
 - Soft Surface Path



Length of Change: 0.92 Miles

PROJECT LOCATION



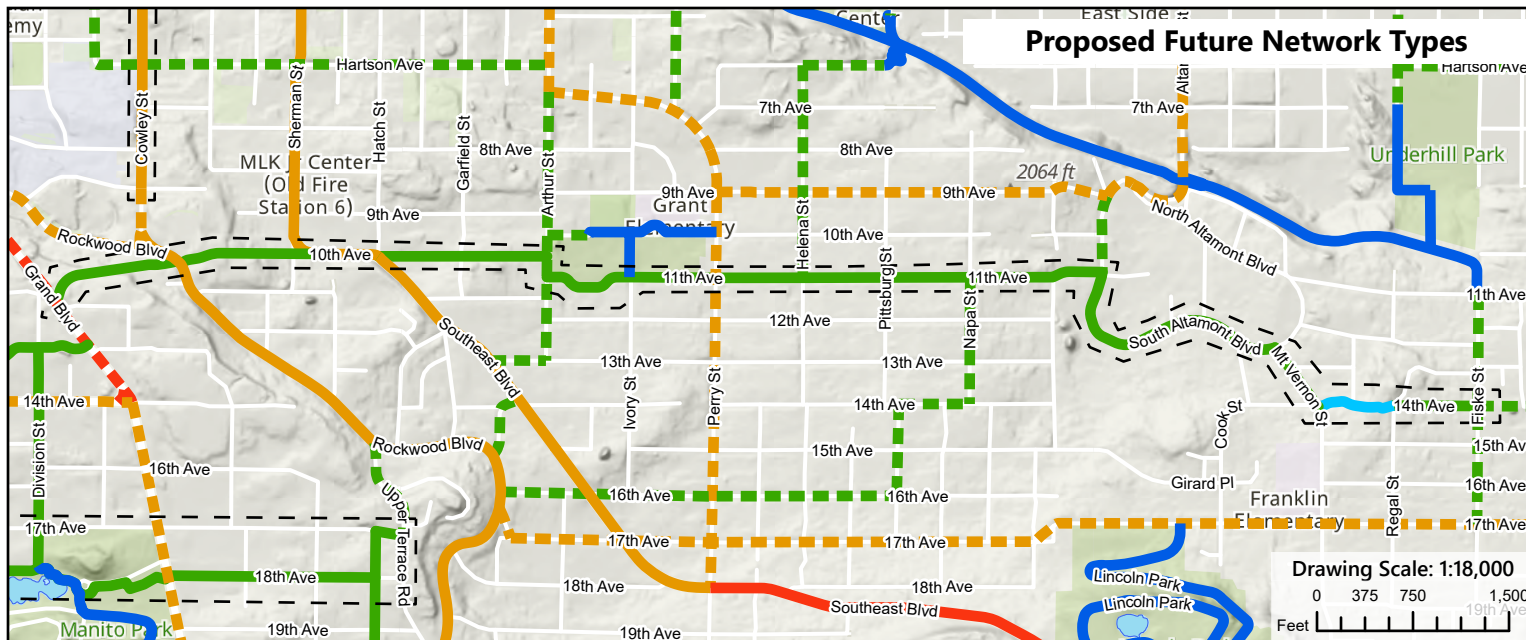
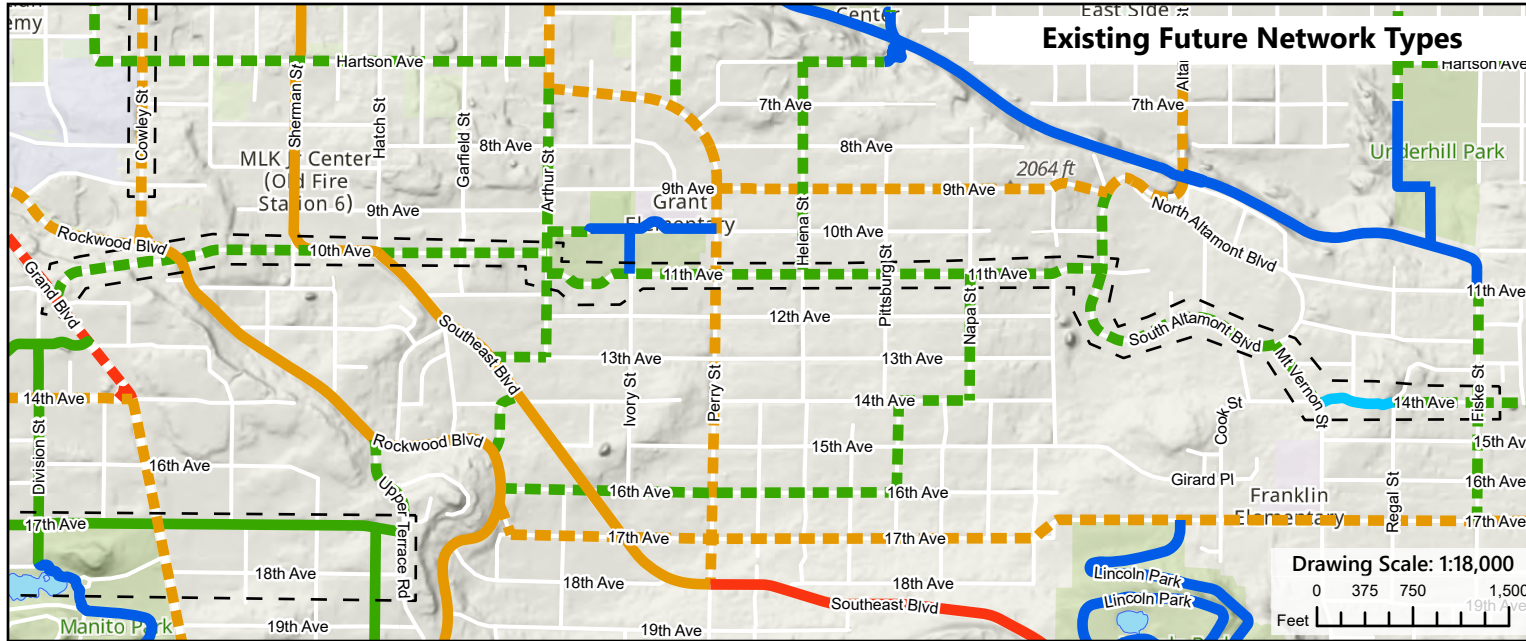
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Z20-019COMP: Map TR-5, Proposed Modification 5 **(Sumner Ave, 10th Ave, 11th Ave, Altamont Blvd, Mt Vernon St, 14th Ave)** 2019/2020 Comprehensive Plan Amendment Proposals

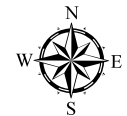
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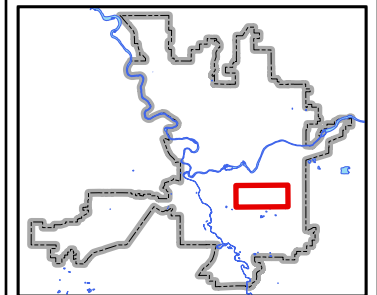
Legend

- Waterbody
- Area of Proposed Change
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- Difficult Connection
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- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 3.26 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott



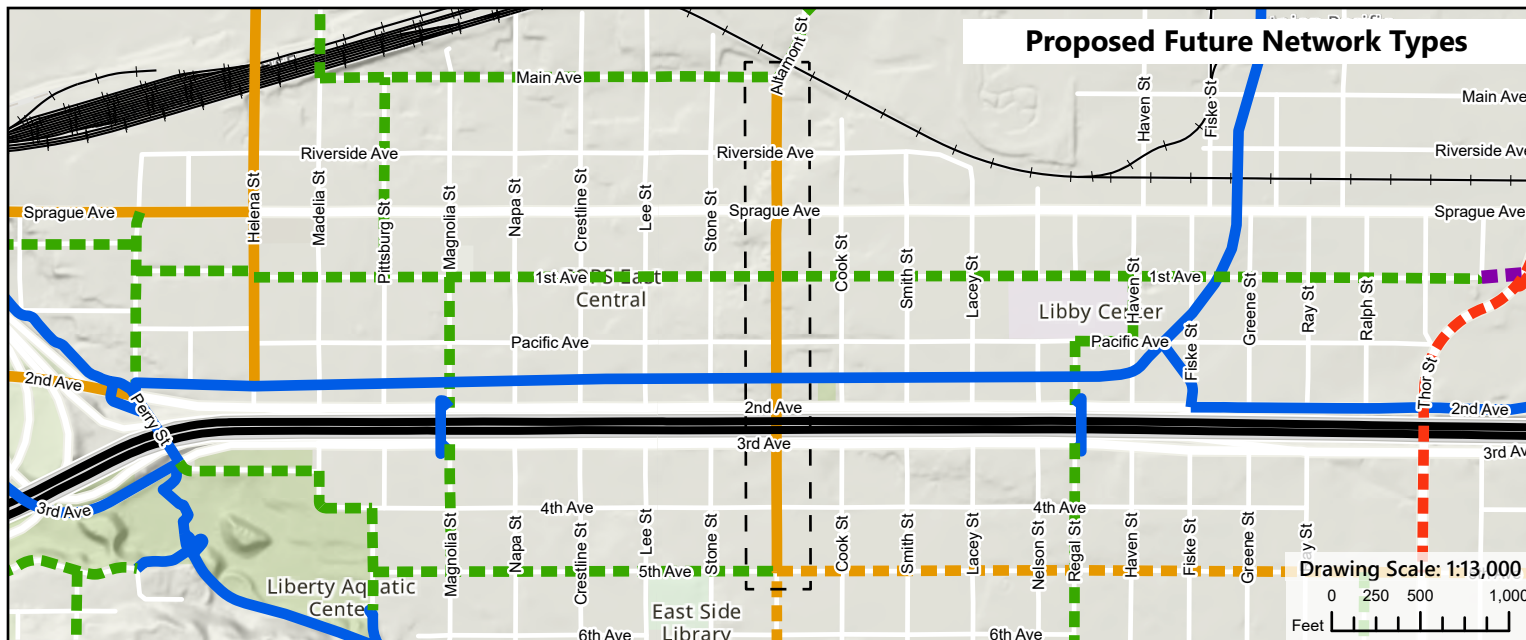
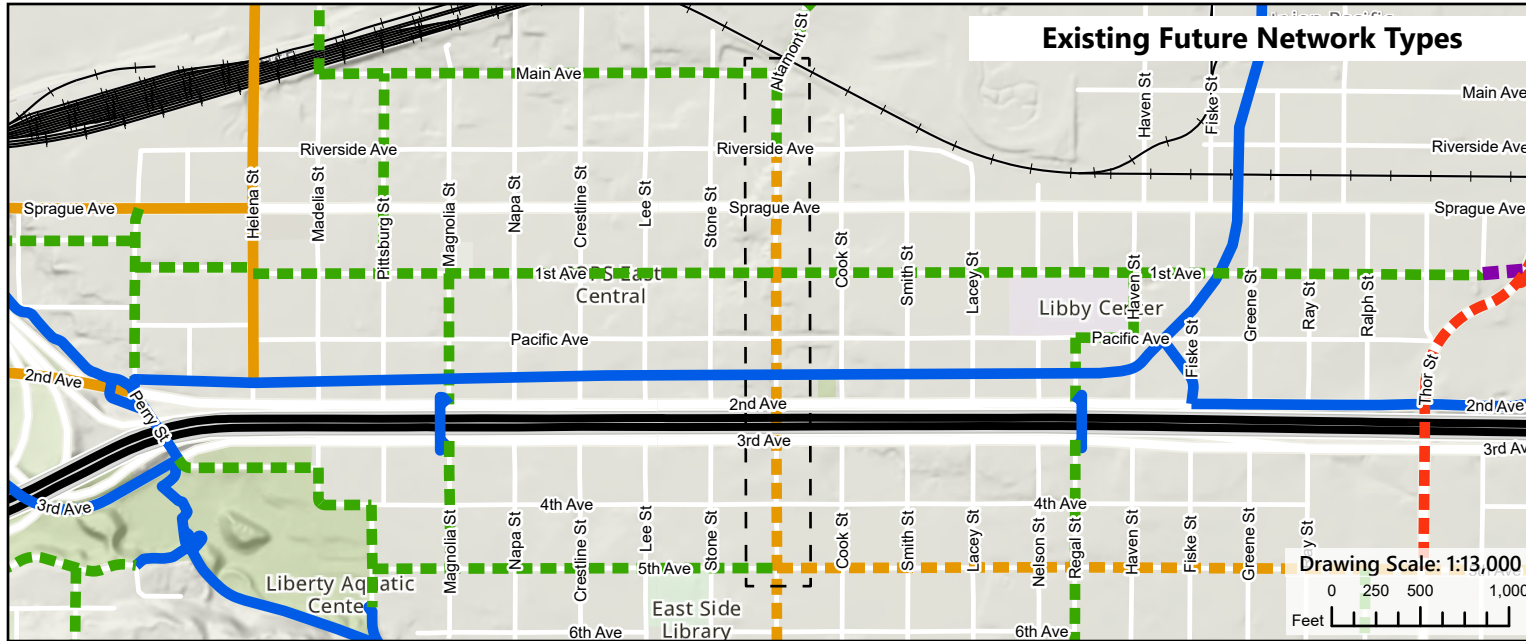
Z20-019COMP: Map TR-5, Proposed Modification 6 (Altamont St between 5th Ave and Main Ave)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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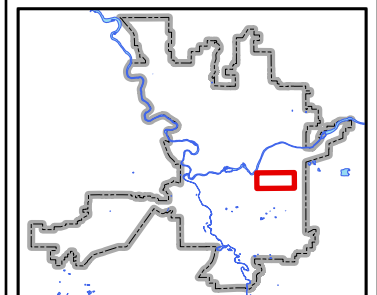
Legend

- Railroad
- Area of Proposed Change
- Current Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
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- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.53 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

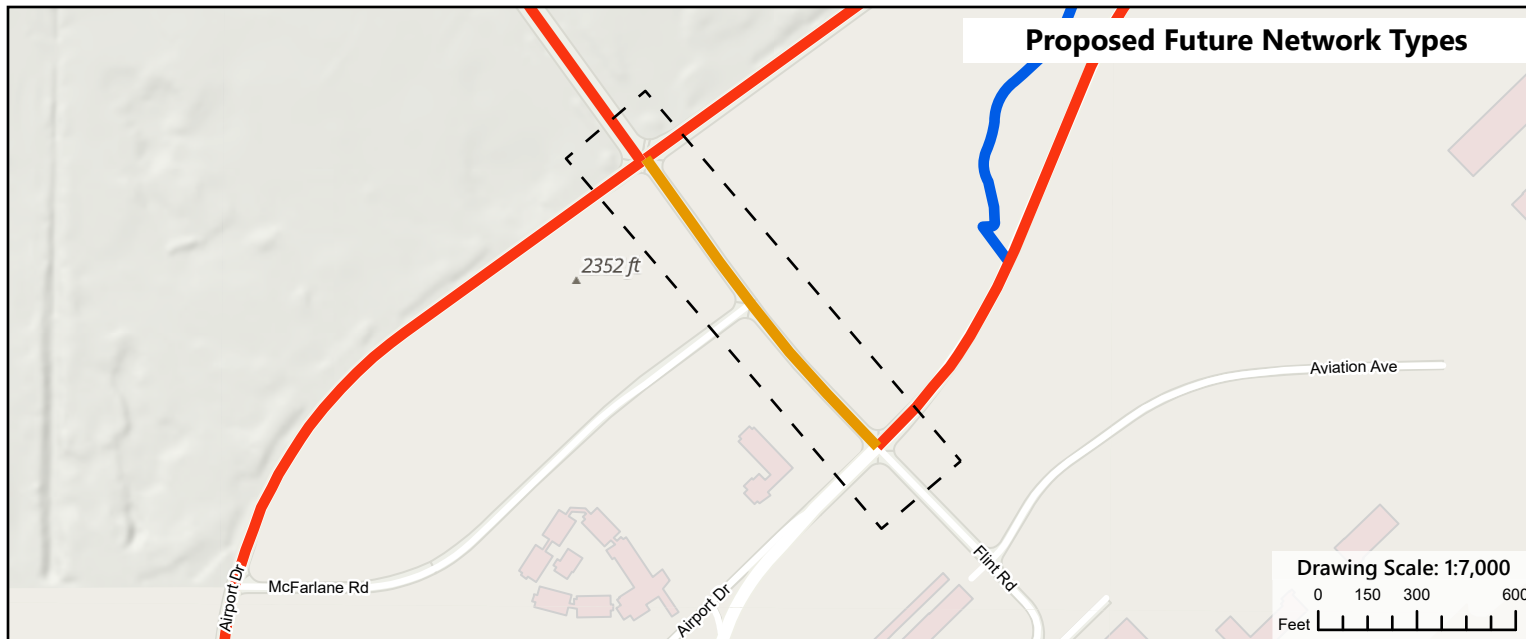
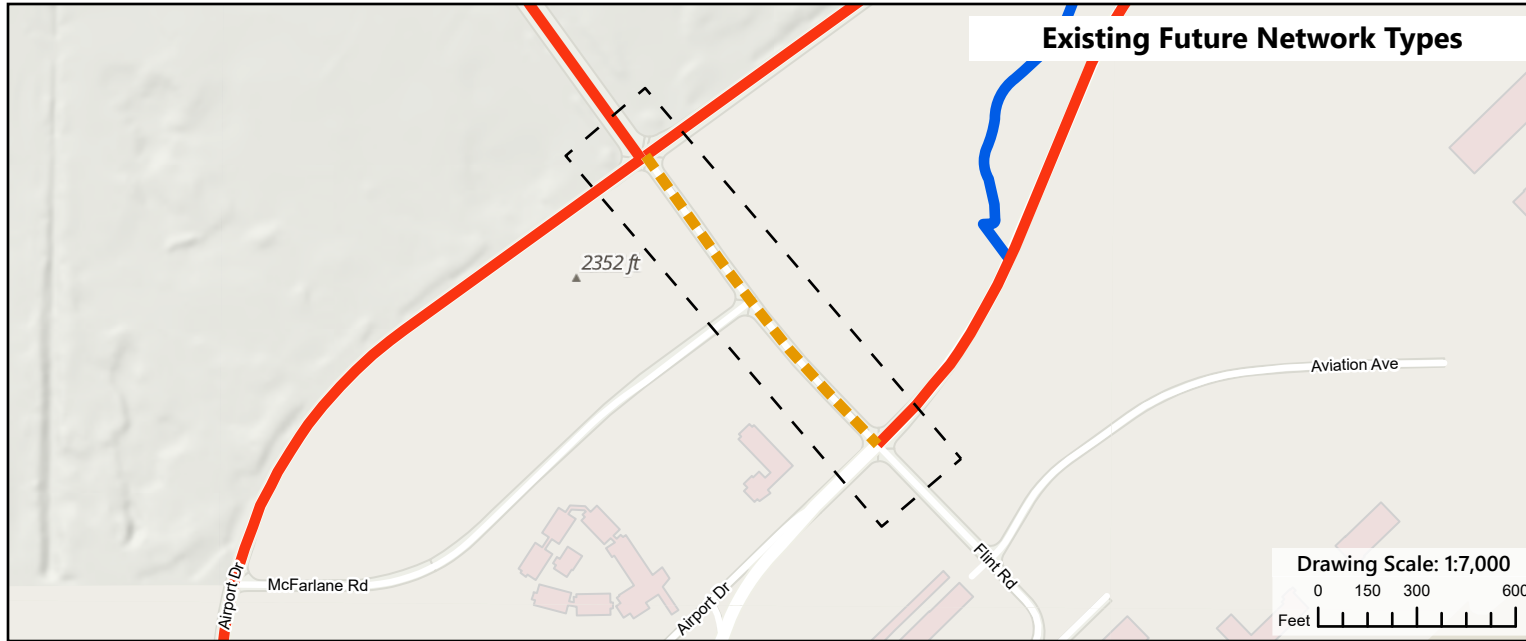


Z20-019COMP: Map TR-5, Proposed Modification 7 (Flint Rd between Airport Dr and Airport Dr) 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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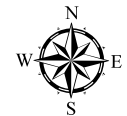


Legend

[] Area of Proposed Change

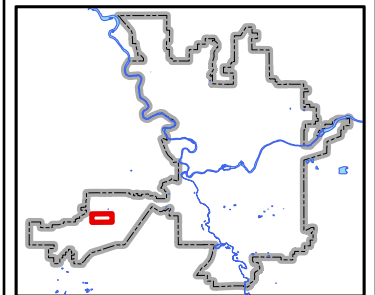
Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.21 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

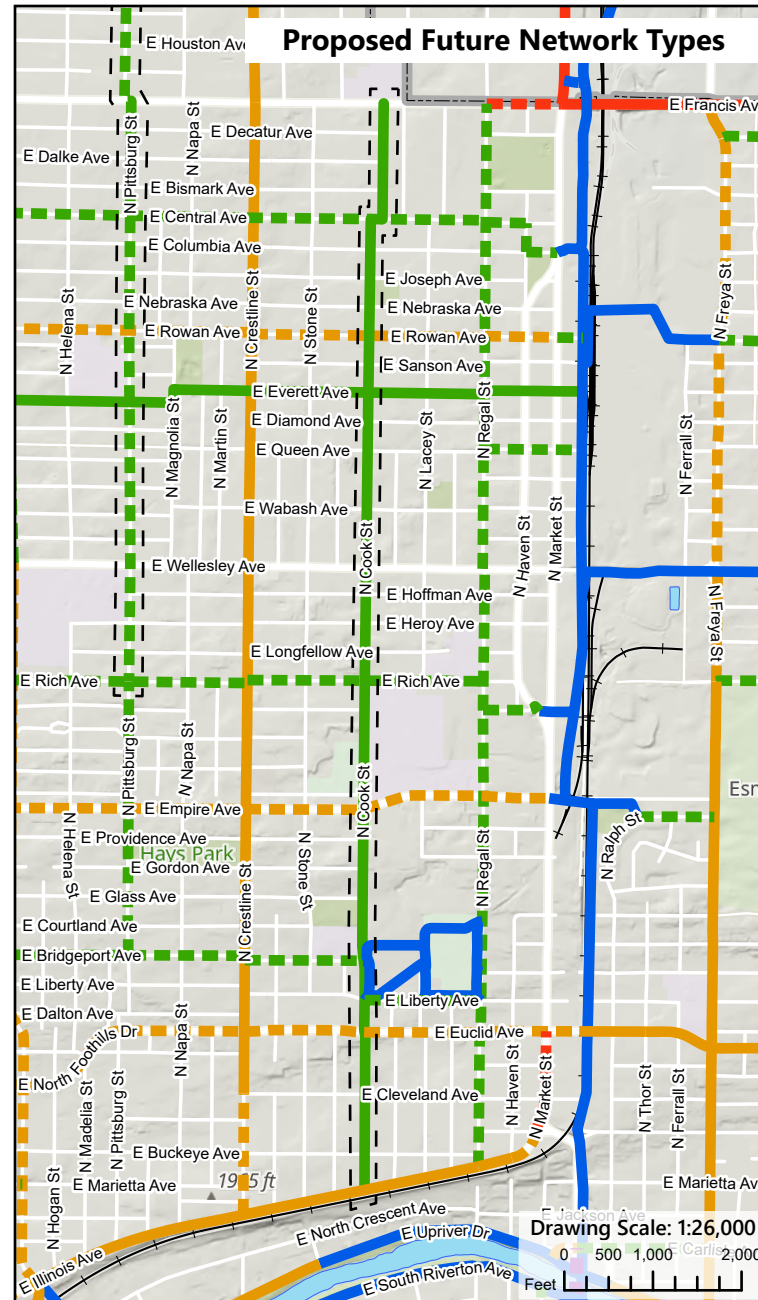
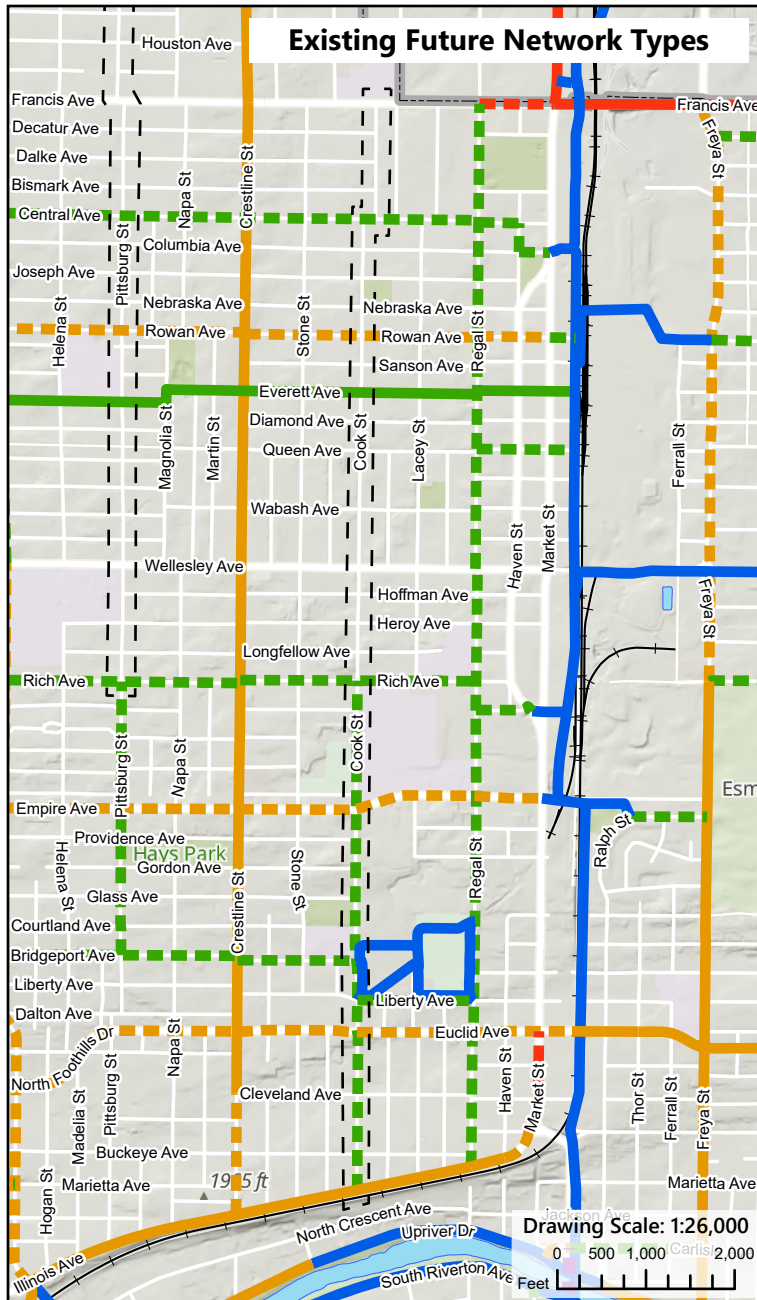


Z20-019COMP: Map TR-5, Proposed Modification 8 **(Cook St between Francis Ave and Illinois Ave)** 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/14/2020

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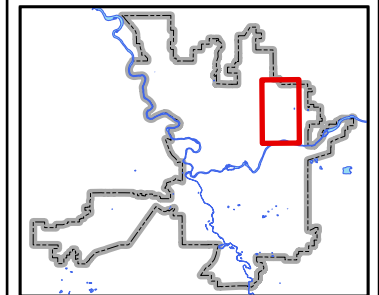
Legend

- Railroad
- Waterbody
- Area of Proposed Change
- Current Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 2.35 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott



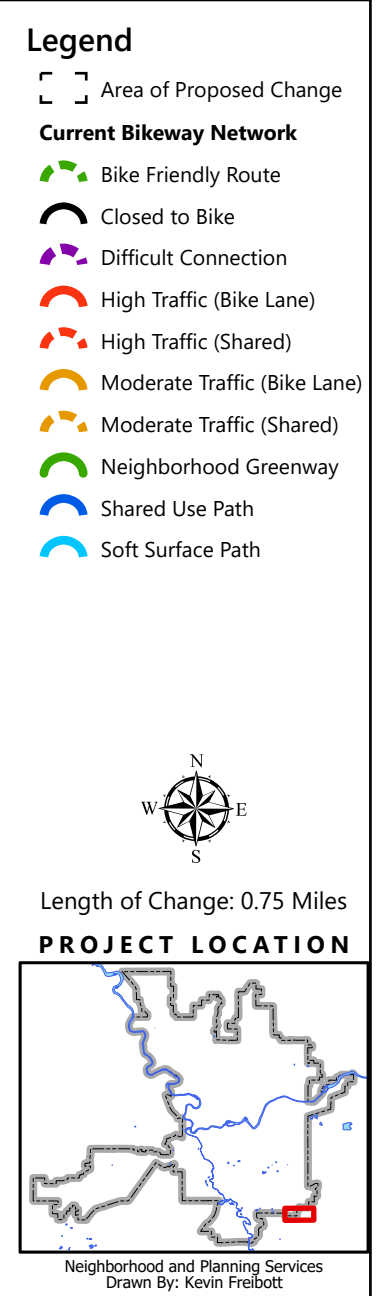
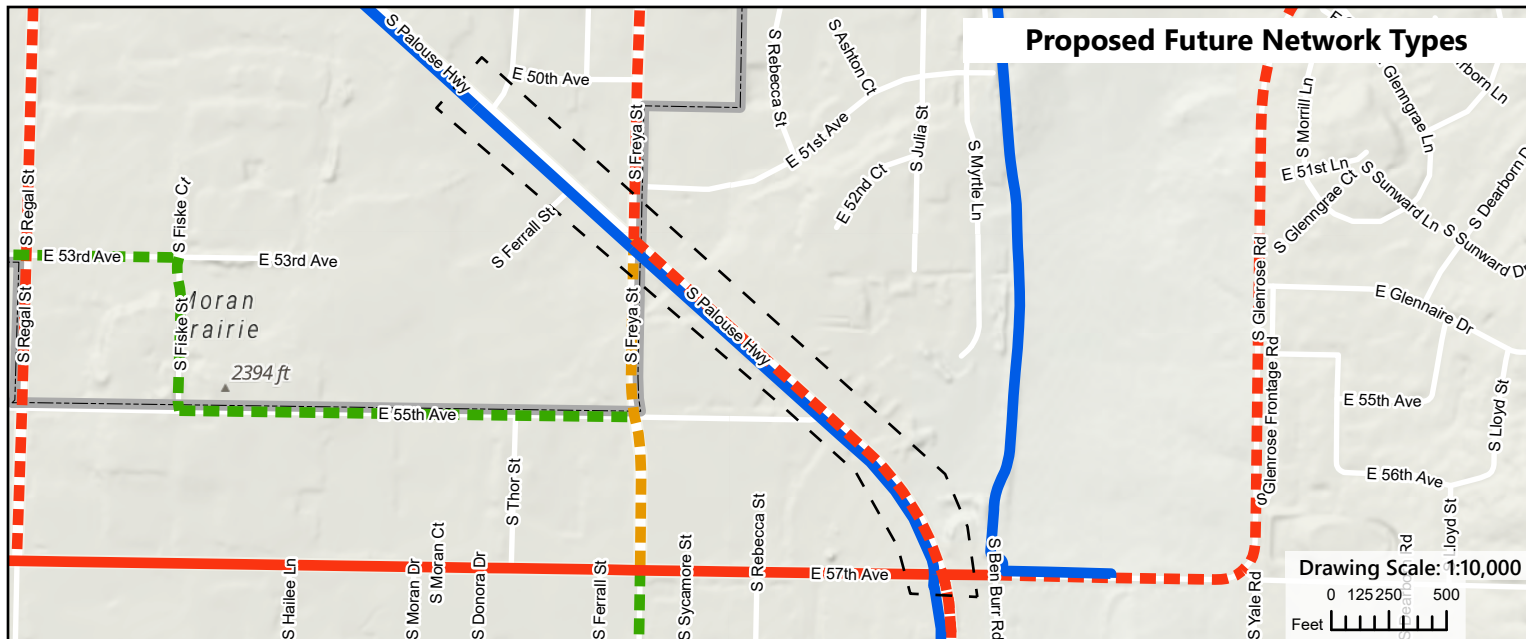
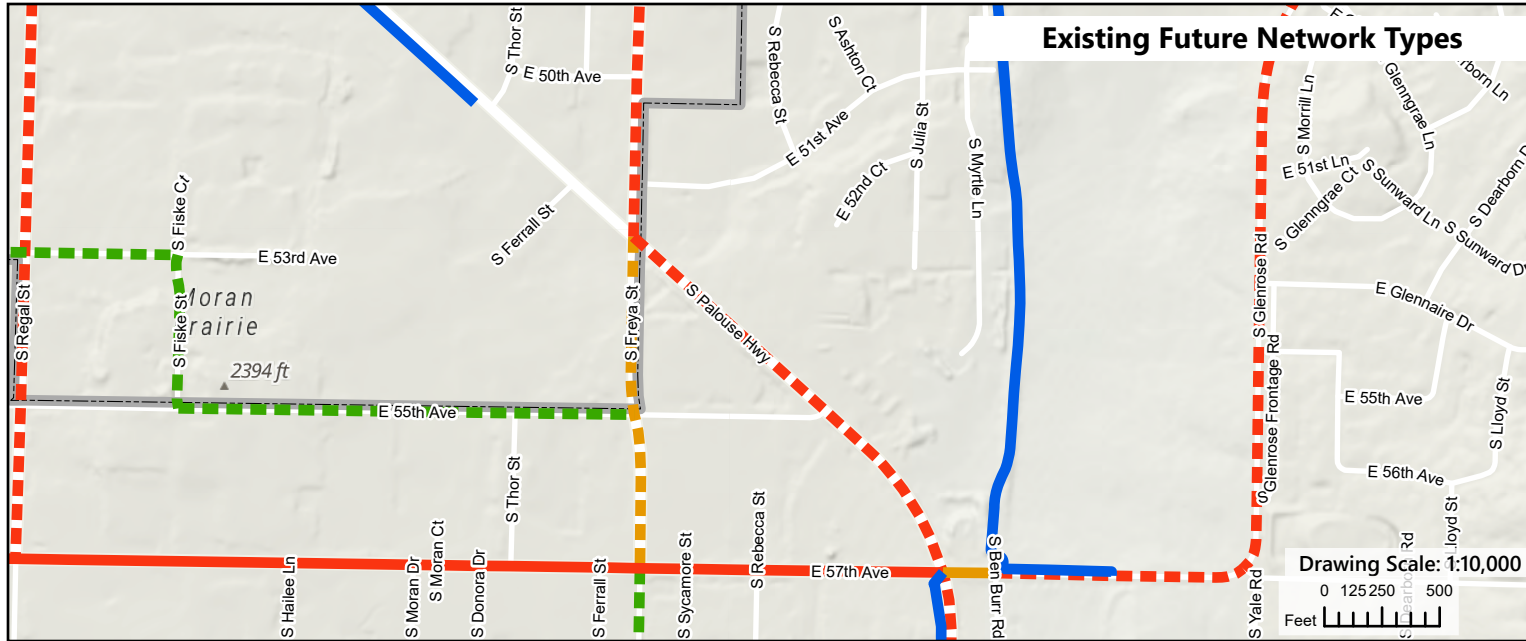
Z20-019COMP: Map TR-5, Proposed Modification 9 **(Palouse Hwy between Thor St and 57th Avenue)**

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/7/2020

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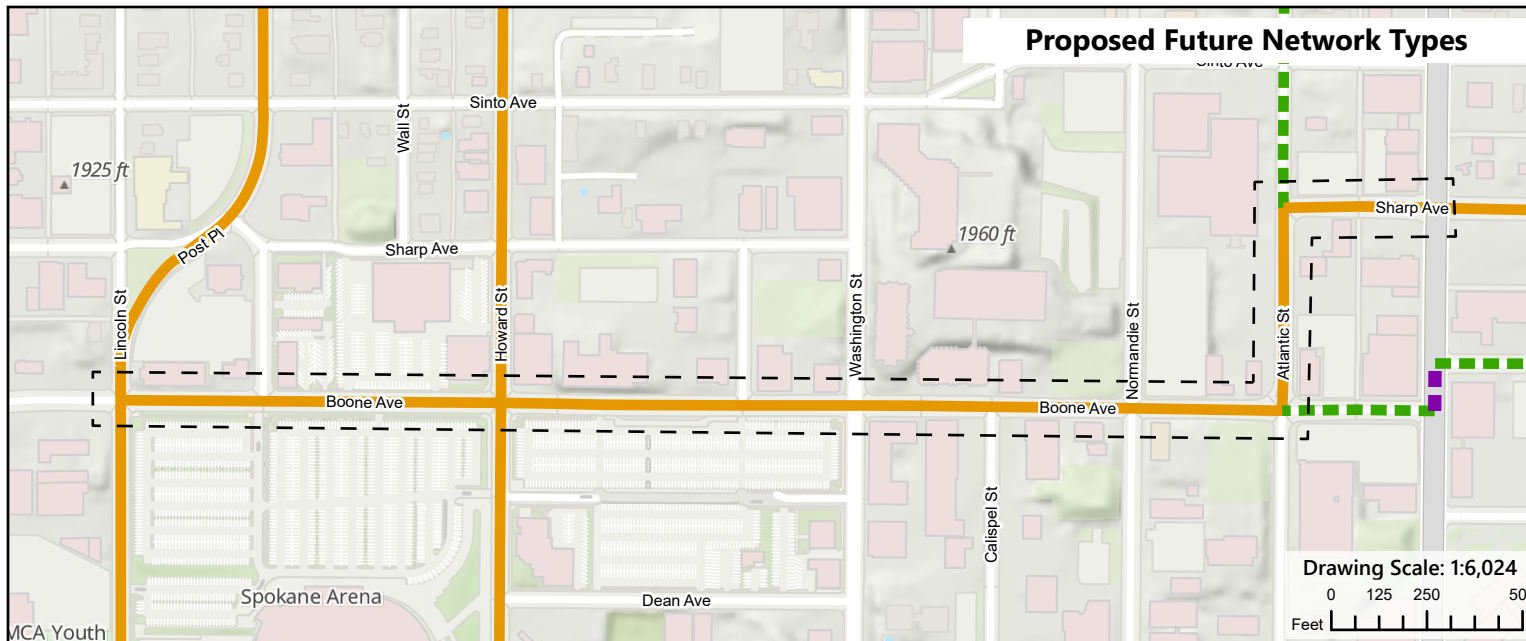
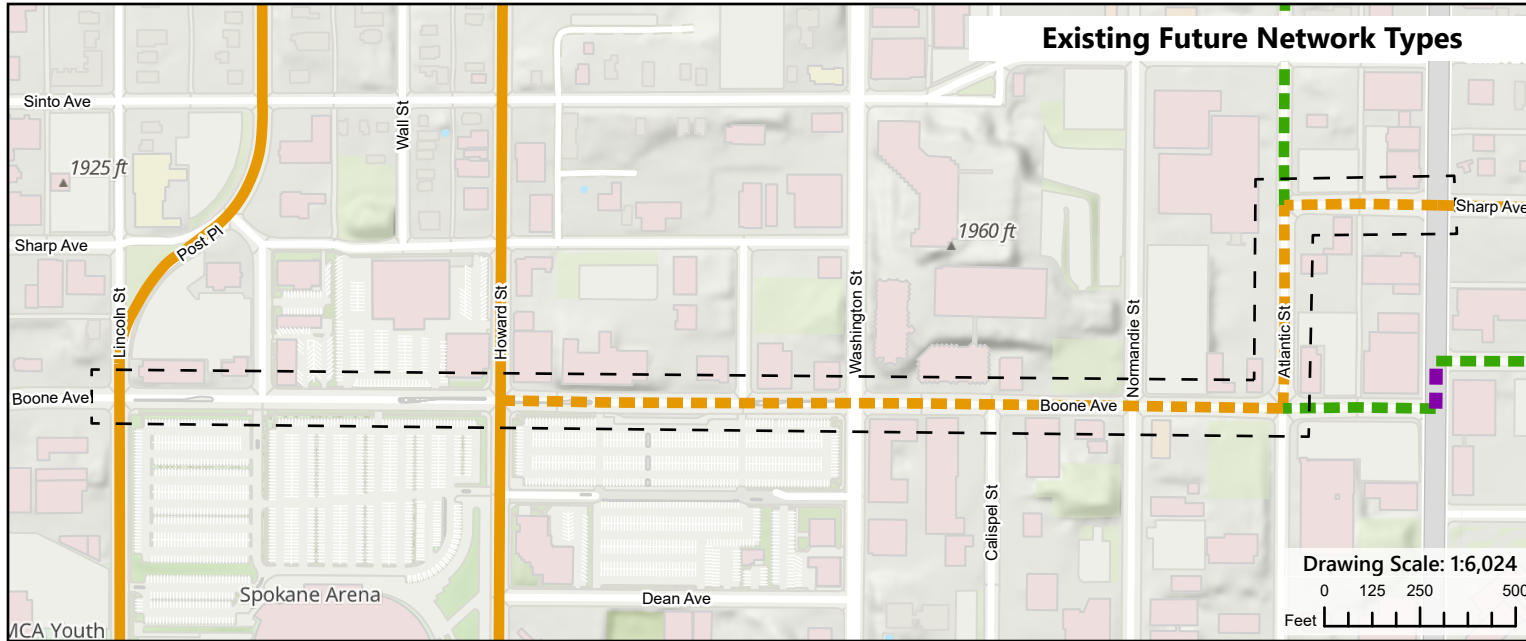


Z20-019COMP: Map TR-5, Proposed Modification 10 (Boone Ave, Atlantic St, & Sharp Ave between Lincoln St and Division St) 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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Legend

[] Area of Proposed Change

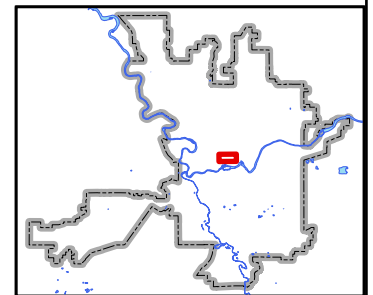
Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

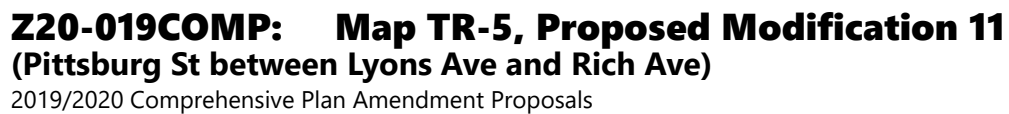


Length of Change: 0.75 Miles

PROJECT LOCATION



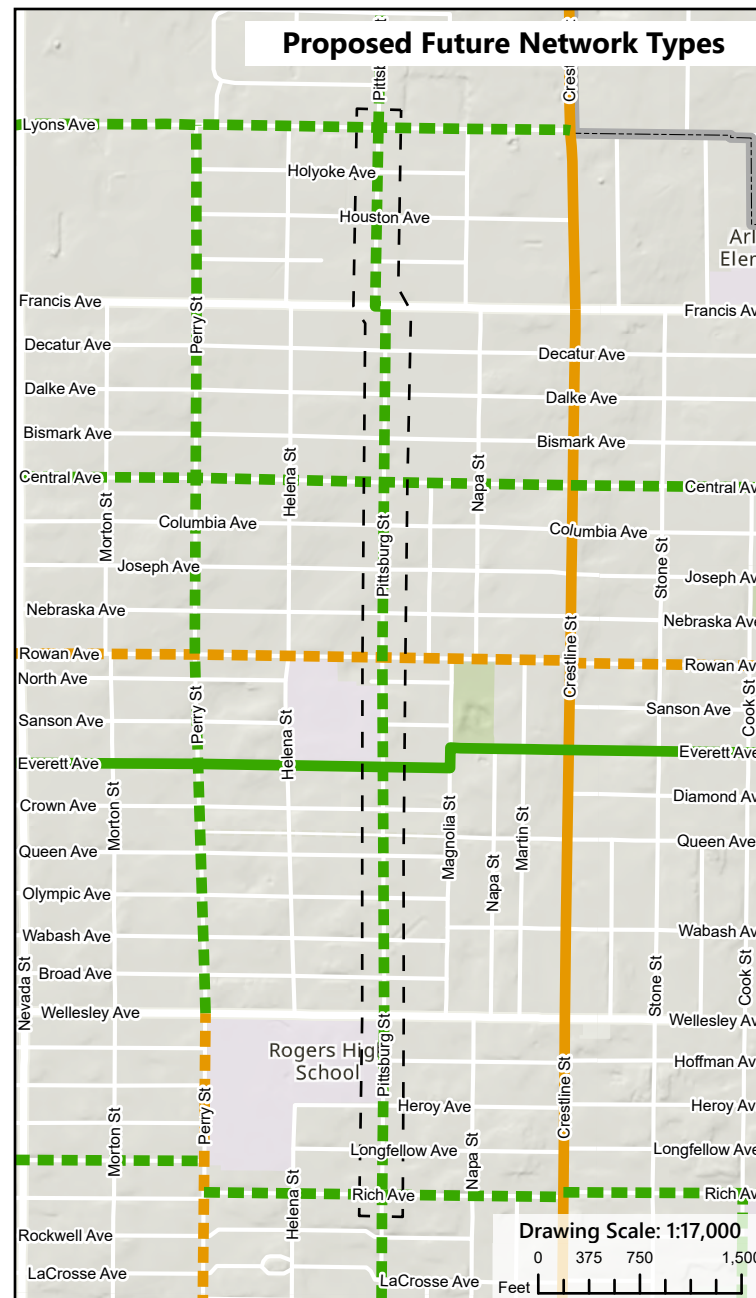
Neighborhood and Planning Services
Drawn By: Kevin Freibott



Drawn: 2/11/2020











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Area of Proposed Change

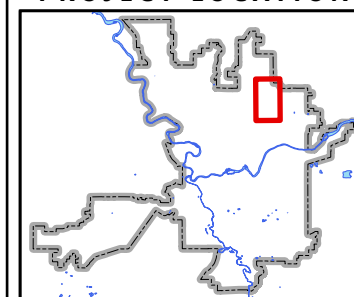
Current Bikeway Network

-  Bike Friendly Route
-  Closed to Bike
-  Difficult Connection
-  High Traffic (Bike Lane)
-  High Traffic (Shared)
-  Moderate Traffic (Bike Lane)
-  Moderate Traffic (Shared)
-  Neighborhood Greenway
-  Shared Use Path
-  Soft Surface Path



Length of Change: 1.51 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott



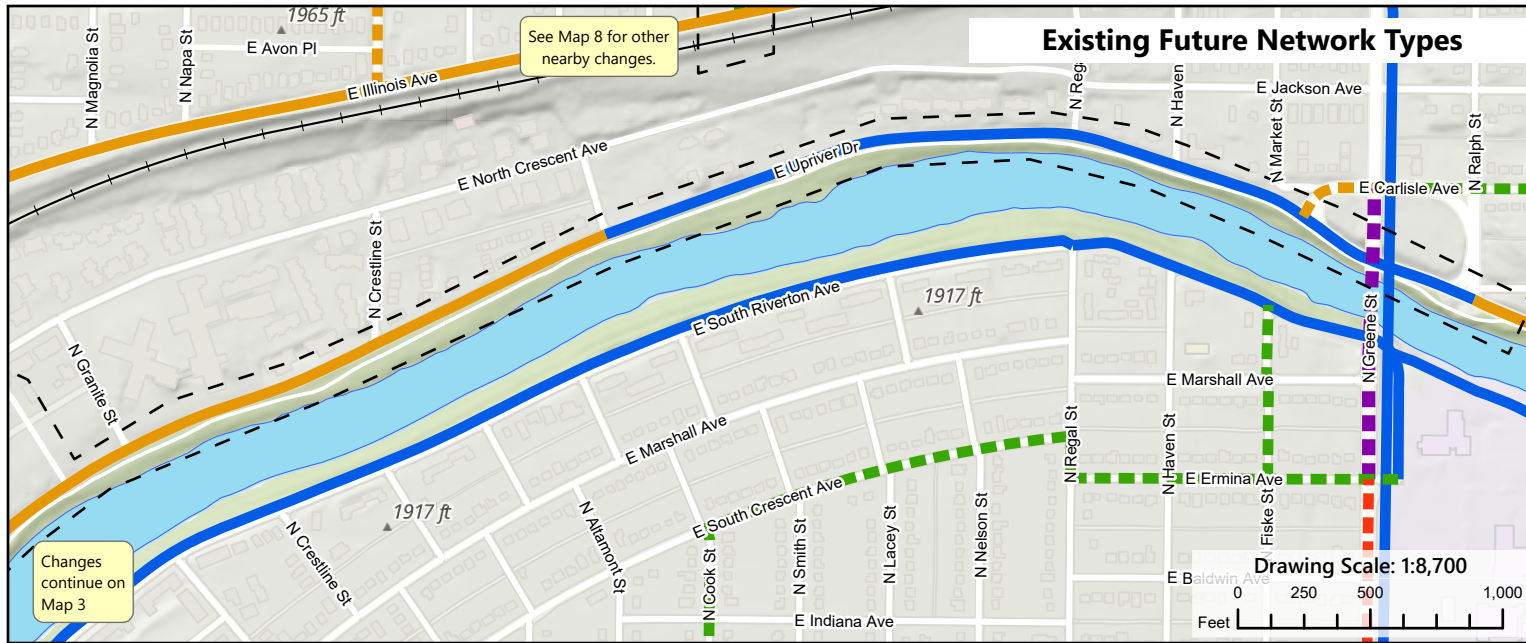
Z20-019COMP: Map TR-5, Proposed Modification 12 (Upriver Drive and Centennial Trail)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/17/2020

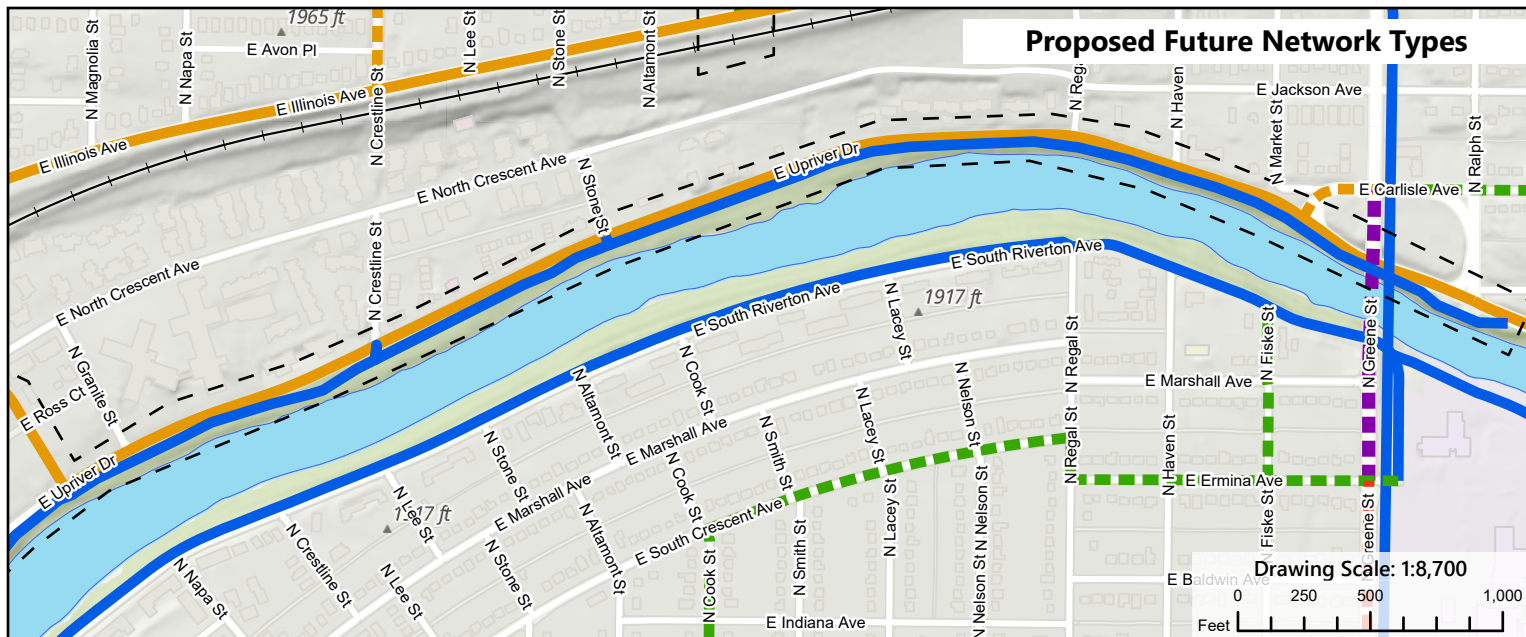
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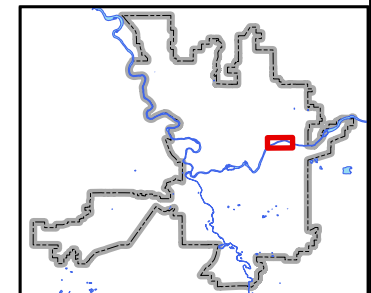
Legend

- Area of Proposed Change
- Railroad
- Waterbody
- Current Bikeway Network**
 - Bike Friendly Route
 - Closed to Bike
 - Difficult Connection
 - High Traffic (Bike Lane)
 - High Traffic (Shared)
 - Moderate Traffic (Bike Lane)
 - Moderate Traffic (Shared)
 - Neighborhood Greenway
 - Shared Use Path
 - Soft Surface Path



Length of Change: 1.06 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott



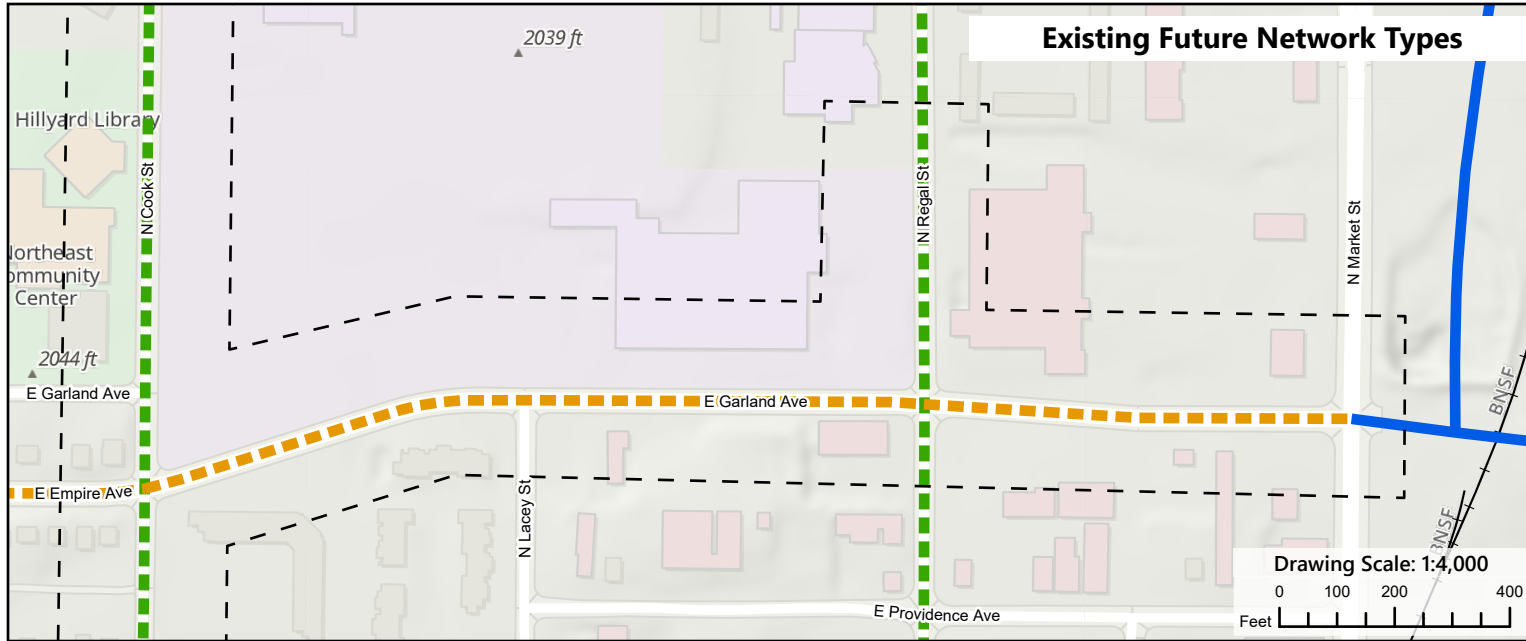
Z20-019COMP: Map TR-5, Proposed Modification 13 **(Garland Ave between Cook St and Market St)**

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/29/2020

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Legend

[] Area of Proposed Change

— Railroad

Current Bikeway Network

— Bike Friendly Route

— Closed to Bike

— Difficult Connection

— High Traffic (Bike Lane)

— High Traffic (Shared)

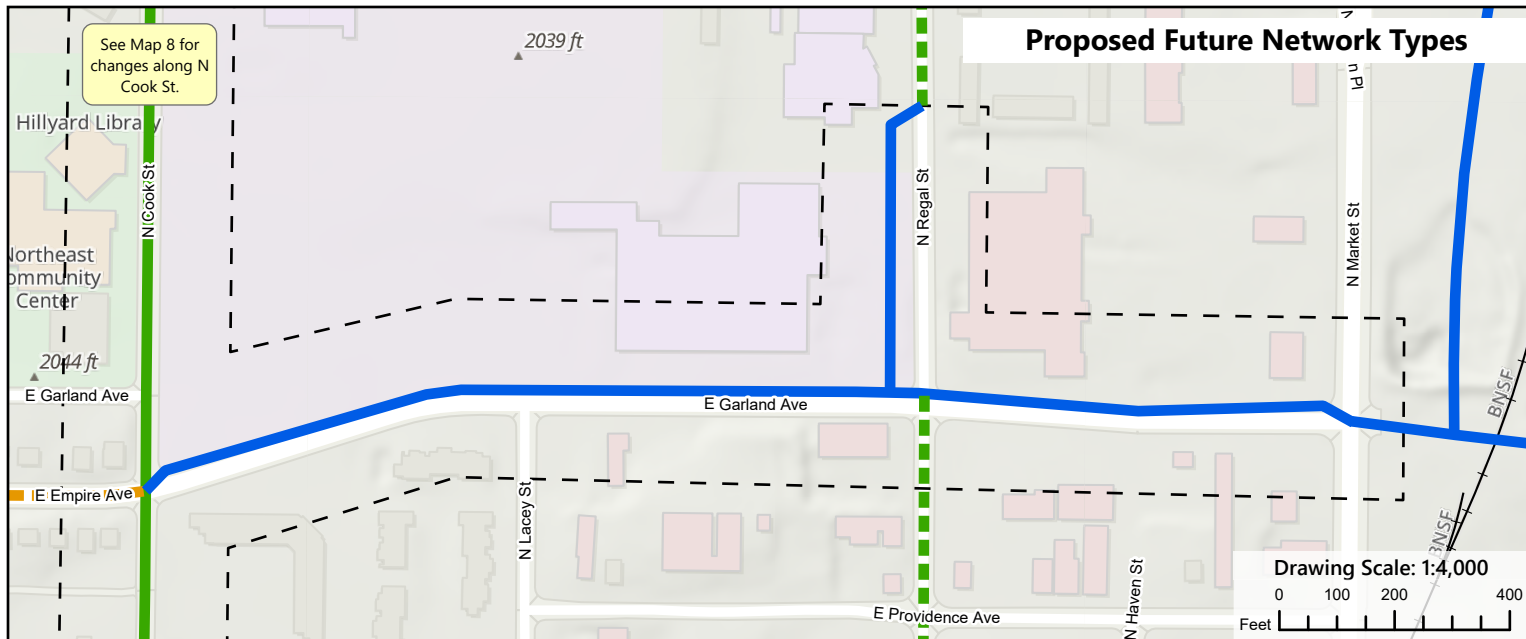
— Moderate Traffic (Bike Lane)

— Moderate Traffic (Shared)

— Neighborhood Greenway

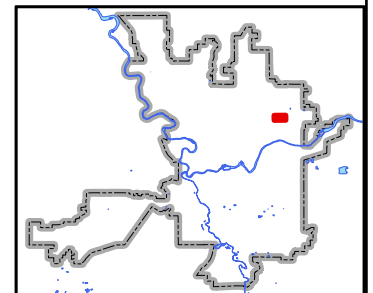
— Shared Use Path

— Soft Surface Path



Length of Change: 0.51 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

Exhibit B: Proposed Text Amendments to Appendix D of the Comprehensive Plan

Cycle-Tracks Protected Bike Lanes

A cycle-track protected bike lane is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle-track protected bike lane is physically separated from motor traffic and distinct from the sidewalk. Cycle-tracks Protected bike lanes have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle-tracks protected bike lanes are located to the curb-side of the parking (in contrast to bike lanes).

Cycle-tracks Protected bike lanes may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle-track-protected bike lanes from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. These design features do raise different considerations – such as driveway conflicts, driver expectations, and maintenance issues that need to be addressed. By separating cyclists from motor traffic, cycle-tracks protected bike lanes can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public. Routes classified as future bike lanes in this plan may be considered for protected bike lane designs following additional assessment and review. Further network-level planning will be required to identify a system of routes best suited to these designs.

Figure 5. Examples of potential cycle-track protected bike lane designs



Protected Intersections:

A protected intersection is an at-grade road junction in which cyclists and pedestrians are separated from cars. Vehicles turning right (in countries driving on the right, or left in countries driving on the left) are separated by a car length from crossing cyclists and pedestrians, providing increased reaction times and visibility. Drivers looking to turn right have better visibility to cyclists and pedestrians as they can look to the side for conflicts instead of over their shoulders.



BIKEWAY NETWORK MAPS

Spokane's bicycle facilities network includes protected bicycle lanes, bike lanes, shared-use paths, neighborhood greenways, shared roadways, and bike-friendly routes. 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. [The bikeway network is shown in Map TR-5 in Comprehensive Plan Chapter 4: Transportation.](#)

Existing Bikeway Network Map

~~Map BMP-1 shows all of the existing bicycle facilities in Spokane at the time of the adoption of the Bike Master Plan.~~

Future Bikeway Network Map

~~Map BMP-2 (Map TR-5) shows all the proposed bicycle facilities for the City.~~

Proposed Bike Network Map

Map TR 5

Legend

Proposed Bike Network

- Closed to Bikes
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Bike Friendly Route
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

Base Map Layers

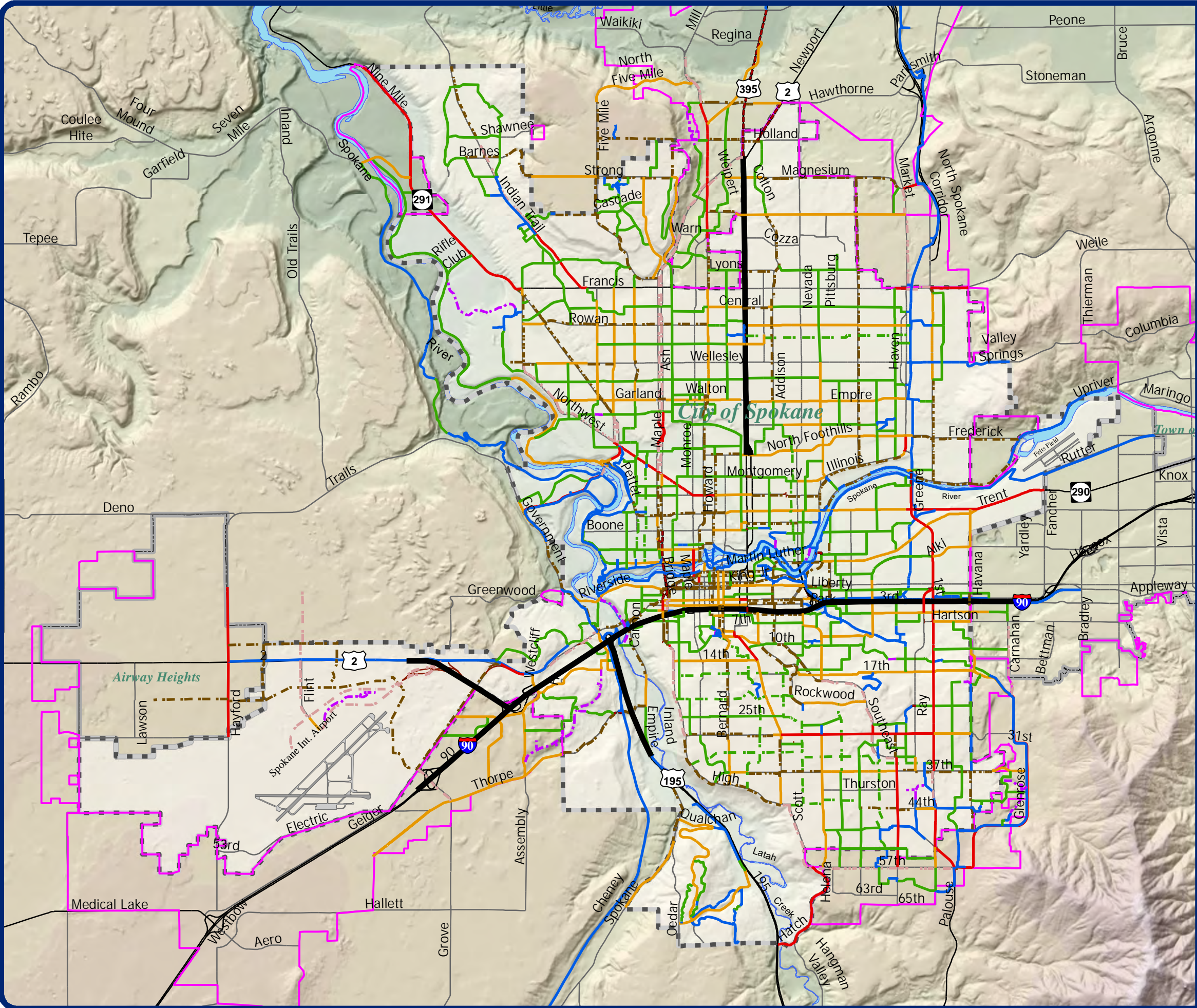
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor



Source: GIS
Date: 07/2017



THIS IS NOT A LEGAL DOCUMENT:
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The following policies of the Comprehensive Plan relate to application Z20-019COMP. The full text of the Comprehensive Plan can be found at www.shapingspokane.org.

Chapter 4—Transportation

TR Goal B: Provide Transportation Choices

Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

INTENT The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/for hire services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

TR Goal C: Accommodate Access to Daily Needs and Priority Destinations

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane’s quality of life.

INTENT Land use type, mix, intensity, and distribution - as a result of on-going development of the city - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces. Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane.

TR Goal F: Enhance Public Health & Safety

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

INTENT Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and

transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic calming measures. Implementing safety efforts should be done in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan. Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

TR 1 – Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

Key Actions

- a. Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, system wide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- b. Utilize relevant performance measures and adopted level of service standards to track the city's progress in developing the transportation network for all users.
- c. Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
 - i. Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way. City of Spokane Comprehensive Plan 4-20
 - ii. Implement the city's ADA Transition Plan, Pedestrian Plan and Bicycle Plan with a new focus on broader user groups

TR 5 – Active Transportation

Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

Key Actions

- a. Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- b. The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- c. Implement a network of low vehicle volume, bike-friendly routes throughout the city.
- d. Support the development of a bike-share program within the city core.
- e. Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- f. Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
 - i. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.
 - ii. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
 - iii. Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
 - iv. Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children. Means of accomplishing this include:
 - encouraging school routes not to cross arterials;
 - having user-activated signals at arterial intersections;
 - implementing safety patrols with traffic-control signs at busy intersections;
 - working with schools to promote walking groups; and
 - strengthening and enforcing pedestrian right-of-way laws.
 - v. Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
 - vi. Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
 - vii. Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods.
- g. Provide viable facilities for active transportation modes as alternatives to driving.
 - i. Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network.

- ii. Ensure sidewalk gaps are not present and 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.
- iii. Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors.
- iv. Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways.
- h. Provide secure parking for bicyclists at key destinations (i.e. Downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to city-established design and siting standards.
- i. Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”.
- j. Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 – Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

Key Actions

- a. Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multimodal design, street furniture, and other similar amenities.
- b. Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context.
- c. Designate and develop neighborhood greenways and low vehicle volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- d. Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking.
- e. Provide transit supportive features (e.g. sidewalks, curb ramps, transit benches, etc.) in support with STA

TR 9 – Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city’s designated growth areas, develop “Great Streets” that enhance commerce and attract jobs.

Key Actions

- a. Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.

- b. Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- c. Use new technology when feasible to increase efficiency in all transportation modes, such as:
 - i. Intelligent feedback to users;
 - ii. Dynamic traffic signals;
 - iii. Priority transit routes and signaling; and,
 - iv. Information sharing about capacity.
- d. Coordinate closely with STA to identify opportunities for service improvements in designated land use areas.
- e. Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- f. Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development.
- g. Implement the city's bicycle master plan for improved city-wide mobility.

TR 20 – Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

Key Actions

- a. Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the city's transportation priorities.
- b. Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities.
- c. Seek funding sources for active transportation projects.
- d. Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- e. Develop transportation-related educational programs for both nonmotorized and motorized transportation users.
- f. Consistently update and implement the pedestrian and bicycle master plans for active transportation users.



General Application

Rev.20180104

DESCRIPTION OF PROPOSAL

Map amendments to the Bicycle Master Plan Map TR-5 in order to show newly-built bikeways and to reflect minor adjustments to planned bikeways.

Address of Site Proposal (if not yet assigned, obtain address from Public Works before submitting application):

Multiple locations and street segments. Please see attached list.

APPLICANT

Name: Colin Quinn-Hurst, Project Planner - Pedestrian and Bicycle

Address: Neighborhood and Planning Services, Rm. 610, 808 W. Spokane Falls Blvd.

Phone: (509) 625-6804 Email: cquinnhurst@spokanecity.org

PROPERTY OWNER

Name: City of Spokane Public Right-of-Way

Address: 808 W. Spokane Falls Blvd.

Phone: (509) 625-6804 Email: cquinnhurst@spokanecity.org

AGENT

Name: Not Applicable

Address:

Phone: Email:

Assessor's Parcel Numbers: Various Public Right-of-Ways

Legal Description of Site:

List Specific Permits Requested in this Application: Adjustments to Map BMP 2 (Map TR 5).

☒ Applicant ☐ Property Owner ☐ Property Purchaser ☐ Agent

I, Not Applicable, owner of the above-described property, do hereby authorize Not Applicable to represent me and my interests in all matters regarding this application.

[illegible]

Witness my hand and official seal hereto affixed the day and year first above written.

Not Applicable

Notary Public in and for the State of Washington, residing at

Comprehensive Plan Amendments: Bicycle Master Plan Map TR-5 Adjustments - 2020

	Street	From	To	Description
	Updates to Map BMP 1 (Map TR-5) - Existing Bike Network			
1	Walnut St.	6th Ave.	10th Ave.	Update from shared to bike lane designation
2	Maple St.	6th Ave.	8th Ave.	Update from shared to bike lane designation
3	Cowley St.	4th Ave.	9th Ave.	Update from shared to bike lane designation
4	Strong Rd.	Five Mile Rd.	Nettleton Ln.	Update from bike lane to shared use path
5	Indiana Rd.	Perry St.		Update to bike lane designation
	Updates to Map BMP 2 (Map TR-5) - Future Bike Network			
1	17th Ave.	Division St.	Upper Terrace Dr.	Shift greenway designation from 17th to 18th Ave along this stretch
2	11th/Altamont/14th Bike-Friendly Route	Grand Blvd.	Fiske St.	Update bike-friendly route designation to neighborhood greenway designation
3	1st Ave.	Bernard St.	Riverside Ave.	Consolidate to one street
4	Sprague Ave.	Bernard St.	Riverside Ave.	
5	Altamont St.	5th Ave.	Main Ave.	Bike Lane
6	Flint	Airport Rd.	Hwy 2	Designate as bike lane
7	Longfellow Ave	Perry St.	Pittsburg St.	Shift bike route to alley connection
8	Cook St.	Francis Ave.	Central Ave.	Designate as Neighborhood Greenway
9	Palouse Hwy Path	Palouse Highway	Benn Burr	Shared Use Path connection
10	Boone Ave.	Monroe St.	Sharp Ave.	Bike lane designation



Comprehensive Plan or Land Use Code Amendment

Pre-Application

Rev.20180102

DESCRIPTION OF THE PROPOSED AMENDMENT:

(Please check the appropriate box(es))

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Change | <input type="checkbox"/> Land Use Designation Change |
| <input type="checkbox"/> Regulatory Code Text Change | <input type="checkbox"/> Area-Wide Rezone |

Please respond to these questions on a separate piece of paper. Incomplete answers may jeopardize your application's chances of being reviewed during this amendment cycle.

1. General Questions *(for all proposals)*:

- a. Summarize the general nature of the proposed amendment.
- b. Why do you feel this change is needed?
- c. In what way(s) is your proposal similar to or different from the fundamental concepts contained in the comprehensive plan?
- d. For text amendments: What goals, policies, regulations or other documents might be changed by your proposal?
- e. For map amendments:
 1. What is the current Land Use designation and zoning for each affected parcel?
 2. What is the requested Land Use designation and zoning for each affected parcel?
 3. Describe the land uses surrounding the proposed amendment site(s); e.g. land use type, vacant/occupied, etc.
- f. Do you know of any existing studies, plans or other documents that specifically relate to or support your proposal?
- g. Why did you decide to pursue a comprehensive plan amendment rather than address your concern through some other aspect of the Development Services department's work program (e.g. neighborhood planning, public input on new regulations, etc.)?
- h. Has there been a previous attempt to address this concern through a comprehensive plan amendment?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------
- i. If yes, please answer the following questions:
 1. When was the amendment proposal submitted?
 2. Was it submitted as a consistent amendment or an inconsistent amendment?
 3. What were the Plan Commission recommendation and City Council decision at that time?
 4. Describe any ways that this amendment proposal varies from the previously considered version.

Comprehensive Plan Amendment – Pre-Application Bicycle Master Plan Map Adjustments – 2020

1. General Questions:

- a. Summarize the general nature of the proposed amendment.

This proposed amendment would adjust the Bicycle Master Plan, specifically Map BMP 1 – Existing Bikeway Network Map and Map BMP 2 – Future Bikeway Network Map, also modifying Map TR-5 of the Comprehensive Plan, to acknowledge recently-constructed bikeways and minor adjustments to the routing and designations of planned bikeways.

- b. Why do you feel this change is needed?

This change is needed to maintain the accuracy of Map BMP 1 – Existing Bikeway Network and Map TR-5 of the Comprehensive Plan to accurately represent the current bikeway network, including recently-constructed bikeways. This change is also needed to maintain the accuracy of Map BMP 2 – Future Bikeway Network and Map TR-5 of the Comprehensive Plan to represent community plans, incorporating community and staff feedback recommending minor adjustments to the planned bikeway network in the context of changing development patterns, land uses, and travel patterns.

- c. In what way(s) is your proposal similar to or different from the fundamental concepts contained in the comprehensive plan?

This proposal is consistent with the fundamental concepts contained in the Comprehensive Plan, in that recently-built bikeways incorporated into Map BMP 1 – Existing Bikeway Network were planned and constructed based on the route alignments and types shown in Map BMP 2- Future Bikeway Network and Map TR-5 of the Comprehensive Plan. This proposal is also consistent with the concepts of the Comprehensive Plan in that proposed minor adjustments to Map BMP 2 – Future Bikeway Network and Map TR-5 of the Comprehensive Plan are based on the same fundamental goals of connectivity and safety, and seek to maintain the integrity of these goals by shifting route alignments and types to achieve these goals in the face of changing development patterns, land use patterns and travel patterns.

- d. For text amendments: What goals, policies, regulations or other documents might be changed by your proposal?

This proposal does not change goals, policies or regulations, but does change other documents, specifically Map BMP 1 – Existing Bikeway Network, Map BMP 2 – Future Bikeway Network, and Map TR-5.

- e. For map amendments:

1. What is the current Land Use designation and zoning for each affected parcel? Not Applicable
2. What is the requested Land Use designation and zoning for each affected parcel? Not Applicable
3. Describe the land uses surrounding the proposed amendment site(s); e.g. land use type, vacant/occupied, etc.
Not Applicable

- f. Do you know of any existing studies, plans or other documents that specifically relate to or support your proposal?

Yes, other studies, plans and other documents support this proposal. These include:

- The Shadle Area Master Plan
- City Council Resolution No. 2019-0098 Requesting Designation of Boone Avenue as a Designated Bicycle Route
- The Spokane Downtown Plan Update – Underway
- The South University District Sub-Area Plan – Underway

- g. Why did you decide to pursue a comprehensive plan amendment rather than address your concern through some other aspect of the Development Services department's work program (e.g. neighborhood planning, public input on new regulations, etc.)?

We are pursuing a Comprehensive Plan amendment because the Bicycle Master Plan maps and Map TR-5 function as the primary reference for bikeway status and plans in the City of Spokane. These maps continuously reconcile the recommendations from various neighborhoods and City staff into a single document, accounting for both ongoing City initiatives and construction projects as well as neighborhood feedback and recommendations.

- h. Has there been a previous attempt to address this concern through a comprehensive plan amendment?

No, these specific changes have not been considered in a prior Comprehensive Plan amendment proposal. While City staff regularly undertake this type of comprehensive plan amendment in order to maintain the accuracy of the Bicycle Master Plan and make minor adjustments, these specific adjustments represent newly-proposed modifications.

- i. If yes, please answer the following questions: Not Applicable

1. When was the amendment proposal submitted?
2. Was it submitted as a consistent amendment or an inconsistent amendment?
3. What were the Plan Commission recommendation and City Council decision at that time?
4. Describe any ways that this amendment proposal varies from the previously considered version.

Comprehensive Plan Amendments – Threshold Review: Bicycle Master Plan Map Adjustments – 2020

Description of the Proposed Amendment:

This proposed amendment would adjust the Bicycle Master Plan, specifically Map BMP 1 – Existing Bikeway Network Map and Map BMP 2 – Future Bikeway Network Map, to acknowledge recently-constructed bikeways and minor adjustments to the routing and designations of planned bikeways.

In addition to describing the proposal, please describe how your applications satisfies the threshold review criteria in SMC 17G.020.026, which are restated below.

1. Describe how the proposed amendment is appropriately addressed as a Comprehensive Plan Amendment.

This proposed amendment would materially alter Map BMP 1 and Map BMP 2 as they appear in the Appendix D: Transportation of the Approved 2017 Comprehensive Plan.

2. The proposed amendment does not raise policy or land use issues that are more appropriately addressed by an ongoing work program approved by the City council or by a neighborhood or subarea planning process.

Yes

3. The proposed amendment can be reasonably reviewed within the resources and time frame of the Annual Comprehensive Plan Amendment Work Program.

Yes

4. In the case of a private application for a land use map change, nearby properties may also seem to be candidates for amendment. At the time of docketing or during plan commission review, expansion of the geographic scope of an amendment proposal may be considered, shared characteristics with nearby, similarly situated property may be identified and the expansion is the minimum necessary to include properties with those shared characteristics. Has the applicant had any outreach to surrounding property owners whose property may be so situated?

Not Applicable

5. Describe how the proposed amendment is consistent with current general policies in the comprehensive plan for site-specific amendment proposals. The proposed amendment must be consistent with policy implementation in the Countywide Planning policies, the GMA, or other state or federal law, and the WAC.

This proposed amendment is consistent with the Policies of the adopted Bicycle Master Plan as incorporated into Appendix D of the approved 2017 Comprehensive Plan. These policies include: 1) Continually increase the bicycle mode share for all trips, 2) Complete and maintain bikeways that provide safe transportation for Spokane cyclists throughout the City.

6. The proposed amendment is not the same as or substantially similar to a proposal that was considered in the previous year's threshold review process, but was not included in the Annual Comprehensive Plan Amendment Work Program, unless additional supporting information has been generated.

This proposed amendment is not the same or substantially similar to a proposal that was considered in the previous year's threshold review process.

7. If this change is directed by state law or a decision of a court or administrative agency, please describe.

Not Applicable

8. Please provide copy of agenda or other documentation of outreach to neighborhood council made prior to application.

Documentation will be provided on a project-by-project basis through agendas and minutes from the relevant Neighborhood Councils, the Bicycle Advisory Board, and the Community Assembly's Pedestrian Transportation and Traffic sub-committee.

**State Environmental Policy Act (SEPA)
ENVIRONMENTAL CHECKLIST**

File No. Z20-019COMP

PLEASE READ CAREFULLY BEFORE COMPLETING THE CHECKLIST!

Purpose of Checklist:

The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "*does not apply*."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project: City of Spokane Comprehensive Plan Map Amendments to Bicycle Master Plan Map TR-5
2. Applicant: City of Spokane
3. Address: 808 W. Spokane Falls Blvd.
City/State/Zip: Spokane, WA 99201 Phone: 509-625-6804
Agent or Primary Contact: Colin Quinn-Hurst
Address: 808 W. Spokane Falls Blvd.
City/State/Zip: Spokane, WA 99201 Phone: 509-625-6804
Location of Project: Various Locations Citywide
Address: _____
Section: _____ Quarter: _____ Township: _____ Range: _____
Tax Parcel Number(s) _____
4. Date checklist prepared: 3/26/2020
5. Agency requesting checklist: City of Spokane, Washington
6. Proposed timing or schedule (including phasing, if applicable): A Plan Commission hearing on this proposal will be requested to be held in the third quarter of 2020. Then the Plan Commission will make a recommendation to the City Council. Then the amendments must be approved by City Council and signed by the Mayor if they are to be adopted. The projects called for by the Bicycle Master Plan may be implemented over the course of the next 20 years.
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. Yes, minor updates are anticipated on an annual basis as City projects and private developments alter land use and transportation patters. A broader, comprehensive review of the Bicycle Master Plan is anticipated as part of the City of Spokane Comprehensive Plan update, due to be completed by 2025.
b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. _____
Most of the facilities involved in this proposal are within City rights-of-way or are on or adjacent to land owned by the City of Spokane
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. None that is directly related to this proposal. The Six-Year

Comprehensive Program for Streets have associated SEPA Checklists adopted with the program on an annual basis. They are available upon request. At the time of this checklist no technical reports are required or expected as a result of this proposal. _____

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. None. _____
10. List any government approvals or permits that will be needed for your proposal, if known. The proposed amendments to the City of Spokane Comprehensive Plan require approval of the Spokane City Council and Mayor. For any new construction projects involving proposals within the B, proper permits will need to be obtained.
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. This proposed amendment would amend the Bicycle Master Plan in Map TR-5 of the Comprehensive Plan, to acknowledge recently-constructed bikeways and minor adjustments to the routing and designations of planned bikeways. Individual facilities will be added with future construction projects where a particular roadway is widened or reconstructed, street signs or on-street markings are added, or new off-street paths are constructed, depending on the type of facility designated on the map.
12. Location of the proposal: Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist. Affected facilities are located in the City of Spokane and within its Urban Growth Area
13. Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane? (See: Spokane County's ASA Overlay Zone Atlas for boundaries.) Yes, all of the above. _____
- _____
- _____

14. The following questions supplement Part A.

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

- (1) Describe any systems, other than those designed for the disposal of sanitary waste installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities). Not applicable, this is a non-project action. Appropriate disposal of stormwater will be addressed for new projects at the time of construction.
-

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

Not applicable, this is a non-project action.

- (3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems. Not applicable, this is a non-project action. Bicycle lanes and other facilities will be analyzed for their consistence with the City of Spokane Critical Aquifer Recharge Area Aquifer Protection Code, Chapter 17E.010 SMC, as well as other local, state and federal regulations at the time of development, per Spokane Municipal Code requirements.

- (4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater? Not applicable, this is a non-project action. Storage, handling and use will be addressed when each project is designed and constructed.

b. Stormwater

- (1) What are the depths on the site to groundwater and to bedrock (if known)? The depth to groundwater varies, depending on location within the Urban Growth Area.

(2) Will stormwater be discharged into the ground? If so, describe any potential impacts. Not applicable, this is a non-project action.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (check one):

☐ Flat ☐ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountainous

Other: Varies.

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

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

Varies.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

2. Air

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

3. Water

- a. SURFACE WATER:

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

- (4) Will the proposal require surface water withdrawals or diversions? If yes, give general description, purpose, and approximate quantities if known.

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

b. GROUNDWATER:

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

c. WATER RUNOFF (INCLUDING STORMWATER):

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.

Not applicable. This is a non-project action.

4. Plants

a. Check the type of vegetation found on the site: Not applicable. This is a non-project action.

Deciduous tree: ☐ alder ☐ maple ☐ aspen

Other: _____

Evergreen tree: ☐ fir ☐ cedar ☐ pine

Other: _____

☐ Shrubs ☐ Grass ☐ Pasture ☐ Crop or grain

☐ Orchards, vineyards or other permanent crops

Wet soil plants: ☐ cattail ☐ buttercup ☐ bullrush ☐ skunk cabbage

Other: _____

Water plants: ☐ water lily ☐ eelgrass ☐ milfoil

Other: _____

Other types of vegetation: _____

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

5. Animals

- a. Check and List any birds and other animals which have been observed on or near the site or are known to be on or near the site: Not applicable. This is a non-project action.

Birds: ☐ hawk ☐ heron ☐ eagle ☐ songbirds

Other: _____

Mammals: ☐ deer ☐ bear ☐ elk ☐ beaver

Other: _____

Fish: ☐ bass ☐ salmon ☐ trout ☐ herring ☐ shellfish

Other: _____

Other (not listed in above categories): _____

- b. List any threatened or endangered animal species known to be on or near the site.

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

6. Energy and natural resources

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

Future bicycle infrastructure that includes lighting would require electrical energy in limited amounts. No other energy sources are expected to be required.

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

No. Bicycle facilities typically are at ground-level and do not include structures that could shade solar power generation.

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

Not applicable. This is a non-project action.

7. Environmental health

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

Not applicable. This is a non-project action.

- (1) Describe any known or possible contamination at the site from present or past uses.

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

- (3) Describe any toxic or hazardous chemicals/conditions that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable. This is a non-project action.

- (4) Describe special emergency services that might be required.

Not applicable. This is a non-project action.

- (5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable. This is a non-project action.

- b. NOISE:

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

Most bicycle facilities are located on or near roadways, subject to typical street noise.

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

Typical pedestrian and bicycle traffic noises, largely limited to conversation and similar noise.

- (3) Proposed measure to reduce or control noise impacts, if any:

Noise generated during construction or use of bicycle facilities would be restricted by Spokane Municipal Code requirements under SMC Section 10.08D.070 Maximum Permissible Environmental Sound Levels.

8. Land and shoreline use

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

Bicycle facilities are to be located mostly on city rights-of-way that contain streets and sidewalks. Adjacent land uses are of all types, including residential, commercial, industrial and open space uses.

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

No.

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

Not applicable, this is a non-project action.

- c. Describe any structures on the site.

Sites designated for bicycle infrastructure by nature are free from structures.

- d. Will any structures be demolished? If so, which?

None are expected to be demolished (see "c" above).

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

Zoning varies, based on the adjacent land use. See answer "a" above.

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

Land Use designation varies.

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

Some bicycle facilities designated on map TR-5 lie within shoreline designations. Future development of bicycle infrastructure in those locations is subject to SMC 17E.060.600 Transportation Facilities.

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

Not applicable, this is a non-project action.

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

None. Bicycle facilities do not typically employ persons.

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

None, as no structures would be demolished and projects are usually restricted to City rights-of-way.

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

None.

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

None.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None

9. Housing

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

None.

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

None.

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

None.

10. Aesthetics

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

Typical bicycle facilities are located at ground level. Some signage or lighting could be installed above ground but would be limited in height, subject to the requirements of the SMC.

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

None.

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

Urban Design staff and the City's Design Review Board would be consulted on any projects involving vertical elements, curblane changes or landscaping.

11. Light and Glare

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

Lighting may be installed that provides for the light necessary to provide for safe use of the facilities. This lighting would operate from dusk to dawn in most cases.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? No, subject to the requirements of the SMC.

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

None.

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

None.

12. Recreation

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

Various parks and recreation facilities.

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

No. The proposed improvements would support recreational uses.

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

None.

13. Historic and cultural preservation

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

None.

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

None known. Future construction is subject to SMC requirements for the discovery and protection of these resources.

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

None known. Future construction is subject to SMC requirements for the discovery and protection of these resources.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required
None known. Future construction is subject to SMC requirements for the discovery and protection of these resources.

14. Transportation

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

Various.

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

Yes, the sites across the City are served by various stops and routes.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

None and none.

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

Bicycle facilities called for in the proposal are typically located on streets and pedestrian/bicycle facilities. As such, the proposal calls directly for improvement to these resources.

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

No.

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

None.

(Note: to assist in review and if known, indicate vehicle trips during PM peak, AM Peak, and Weekday (24 hours).)

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

Not applicable, this is a non-project action.

- h. Proposed measures to reduce or control transportation impacts, if any:

None.

15. Public services

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

No, as the proposal generates no new residents or employees in the City.

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

None.

16. Utilities

- a. Check utilities currently available at the site: Varies.

- ☐ electricity
- ☐ natural gas
- ☐ water
- ☐ refuse service
- ☐ telephone
- ☐ sanitary sewer
- ☐ septic system

Other: _____

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

Varies. In some cases, lighting may be installed that requires electrical energy

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 3/26/2020

Signature: _____



Please Print or Type:

Proponent: City of Spokane

Address: 801 W. Spokane Falls Blvd.

Phone: 509-625-6804

Person completing form (if different from proponent): Colin Quinn-Hurst

Phone: 509-625-6804 Address: 808 W. Spokane Falls Blvd. Spokane, WA 99201

FOR STAFF USE ONLY

Staff member(s) reviewing checklist: Kevin Freibott

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- ☒ A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- ☐ B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- ☐ C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

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

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

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? The proposal would not directly increase any of these elements, save for the use of typical hazardous substances and generating typical noise related to construction. This would be commensurate with similar construction projects and would be temporary in nature and consistent with the Spokane Municipal Code requirements for such emissions/use. As part of the Master Bike Plan, the proposed routes are intended to reduce automobile traffic and encourage non-motorized transportation, thus having a beneficial effect on air emissions..

Proposed measures to avoid or reduce such increases are: Traffic impacts would be evaluated at the time specific improvements are designed and before projects are implemented to ensure that the addition of bicycle facilities would not lead to auto traffic congestion.

2. How would the proposal be likely to affect plants, animals, fish or marine life? Most of the proposed projects would likely not affect plants, animals, fish or marine life. For any project requiring a newly constructed path or wider roadway, an environmental review would take place to evaluate these impacts per SMC Section 17E.060.600 and SMC Section 17E.020.050.

Proposed measures to protect or conserve plants, animals, fish or marine life are: Environmental reviews of projects at the time of project design and permitting would ensure that each bike project would enact measures to protect and conserve plants, animals, fish and marine life that are affected.

3. How would the proposal be likely to deplete energy or natural resources? The proposal promotes bicycling as a utilitarian transportation option, likely reducing the overall use of motorized travel in the vicinity of these improvements and a commensurate reduction in fossil fuel use. In cases where lighting is installed as a component of implementing projects, minor amounts of electrical energy

would be required for operation. Proposed measures to protect or conserve energy and natural resources are: None required.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands? This proposed Comprehensive Plan amendments will not directly affect environmentally sensitive areas. Full implementation of the Bicycle Master Plan will promote access to some parks, wilderness, rivers, historic or cultural sites, etc. New construction will be subject to the Shoreline and critical area standards of the Spokane Municipal Code.

Proposed measures to protect such resources or to avoid or reduce impacts are: Specific measures as required would be implemented for implementing projects that could affect these resources, including the possible use of permeable surfaces, to be determined during the design and permitting stage of any proposed improvements. Path placement and road adjustments would be sensitive to the preservation of parks, rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? Future implementation projects constructed under the proposed amendments are required to meet the development regulations adopted under the Comprehensive Plan and, where applicable, shoreline development standards.

Proposed measures to avoid or reduce shoreline and land use impacts are: No additional measures are proposed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities? The proposal incrementally enhances a transportation system that supports non-motorized transportation options by adding or altering planned bikeways in about 12 locations. As such, the projects described by the proposal are expected to ultimately reduce the demand on existing transportation infrastructure and public services.

Proposed measures to reduce or respond to such demand(s) are: None.

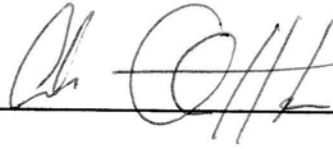
7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment. The proposal would not conflict with local, state or federal laws or requirements for the protection of the environment.

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: March 26, 2020

Signature: _____



Please Print or Type:

Proponent: City of Spokane Address: 808 W. Spokane Falls
Blvd.

Phone: 509-625-6804 Spokane, WA 99201-3329

Person completing form (if different from proponent): Colin Quinn-Hurst

Phone: 509-625-6804 Address: 808 W. Spokane Falls Blvd.

Spokane, WA 99201-
3329

FOR STAFF USE ONLY

Staff member(s) reviewing checklist: Kevin Freibott

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- A. ☒ there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- B. ☐ probable significant adverse impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- C. ☐ there are probable significant adverse environmental impacts and recommends a Determination of Significance.

NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(S): Z20-019COMP

PROPONENT: City of Spokane

DESCRIPTION OF PROPOSAL: Amendment of Map TR-5, "Proposed Bike Network Map", of Chapter 4, Transportation, of the Comprehensive Plan to modify the proposed bike network in various locations throughout the City. Map TR-5 identifies the proposed future bike facilities expected to be constructed during the lifetime of the Comprehensive Plan. No actual construction is proposed at this time.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: The proposal is a city-wide map amendment and would affect the proposed bike facilities that may be installed in 13 locations throughout the City as well as a minor text amendment to the Bike Master Plan (an appendix to the Comprehensive Plan). The specific locations and changes proposed are available at the website identified below:

<http://my.spokanecity.org/projects/2019-2020-proposed-comprehensive-plan-amendments/>

LEAD AGENCY: City of Spokane

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☐ There is no comment period for this DNS.

☐ This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.

☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than 5 p.m. on September 7, 2020 if they are intended to alter the DNS.

Responsible Official: Louis Meuler

Position/Title: Interim Director, Planning Services **Phone:** (509) 625-6300

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201

Date Issued: August 24, 2020 **Signature:** 

APPEAL OF THIS DETERMINATION, after it has become final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane WA 99201. The appeal deadline is Noon on September 14, 2020 (21 days from the date of the signing of this DNS). This appeal must be on forms provided by the Responsible Official, make specific factual objections, and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.



**Spokane Tribe of Indians
Tribal Historic Preservation Officer**

P.O Box 100 Wellpinit WA 99040

May 5, 2020

To: Kevin Freibott, Assistant Planner

RE: File No. Z20-019COMP

Mr. Freibott,

Thank you, for contacting the Tribal Historic Preservation Office. We appreciate the opportunity to comment on your undertaking is greatly appreciated, we are hereby in consultation for this project.

After archive research completed of the APE, and a low probability of cultural resources I have no further concern on this project.

Recommendation: Inadvertent Discovery plan (IDP) implemented in the plan of action.

This letter is your notification that your project has been cleared, and your project may move forward, as always, if any artifacts or human remains are found upon excavation, this office should be immediately notified and the work in the immediate area **cease**.

Should additional information become available our assessment may be revised.

Again, thank you for this opportunity to comment and consider this a positive action that will assist in protecting our shared heritage.

If questions arise, please contact me at (509) 258 – 4222.

Sincerely,

Randy Abrahamson
Tribal Historic Preservation Officer

From: [Eliason, Joelle](#)
To: [Freibott, Kevin](#)
Cc: [Brown, Eldon](#); [Nilsson, Mike](#); [Kells, Patty](#); [Johnson, Erik D.](#); [West, Jacque](#)
Subject: RFC Z20-019COMP TR-5 Map Amendment
Date: Thursday, April 30, 2020 7:52:33 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Kevin,

Thank you for the opportunity to review and comment on the proposed bike network map amendment. Development Services has no objection to the proposed bike network map amendment. Further comments regarding the design, any potential utility conflicts, stormwater management, etc. will be handled outside of this Comp Plan Amendment and associated SEPA.

Sincerely,
Joelle Eliason

I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!



Joelle Eliason | City of Spokane | Development Services Center
509.625.6385 | fax 509.625.6013 | jeliason@spokanecity.org

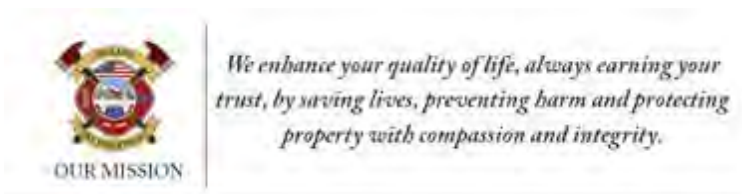


From: [Kokot, Dave](#)
To: [Freibott, Kevin](#)
Subject: RE: Addendum: Request for Comments for Proposed Bike Network Map Amendment Proposal
Date: Tuesday, May 5, 2020 2:55:52 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Fire has no comments on this proposal.

I am currently working remotely and will respond to emails as soon as possible. Your patience is appreciated.

David F. Kokot, P.E. | Spokane Fire Department | Fire Protection Engineer
509.625-7056 | fax 509.625.7006 | dkokot@spokanefire.org | spokanefire.org



From: [Halbig, Bobby](#)
To: [Freibott, Kevin](#)
Cc: [Eveland, Marcus](#); [Melvin, Val](#); [Okihara, Gerald](#)
Subject: RE: REVISED Request For Comments - Proposed Bike Network Map Amendment
Date: Tuesday, June 16, 2020 12:25:52 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Hello Kevin,
The Street Department has reviewed the proposal and has no comments.
Best regards,



Bobby Halbig | City of Spokane | Engineering Technician III, Traffic Operations
509.232-8846 | fax 509.232.8830 | bhalbig@spokanecity.org | spokanecity.org



Quinn-Hurst, Colin

To: Ball, John; Note, Inga
Cc: Freibott, Kevin
Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

Thanks John. Inga, we will show the path along Garland from Market to Cook, and the spur up Regal

From: Ball, John <jball@spokanecity.org>
Sent: Monday, April 27, 2020 3:32 PM
To: Note, Inga <inote@spokanecity.org>
Cc: Freibott, Kevin <kfreibott@spokanecity.org>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

Inga, Here was the most recent option. Let me know if you need any others.

They can be found here:

B:\8 - Reference-Study-Report Data\AutoCad Drawings\Internal Request\Inga\Garland - Shaw Middle



John Ball | City of Spokane | Public Works
509.625-6344 | fax 509.625.6822 | jball@spokanecity.org | spokanecity.org



From: Note, Inga <inote@spokanecity.org>
Sent: Monday, April 27, 2020 3:19 PM
To: Ball, John <jball@spokanecity.org>
Cc: Freibott, Kevin <kfreibott@spokanecity.org>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

John,
Can you send a drawing of the Garland pathway project that we worked on? This is from Cook to the NSC trail at Market. I can't figure out where we saved them. Hopefully you remember. 😊
Thanks,
Inga

From: Freibott, Kevin <kfreibott@spokanecity.org>
Sent: Monday, April 27, 2020 2:59 PM
To: Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>; Note, Inga <inote@spokanecity.org>
Cc: Miller, Katherine E <kemiller@spokanecity.org>
Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

It can be approximate, I just need to know about where the route will be and what classification. Thanks!

Kevin



Kevin Freibott | Planner II | City of Spokane - Planning and Development Services
509.625-6184 | <mailto:kfreibott@spokanecity.org> | spokanecity.org | spokaneplanning.org



Please note that in compliance with the State of Washington guidelines on social distancing and the Stay Home, Stay Safe order, I will be working remotely for the foreseeable future. Messages left on my phone (see number above) will be forwarded to me, following which I will call you back. Thanks for understanding, and stay healthy!

From: Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Sent: Monday, April 27, 2020 2:57 PM
To: Freibott, Kevin <kfreibott@spokanecity.org>; Note, Inga <inote@spokanecity.org>
Cc: Miller, Katherine E <kemiller@spokanecity.org>
Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

Thanks Kevin, that is great.

Inga would you mind sending the drawings with the general alignment, if available, knowing it may shift somewhat?

Thanks,

Colin

From: Freibott, Kevin <kfreibott@spokanecity.org>
Sent: Monday, April 27, 2020 2:54 PM
To: Note, Inga <inote@spokanecity.org>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Cc: Miller, Katherine E <kemiller@spokanecity.org>
Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

We can add it now and I can send it to the agencies/departments as a special addition. Colin, can you give me an idea what the scope of this is and I'll start working on the map?



Kevin Freibott | Planner II | City of Spokane - Planning and Development Services
509.625-6184 | <mailto:kfreibott@spokanecity.org> | spokanecity.org | spokaneplanning.org



Please note that in compliance with the State of Washington guidelines on social distancing and the Stay Home, Stay Safe order, I will be working remotely for the foreseeable future. Messages left on my phone (see number above) will be forwarded to me, following which I will call you back. Thanks for understanding, and stay healthy!

From: Note, Inga <inote@spokanecity.org>
Sent: Monday, April 27, 2020 2:52 PM

To: Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>

Cc: Freibott, Kevin <kfreibott@spokanecity.org>; Miller, Katherine E <kemiller@spokanecity.org>

Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

It just came up during PIEs.

From: Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>

Sent: Monday, April 27, 2020 2:51 PM

To: Note, Inga <inote@spokanecity.org>

Cc: Freibott, Kevin <kfreibott@spokanecity.org>; Miller, Katherine E <kemiller@spokanecity.org>

Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

You are right, we need to add it. Kevin, is this something we can add following the current comment period?

Thank you,

Colin

From: Note, Inga <inote@spokanecity.org>

Sent: Monday, April 27, 2020 2:37 PM

To: Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>

Cc: Freibott, Kevin <kfreibott@spokanecity.org>; Miller, Katherine E <kemiller@spokanecity.org>

Subject: RE: Request for Comments for Proposed Bike Network Map Amendment Proposal

Colin,

I thought we had talked about adding the proposed Garland pathway between Cook and the Children of the Sun Trail to the bike plan. I don't see it in the maps on the webpage.

Thanks

Inga

From: [Karen Carlberg](#)
To: [Freibott, Kevin](#)
Subject: Bike lane for Upriver Drive
Date: Tuesday, June 9, 2020 7:19:27 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Mr. Freibott,

I have one comment on the proposed changes to the Bike Master Plan:

I strongly support the addition of a bike lane to Upriver Drive. This will make cyclists feel safer, and is particularly important because this section of Upriver Drive is part of the Centennial Trail.

Karen Carlberg

From: [Carol Tomsic](#)
To: [Freibott, Kevin](#)
Cc: [Beggs, Breean](#); [Kinnear, Lori](#); [Wilkerson, Betsy](#); [Burke, Kate M.](#); [Cathcart, Michael](#); [Mumm, Candace](#); [Stratton, Karen](#); [Wittstruck, Melissa](#); [Sally Phillips](#); [DOUGLAS & MARILYN LLOYD](#)
Subject: Comment on 2019/2020 Comp Plan Amendments for City Council Vote on March 2
Date: Friday, February 28, 2020 12:25:00 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Lincoln Heights Proposed Change from "Residential 4-10" to "Office" - Against

I live, work and walk in the Lincoln Heights Neighborhood. I have lived two blocks from the NE corner of 29th/Ray for over 20 years. I prefer to keep the current residential zoning on the two parcels. Our city has a housing shortage and an existing house on the lot was demolished in 2019. The block is lined with single-family houses. There is a neighborhood park in walking distance.

The NE side of Ray is zoned as residential from 17th to 37th. The NE side of Ray Street has been historically designated as a residential buffer. In 1984 and 1993 the residents successfully fought against two attempts to rezone the said property to office.

The area is not trending in terms of land use. There is a church on the NE side of Ray/28th. It was built in 1959 and designed by three well-known architects; Bill Trogdon, Bruce Walker and Stan McGough. There is a church on the NE side of Ray/27th. It was built in 1953. There is a daycare on the NE side of Ray/25th that was built in 1988. An elementary school on the NE side of Ray/23rd opened in the fall of 1953. A fire station on the NE side of Ray has been in various locations on Ray since 1914. All are appropriate for a residential area.

Office zoning on small sites in or near residential areas is intended to have few detrimental impacts on the neighborhood. The proposed office zoning change will set a precedent and retail/office will creep into our residential buffer. An office use will also divert traffic into our residential neighborhood due to concrete barriers on 29th/Ray.

A 2019 29th Avenue Corridor Study online survey suggested residents "felt unsafe or uncomfortable" while walking or crossing 29th. Ray is a principal arterial. The posted speed on Ray is 30 mph. It is already unsafe to walk across four lanes of traffic on Ray, at 27th or 28th to get to work. Adding office on the NE side of Ray will only make it more dangerous.

Map TR-5 Proposed Bike Network Map Proposed Modification 5 - Support

I totally support the proposed map. I'd like to suggest adding Cook, to South Altamont Blvd, to Woodfern, to North Altamont Blvd, to the Ben Burr Trail. And, connecting the Ben Burr Trail to Thornton Murphy Park.

Thank you!

Carol Tomsic
resident

Kevin - please send an email confirmation.

From: [pcmckann_](#)
To: [Freibott, Kevin](#)
Subject: Bike Network amendments
Date: Wednesday, February 26, 2020 7:29:22 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Kevin, our neighborhood council has made me aware that you are updating the bike network map. I saw some changes that included South Altamont Blvd. I think this is a good first step.

But, I think that the entire boulevard should be included, since people biking downhill from Lincoln Park and 17th will take Cook to South Altamont Blvd, to Woodfern, to North Altamont Blvd, to the Ben Burr trail. That is the shortest route to get on the Ben Burr from Lincoln Park/17th. I live on North Altamont Blvd, and see bike commuters every day in front of my house.

Also, we would like to see the Ben Burr trail connected to Thornton Murphy Park. This would involve extending the bike route up Fiske to where it dead ends into city land, and could follow city land all the way to Thornton Murphy.

Please consider these positive changes to our bike network.

Thank you,

Patrick McKann

From: [Eileen](#)
To: [Freibott, Kevin](#)
Subject: Changes to bikeway planning
Date: Tuesday, June 9, 2020 3:22:21 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Kevin,

I am commenting on the use of West 18th Avenue for a neighborhood greenway and eliminating West 17th from the bikeway plan.

I was a resident of 17th Avenue For 30 years. I commuted by bike to the far north side and rode my bikes recreationally. I served on the Bicycle Advisory Board in the 1990s, and also served as chairperson. I authored the state Bicycle Traffic Skills Curriculum for middle schools in use today and trained teachers around the state as part of DOT and WSDOT funded grant programs.

While the West 18th Avenue would be a beautiful hilly greenway to Manito Park, just a block away on West 17th Avenue is a much more bike friendly flat route that has naturally evolved over the years to be a popular commuter and recreational route. If you rode it yourself you would see that this straight, flat route is much preferable to a bicyclist than the new hilly 18th Ave proposal with its many twists and turns. The 17th Avenue route would serve the children and staff at Cataldo School as their playground court area touches 17th Avenue. The crossing at 17th and Bernard is a flat area with good sight lines. At Grand Avenue, the new proposal would require adult commuters to use twisting sidewalks to continue their trip.

The existing crosswalk at 18th Avenue and Bernard is not enough to overcome the topography that creates a better route for bicyclists on West 17th Avenue. From 17th Avenue a bicyclist going west can turn toward Manito Park, or toward 14th Avenue at McClellan Street. During busy traffic hours I often use the traffic light at 14th Avenue to safely cross Grand Blvd.

Thank you for working to improve Spokane's bicycle network.

Eileen Hyatt
509-475-9328

From: [Linda Carroll](#)
To: [North Bank Bikeways DL](#)
Subject: support for Boone-Sharp bike lanes
Date: Tuesday, July 21, 2020 10:10:14 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

As a citizen of Spokane who travels extensively via bicycle (I do not own a car) and particularly in this neighborhood (I live near Corbin Park), I strongly support the conversion of two lanes of Boone-Sharp to bicycle lanes. This new configuration will make travel by bike safer not only on that thoroughfare but also on the north-south streets that cross it. The reason for the latter is that the Boone-Sharp thoroughfare is currently treated as a drag strip/raceway by many of the cars that use it, making it hazardous for bicyclists attempting to cross it. Converting two of its lanes to bicycle lanes will change that dynamic. It would be made even safer if the traffic light cycle always turned red for Boone. It currently does so only if there is a car on the north-south street (bicycles are too light to activate the sensor and the curb cuts are angled toward Boone, so a cyclist on the marked bike path on Howard has to get off their bike, hump it over the curb, hit the pedestrian cross button and then get the bike back in the street and get back on it and get going fast enough to make the light. Very dangerous.)

Thank you for this proposal.

Linda Carroll

Sent from my iPhone

From: wyattschroeder@gmail.com
To: [Freibott, Kevin](#)
Cc: [Beggs, Breean](#)
Subject: Master Bike Plan Update
Date: Monday, July 20, 2020 1:27:20 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I was excited to see the request for feedback on cycling in Spokane. I have only lived here three years, but ride quite a bit. I moved here from Vancouver, WA and they had a fairly good grid system with arterials both north/south and east/west, about 12 to 15 blocks. I'm learning, and we need a grid system. East/west so far I like Wellesley, Garland, and Trent (starting eastbound at Hamilton). North/south am leaning towards either Monroe or Post (parallel). Post has an easier grade to the Garland District. Alberta is another great bike arterial for North/South which needs bike lanes, and I look forward to the Cincinnati corridor. We also need to think of a parallel route to the North/south freeway (maybe we are). A good model is Trent between Freya and Havana, with protective bike lanes when possible.

Connecting neighborhoods is a must. Sprague Street needs a corridor parallel to connect people from east Central, to Perry Street, to downtown and Kendall Yards. Garland District needs connection to downtown and points North.

The bike lanes on Indiana must extend west, from Lidgerwood to Northwest Blvd. Northwest Blvd. needs protected bike lanes all the way north to the Indian Trails neighborhood.

Finally, we need clean bike lines, with a dedicated crew that follows bike routes. Currently, when they clean a street they don't get the bike lane (4 feet). Also, a bike lane debris button on the 311 line to easily report glass and other debris.

Wyatt Schroeder
360.241.3365

Sent from my iPhone

From: [Home](#)
To: [Freibott, Kevin](#)
Subject: master plan
Date: Friday, July 17, 2020 2:00:46 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I would encourage that class 1 and 2 ebikes are allowed anywhere that regular pedal bikes can go. Class 3 speed makes me want to discourage that class as I think 28 mph is too fast.

Thanks,

Kevin Flatt
11517 S Elk Run
Spokane WA

From: [Laurie Fleming](#)
To: [North Bank Bikeways DL](#)
Subject: Comment on the New east-west bike lane connection primarily on Boone Ave
Date: Thursday, July 30, 2020 7:38:59 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi,

When I was commuting to work from the Downtown Bus Plaza, I would use Howard and then turn on Indiana to get to Hamilton Street. I would have to use the sidewalk west of Division. This is not a very friendly way for biking. Leaving work, I would use Indiana and then go south on Division riding on the sidewalk until I got towards Boone. I then would turn to get on Boone, which had less traffic to take me downtown. Since there are now bike paths from Indiana to the Gonzaga area, the proposed bike route would be a much better alternative than what is available right now.

Laurie Fleming
2724 E 44th Ave
Spokane, WA 99223

From: [Justin Haller](#)
To: [Freibott, Kevin](#)
Subject: RE: No more bike lanes!
Date: Wednesday, July 29, 2020 10:12:54 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Well I'm certainly not concerned about zoning changes as those don't affect my life nearly as much as you guys wasting money on bike Lanes. Fix existing potholes! To be clear, yes I don't want any more bike Lanes! I ride my bike a lot in this city yet I don't want bike Lanes either.

[Sent from Yahoo Mail on Android](#)

On Wed, Jul 29, 2020 at 10:00 AM, Freibott, Kevin
<kfreibott@spokanecity.org> wrote:

Thanks for your comments, Justin. Just to be certain, these are comments on the proposed amendments to the bike master plan, correct? Thanks!

Kevin



Kevin Freibott | Planner II | City of Spokane - Planning and Development Services

509.625-6184 | <mailto:kfreibott@spokanecity.org> | spokanecity.org | spokaneplanning.org



From: Justin Haller <justinhallerphoto@yahoo.com>
Sent: Tuesday, July 28, 2020 8:05 PM
To: Freibott, Kevin <kfreibott@spokanecity.org>
Subject: No more bike lanes!

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I live in District 1 and I don't want any more bike Lanes let's fix all the potholes before you even entertain any bike Lanes! I ride my bicycle all the time even more than the so-called city council members that claim they ride their bikes. Why is it you never see the city council members riding their bikes and taking public transportation will clamoring for more bike Lanes fix the potholes first! Also stop building roundabouts are complete waste of money and big rigs can't get past them easily.

[Sent from Yahoo Mail on Android](#)

From: [MELVIN NEIL](#)
To: [Freibott, Kevin](#)
Subject: Bike Lanes
Date: Thursday, July 9, 2020 11:40:32 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Kevin;

I am the Vice Chair for the North Indian Trail Neighborhood. I read with interest your article in the paper about requesting input for the bike routes in the city.

The Indian Trail area is in the very northwest corner of the city and we have no good bike route out of here coming into town. We have talked about this before at neighborhood meetings and a plan was proposed that I think is a good one, if we could make it work.

The south end of Pamala Street dead ends next to the fence for the North Landfill property. This empty land is presently owned by Harlan Douglas. But if the city could move the landfill fence over about ten feet, there would be room to make a bike trail that could go from that point next to Indian Trail Road (on city property), and get the trail down to the start of the four lane section on Indian Trail Road.

From that point south to Francis Street, sometime in the future maybe, it would be nice to get rid of the five foot grass strip at that point (and any other place in the city) and continue the trail on the west side of Indian Trail Road south.

This could make a good bike route from Barnes Road south. It could be named Pamala Bike Trail?

This could be done with minimal money and give a safe bike route south out of our neighborhood.

I hope you will consider this for a future project and I hope this input helps you with your route planning.

Mr. Melvin Neil
NITNC Vice Chairman

From: [MELVIN NEIL](#)
To: [Freibott, Kevin](#)
Subject: RE: Bike Lanes
Date: Thursday, July 16, 2020 10:39:45 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello again Kevin;

I have had a couple new ideas on the bike route out of Indian Trail Area.

On my earlier plan I said it could run on the old dump site south along Indian trail Road to the four lanes and then come back out to Indian Trail south to Francis. I think I have a better idea.

How about staying on the dump site at that point and going south about a block more and coming out around Pamela Ct. and then staying on the street that is a block west of Indian Trail Rd. and going south all the way down to Yokes store that is close to Francis.

Also that route could branch southwest and stay on the dump site along the fence and come out down close to the Rifle Club Rd. and that would lead over to Riverside State Park Rd.

All of this could be done on city property and be fairly safe route from traffic.

Mr. Melvin Neil

From: [Erik Powell](#)
To: [Freibott, Kevin](#)
Subject: Bike Plans for Spokane
Date: Monday, July 6, 2020 8:54:42 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning,

I just read the encouraging article in today's Spokesman Review regarding the expansion of bike lanes in Spokane. While we have made great progress, we definitely need more safe lanes for bikes. I love the lanes along the South Hill, for example, and can ride safely for miles; it would be wonderful to see lanes throughout the city as well.

Have a great day,

Erik Powell

From: [tim shauvin](#)
To: [Freibott, Kevin](#)
Subject: bike rules
Date: Monday, July 6, 2020 7:24:19 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sure would be nice if more drivers were educated on when to stop for a bike rider trying to cross the street. When I pull up to a stop sign to wait for traffic to clear so I can proceed sometimes a driver stops and disrupts the flow of traffic, angers drivers behind and coming from the other direction so I can cross when I know they do not have to stop for me unless I was off my bike and pushing it. That is to me very annoying because I've had police cars keep on driving just like I was an automobile or motorcyclist so drivers seem a bit confused about a bike rider not being the same as a pedestrian crossing at a crosswalk. I have even attempted to illegally cross mission by st als church in mid block and they stop and wave me thru come on dumb drivers I can wait for traffic to clear then go like I should! Yes I know crossing midblock is wrong but I would only do it if traffic was light so most of the time best i cross at traffic light intersection just make sure you let driver who may be turning right see you by making eye contact. I love riding my bike but stupid drivers can make what seems like such a simple procedure as difficult as finding a cure for corona virus!!

Sent from [Mail](#) for Windows 10

From: [Gwinn, Nathan](#)
To: [Freibott, Kevin](#)
Subject: FW: Bicycle plans
Date: Monday, July 6, 2020 2:43:04 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

From: Cindie Smith <smithcindie8@gmail.com>
Sent: Monday, July 6, 2020 2:22 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Re: Bicycle plans

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I appreciate your reply Mr Gwinn. This is an important issue for me.
Sincerely
Cindie Smith

On Mon, Jul 6, 2020, 1:47 PM Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

Thank you for your comment, Ms. Smith. I will forward it to my colleague, Kevin Freibott, who is collecting comments for this year's City Comprehensive Plan amendments.

Sincerely,



Nathan Gwinn, AICP | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org



Schedule: This week, I am working from home Monday through Friday, July 6-10.

ADVISORY: Please be advised the City of Spokane is required to comply with the Public Records Act Chapter 42.56 RCW. This act establishes a strong state mandate in favor of disclosure of public records. As such, the information you submit to the City via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Cindie Smith <smithcindie8@gmail.com>
Sent: Monday, July 6, 2020 11:59 AM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Fwd: Bicycle plans

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning Mr. Gwinn,

I am writing regarding the Bicycle plan for Spokane and Spokane County. After reading an article in the online Review this morning I had to find out how to comment and after researching I found your name and email. I want to thank you in advance for reading my story and suggestions.

I have been a bike rider in my younger days and it was a great way to get around. I now live south of Spokane off of Valley Chapel Road. My mind is now changing about bike riders. As you might know Valley Chapel is a curvey country road with no shoulders. Too many times during the spring, summer and fall I have almost been hit and almost hit oncoming cars or a bike rider. There are only tiny gravel shoulders on this road and the bicyclists ride 2 to 4 abreast and continue to ride in the middle of the road not allowing cars to pass.

Someone will be killed on this road!

My suggestions are this: 1- Spokane/Spokane County MUST designate roads like Valley Chapel as "NO Bike" roads, Roads such as Valley Chapel are not safe, period! 2- ALL bicyclists that ride on city/county streets must be licensed after passing a bike riders rules and safety class, 3- Bicycles must be licensed. These monies then can be used to create and maintain bike paths. 4- Bicycles are allowed on safe bike paths only.

I hope these suggestions can be considered/added to the comprehensive bicycle plan for Spokane.

Thank you

Sincerely

Cindie A Smith

Valleyford WA

From: [Jessica Engelman](#)
To: [Freibott, Kevin](#)
Cc: [Quinn-Hurst, Colin](#)
Subject: Proposed Bike Network Map amendments
Date: Friday, August 7, 2020 12:27:29 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Kevin,

I wanted to voice my support for the various proposed amendments to the Bike Network Map and other documents.

"Protected bike lane" is definitely the term most widely used and understood, not only locally but elsewhere in the region and country. Also relating to protected bike lanes, we should not only be considering all bike lanes for receiving protection, but make physical protection our default treatment for on-street separated bicycle facilities moving forward, for the sake of making our cycling network more welcoming and accessible to all.

I also agree with the various proposed changes to individual bike route classifications. These proposals appear to reflect current conditions, best opportunities, and neighborhood input and support. If anything I was hoping to see a few more routes make the cut to be upgraded to "greenway" status, such as current "bike-friendly" routes that already serve as critical connections in our cycling network, as well as routes that have been identified by neighborhoods as desired shared cycling facilities.

Finally, I would like to voice especially strong support for the proposed protected bike lane on the Boone/Atlantic/Sharp corridor in the North Bank. This proposal was the result of a thorough consideration of the needs and challenges in the North Bank transportation network, and many conversations involving a wide variety of stakeholders. It was a response to a grassroots campaign led by Spokane residents concerned about the disruption the vacation of Cataldo to construct the Sportsplex would have on an already fragmented, auto-oriented area of our transportation system. The North Bank serves as the gateway between downtown and the northern neighborhoods, as well as a connection for the southern Logan, Emerson-Garfield, and West Central neighborhoods, yet has a disconnected street grid that provides few safe and comfortable routes to North Bank destinations and beyond. The state of the area's transportation network for individuals with mobility impairments is especially lacking, and was a major motivation behind the campaign to secure a safe, accessible alternative east-west route following the loss of Cataldo. The addition of separated bicycle facilities will also traffic-calm an overbuilt corridor and provide more transportation options for people attending events at the Sportsplex, Arena, and Riverfront Park.

Thank you for consideration of my comments.

Sincerely,
Jessica Engelman

From: [Michael Gaffaney](#)
To: [Monte Koch](#); [Note, Inga](#)
Cc: [Matt Meyer](#); [Stephanie Curran](#); [Andrew Young - CSC](#); [Quinn-Hurst, Colin](#)
Subject: RE: Review Boone and Mallon Traffic Control
Date: Thursday, July 30, 2020 11:52:20 AM
Attachments: [image002.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My only comment is could a left turn arrow light at Washington and Boone N/S be a be installed to help the situation (since you mention light timing).

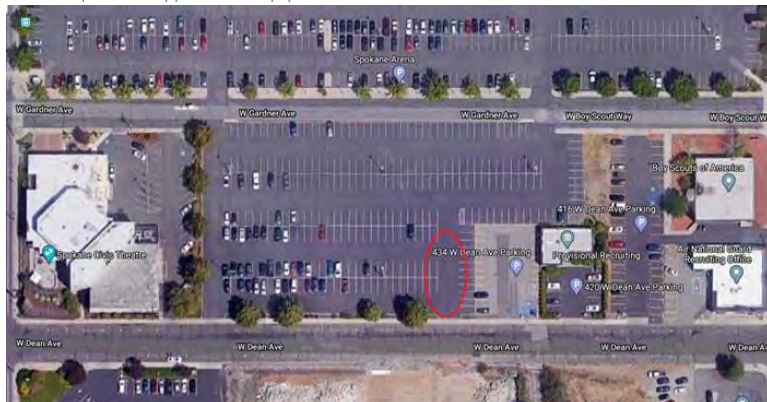
From: Monte Koch <mkoch@spokanepfd.org>
Sent: Thursday, July 30, 2020 9:59 AM
To: 'Note, Inga' <inote@spokanecity.org>
Cc: Michael Gaffaney <mgaffaney@spokanepfd.org>; Matt Meyer <mmeyer@spokanepfd.org>; Stephanie Curran <scurran@spokanepfd.org>; Andrew Young - CSC <ayoung@csc-usa.com>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Subject: RE: Review Boone and Mallon Traffic Control

Not as a part of the Sportsplex project. We may collect fees for the south lot via pay-by-phone or by means of a kiosk when the venue opens next year.

Monte Koch, Director of Facilities & Operations
Spokane Public Facilities District
mkoch@spokanepfd.org
Phone 509.279.7169 Mobile 509.951.6969
720 West Mallon Avenue • Spokane • WA 99201

From: Note, Inga <inote@spokanecity.org>
Sent: Thursday, July 30, 2020 9:51 AM
To: Monte Koch <mkoch@spokanepfd.org>
Cc: Michael Gaffaney <mgaffaney@spokanepfd.org>; Matt Meyer <mmeyer@spokanepfd.org>; Stephanie Curran <scurran@spokanepfd.org>; Andrew Young - CSC <ayoung@csc-usa.com>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Subject: RE: Review Boone and Mallon Traffic Control

One more question. Any plans to add a pay booth at the Dean Avenue access?



From: Monte Koch <mkoch@spokanepfd.org>
Sent: Thursday, July 30, 2020 9:35 AM
To: Note, Inga <inote@spokanecity.org>
Cc: Michael Gaffaney <mgaffaney@spokanepfd.org>; Matt Meyer <mmeyer@spokanepfd.org>; Stephanie Curran <scurran@spokanepfd.org>; Andrew Young - CSC <ayoung@csc-usa.com>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>
Subject: FW: Review Boone and Mallon Traffic Control

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Inga,
Below is input from Tom Malone, Diamond Parking Manager for the District properties.

Monte Koch, Director of Facilities & Operations
Spokane Public Facilities District
mkoch@spokanepfd.org
Phone 509.279.7169 Mobile 509.951.6969
720 West Mallon Avenue • Spokane • WA 99201

From: Tom Malone <Tom.Malone@DiamondParking.com>
Sent: Thursday, July 30, 2020 9:31 AM
To: Monte Koch <mkoch@spokanepfd.org>
Cc: Michael Gaffaney <mgaffaney@spokanepfd.org>; Stephanie Curran <scurran@spokanepfd.org>; Matt Meyer <mmeyer@spokanepfd.org>
Subject: RE: Review Boone and Mallon Traffic Control

Monte,

Average transaction time is 15seconds cash, and around 30 seconds for credit card. This is really dependent on the person paying and as a person may write a check or realize they can't

find there payment. We do have two lanes so we can handle 2 vehicles per 15 second transaction time cash or per 30 seconds if they are using cards.

In reading over the analysis, it seems they are admitting this plan will not work even at existing Arena traffic levels, there are multiple factors that they are not considering.

Other factors to consider are multiple events or STA parkers where the exiting vehicles and the entering vehicles may be encountering each other, Imagine Garth Brooks with only the two lanes on Boone. The Sports plex will definitely impact traffic in the area during an Arena event has the current traffic lights are not enough for the current traffic for the past Arena events. We currently have the majority of Transit parkers exiting lots C&D between 430pm and 6pm and this is the time that a weekday concert is also beginning to arrive, with the Sportsplex they may have an event arriving or exiting at this same time adding to the vehicles in the area. Boone restrictions would only compound this issue.

The current real issue is the vehicles trying to enter the Washington street entrance(From the Northbound lanes)trying to cross South Bound traffic have to wait for a break with the Boone/Washington intersection. This back up will then meet up with those traveling North Bound trying to using the Boone/Washington intersection where sometimes only 1 Or 2 vehicles are able to take a left onto Boone. The current back ups that occur are very rarely caused at the parking payment booth most occur due to the street lights and vehicles trying to cross lanes. The other issue is vehicles traveling west bound on Boone trying to take a left onto Howard, this light currently has the same issue even with the police directing only a couple vehicles are to make the left hand turn onto Howard per light.

Now I understand typical daily traffic may be fine for the lane reduction however the area around the Arena is being developed so past traffic usage really isn't accurate for the future demands we will see. Projects like Sportsplex, LBstone development, the Wonder Building and other upcoming projects, will impact the traffic and can result in frustrating traffic situations are large delays for entering or exiting the facilities.

Thomas Malone
City Manager / Spokane / Diamond Parking Services
Office (509)747-8144 / Cell (509)723-7652

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From: Monte Koch <mkoch@spokanepfd.org>
Sent: Tuesday, July 28, 2020 3:12 PM
To: Tom Malone <Tom.Malone@DiamondParking.com>
Cc: Michael Gaffaney <mgaffaney@spokanepfd.org>; Stephanie Curran <scurran@spokanepfd.org>; Matt Meyer <mmeyer@spokanepfd.org>
Subject: FW: Review Boone and Mallon Traffic Control

Caution: This email originated from outside **Diamond Parking Email systems**. Do not click or open attachments unless you recognize the sender and are confident the content is safe.
Tom,
Here is the Traffic Impact Analysis Report that we spoke of today. Your input is appreciated.

Monte Koch, Director of Facilities & Operations
Spokane Public Facilities District
mkoch@spokanepfd.org
Phone 509.279.7169 Mobile 509.951.6969
720 West Mallon Avenue • Spokane • WA 99201

From: Note, Inga <ingnote@spokanecity.org>
Sent: Tuesday, July 28, 2020 12:49 PM
To: Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>; Michael Gaffaney <mgaffaney@spokanepfd.org>; Stephanie Curran <scurran@spokanepfd.org>; Monte Koch <mkoch@spokanepfd.org>; Matt Meyer <mmeyer@spokanepfd.org>
Cc: Andrew Young - CSC <ayoung@csc-usa.com>
Subject: RE: Review Boone and Mallon Traffic Control

To the PFD staff,
Attached is my draft memorandum on the impacts of the proposed Boone Avenue protected bike lane. Can you please review my writeup and images depicting the current event traffic control? I'm hoping to finalize this before end of the day Thursday.
If you have any information on the average time it takes to collect parking payment, that would be helpful.
Thanks
Inga

-----Original Appointment-----

From: Quinn-Hurst, Colin
Sent: Tuesday, July 7, 2020 12:18 PM
To: Quinn-Hurst, Colin; Note, Inga; Michael Gaffaney; scurran@spokanepfd.org; mkoch@spokanepfd.org; mmeyer@spokanepfd.org
Cc: Andrew Young
Subject: Review Boone and Mallon Traffic Control
When: Wednesday, July 15, 2020 3:00 PM-4:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Webex - <https://spokanecity.webex.com/spokanecity/j.php?MTID=m315d3ba19e15e77245ece38502ff9f5b>

Switching this to an online meeting:

Meeting Information

Meeting link:
<https://spokanecity.webex.com/spokanecity/j.php?MTID=m315d3ba19e15e77245ece38502ff9f5b>

Meeting number:

146 468 3588

Password:

ZPv5Uy2w3Pa

Host key:

741744

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Dial [1464683588@spokanecity.webex.com](tel:1464683588)

You can also dial 173.243.2.68 and enter your meeting number.

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+1-408-418-9388 United States Toll

Access code: 146 468 3588

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