

**STAFF REPORT Z20-045COMP**

Department of Neighborhood and Planning Services

The following staff report concerns a proposed amendment to the City's Comprehensive Plan. The proposal is to amend the text of Chapter 4, Transportation, to include language pertaining to at-grade railroad crossing safety. Amendments to the Comprehensive Plan are enabled by Spokane Municipal Code (SMC) 17G.020 and Revised Code of Washington (RCW) 36.70A.130.

**I. PROPERTY SUMMARY**

|                           |                                 |
|---------------------------|---------------------------------|
| <b>Parcel(s):</b>         | NA - Various locations citywide |
| <b>Address(es):</b>       | NA - Various locations citywide |
| <b>Property Size:</b>     | Not applicable                  |
| <b>Legal Description:</b> | Not applicable                  |
| <b>General Location:</b>  | City rights-of-way              |
| <b>Current Use:</b>       | Arterial Streets                |

**II. APPLICANT SUMMARY**

|                        |                 |
|------------------------|-----------------|
| <b>Staff Contact:</b>  | Inga Note       |
| <b>Applicant:</b>      | City of Spokane |
| <b>Property Owner:</b> | City of Spokane |

**III. PROPOSAL SUMMARY**

|                                       |  |
|---------------------------------------|--|
| <b>Current Land Use Designation:</b>  | n/a  |
| <b>Proposed Land Use Designation:</b> | n/a  |
| <b>Current Zoning:</b>                | n/a  |
| <b>Proposed Zoning:</b>               | n/a  |
| <b>SEPA Status:</b>                   | A SEPA threshold Determination of Non-Significance (DNS) was made on August 24, 2020. The appeal deadline is 5:00 PM on September 7, 2020. |
| <b>Plan Commission Hearing Date:</b>  | September 9, 2020  |
| <b>Staff Contact:</b>                 | Kevin Freibott, Assistant Planner II, <a href="mailto:kfreibott@spokanecity.org">kfreibott@spokanecity.org</a>                             |
| <b>Staff Recommendation:</b>          | Recommended  |

#### IV. BACKGROUND INFORMATION

1. **General Proposal Description:** Pursuant to the procedures established by SMC 17G.060, enabled by RCW 36.70A.130, the proposer asks the City of Spokane to amend the text of Chapter 4 to include language regarding at-grade railroad crossing safety improvements, shown in **Exhibit A**.
2. **Site Description and Physical Conditions:** The proposal concerns text highlighting railroad safety, highlighting three existing arterial railroad crossing locations: the Havana Street crossing of the Union Pacific line, the Freya Street crossing of the Union Pacific line and the Mission Street crossing of the BNSF line. Crossing safety signage and other improvements exist already at these locations, though there are currently no crossing gates.
3. **Property Ownership:** All designated locations are City rights-of-way.
4. **Adjacent Property Improvements and Uses:** Adjacent property uses are primarily industrial and commercial along Freya and Havana. Property uses along Mission are a park and the Avista headquarters office building.
5. **Street Class Designations:** Mission Avenue is designated as a Principal Arterial. Freya Street is designated as a Principal Arterial. Havana Street is a Minor Arterial. No change of street class designation is proposed as part of this application, nor is any change called for in Map TR-12 of the Comprehensive Plan (the Arterial Network Map).
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 <sup>1</sup> ..... | January 13, 2020  |
| Council Threshold Subcommittee Met .....                      | February 6, 2020  |
| Annual Work Program Set <sup>2</sup> .....                    | March 2, 2020     |
| Agency/Department Comment Period Ended .....                  | May 11, 2020      |

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<sup>1</sup> Spokane City Council Resolution 2020-0002

<sup>2</sup> Spokane City Council Resolution 2020-0014

|  |                   |
|--|-------------------|
| Notice of Application Posted .....             | June 8, 2020      |
| Plan Commission Workshop .....                 | June 24, 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 within 400 feet of the proposal, along with pertinent application details on April 24, 2020. By the close of agency comment on May 11, comments were received from Randy Abrahamson, Spokane Tribe Historic Preservation Officer. He indicated no concern for the project.

Following the agency/department comment period, a Notice of Application was issued on June 8, 2020 by mail to all properties and owners within a 400-foot radius of the subject properties, including within 400-feet of any adjacent properties with the same ownership. Notice was also posted on the subject properties, in the closest library branch, and in the Spokesman Review. No comments were received during the 60-day public comment period.

3. **Public Workshop:** A public workshop with the Spokane Plan Commission was held on June 24th, 2020 during which the particulars of the proposal were presented to the Plan Commission for their consideration and discussion. An online public workshop for the general public was held on July 29, 2020. Questions were answered and comments received. No changes were proposed at either workshop.

## 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.

- 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: There will be no immediate impact to the city budget. It is expected that federal or state grant programs will fund 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 until the City seeks grant funding for construction.

*Miscellaneous Comprehensive Plan Goals and Policies.* Staff have compiled a list of Comprehensive Plan Goals and Policies which bear on the proposal in **Exhibit B** 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 text amendment is consistent with the railroad and roadway elements of the regional transportation plan.

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:** *SEPA<sup>3</sup> 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.*

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<sup>3</sup> State Environmental Protection Act

Staff Analysis: The proposal would not impact the City's ability to provide transportation facilities at the planned level of service. The City does not measure, nor does it have standards for levels of service at railroad crossings.

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 information provided by the amendment clarifies the safety issues of at-grade railroad crossings and highlights specific locations within the City where additional safety infrastructure may be required.

The proposal meets this criterion.

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: This proposal does not include a map amendment, thus this criterion does not apply.

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

Staff Analysis: This proposal does not include a map amendment, thus this criterion does not apply.

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

Staff Analysis: This proposal does not include a map amendment, thus this criterion does not apply.

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

Staff Analysis: This proposal does not include a rezone, thus this criterion does not apply.

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 appears to comply with the considerations for a comprehensive plan amendment as provided in SMC 17G.020.030.

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 Chapter 4 of the City's Comprehensive Plan.

## **VIII. STAFF RECOMMENDATION**

Staff recommends that the Plan Commission and City Council approve this proposal.

## **IX. LIST OF EXHIBITS**

- |  |   |
|--|---|
| A. Proposed Text Amendments            | D. SEPA Checklist                         |
| B. List of Relevant Comp Plan Policies | E. SEPA Determination of Non-Significance |
| C. Application Materials               | F. Agency Comments                        |





***Proposed New Text – Chapter 4, Transportation***

*The following text is proposed to be added to Chapter 4, Transportation, of the Comprehensive Plan. All of this text is new, and would begin at the end of page 4-71, immediately following the subsection on bridge projects.*

**Railroad Crossing Projects**

There are many at-grade rail crossings within the city. Most of these already have warning devices and gates installed to provide increased protection for vehicles, cyclists, and pedestrians on the road. However, there are a few arterial crossing locations that could use further improvements, as funding becomes available. These locations are already equipped with warning lights and bells. However, due to increased traffic on the roadway or on the rail line, the locations listed in table TR-9 would benefit from additional safety measures.

| TABLE TR 9 – RAILROAD CROSSING PROJECT LIST           |   |
|---|---|
| Project Name  | Needed Improvements   |
| Havana Street crossing of UP<br>(n/o Sprague Avenue)  | Widen crossing for sidewalk, install gates, update preemption equipment and track circuit for the adjacent traffic signal |
| Freya Street crossing of UP<br>(n/o Sprague Avenue)   | Install gates, update preemption equipment and track circuit for the adjacent traffic signal                              |
| Mission Street crossing of BNSF<br>(e/o Perry Street) | Install gates, update preemption equipment and track circuit for the adjacent traffic signal                              |

*Notes: UP = Union Pacific Railroad. BNSF = Burlington Northern and Santa Fe Railroad.*



The following policies of the Comprehensive Plan relate to application Z20-045COMP. The full text of the Comprehensive Plan can be found at [www.shapingspokane.org](http://www.shapingspokane.org).

## **Chapter 4—Transportation**

### **TR 2 Transportation Supporting Land Use**

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

#### *Key Actions:*

- a. Establish and maintain Street Design Standards and Guidelines reflecting best practices to implement designs that effectively support multi-modal transportation while supporting local context and existing and planned land uses.
- b. Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- c. Require a transportation plan (which includes connectivity and circulation) as part of any subdivision, Planned Unit Development (PUD), institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

### **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. 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 8 Moving Freight

Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

##### *Key Actions:*

- a. Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- b. Periodically work with commercial freight mapping services to update their truck route information.
- c. Provide an easy to find freight map on the city's website.
- d. Explore establishing delivery time designations/restrictions in specified areas. City of Spokane Comprehensive Plan 4-25
- e. Support intermodal freight transfer facilities (land to air, rail to roadway, interstate trucking to local delivery).

#### 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 10 Transportation System Efficiency & Innovation

Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

##### *Key Actions:*

- a. Develop Access Management Strategies for arterials.
- b. Ensure coordinated, efficient and safe movement of all roadway users through proper signal spacing traffic control timing, and other intersection controls such as roundabouts and new traffic control coordinating technology where appropriate.
- c. Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC). City of Spokane Comprehensive Plan 4-26
- d. Work with WSDOT to implement TDM, ITS, and transportation system management strategies developed through the Corridor Sketch Initiative (CSI).

#### TR 12 Prioritize & Integrate Investments

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

##### *Key Actions:*

- a. Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments.
- b. Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater.
- c. Utilize a least-cost planning approach in prioritizing and integrating the city's investments in infrastructure.

#### TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained. City of Spokane Comprehensive Plan 4-27

*Key Actions:*

- a. Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- b. Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context.
- c. Collaborate with key agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses.

TR 19 Plan Collaboratively

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

*Key Actions:*

- a. Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multi-modal transportation of people and goods between communities regionally. City of Spokane Comprehensive Plan 4-30
- b. Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible.
- c. Coordinate with WSDOT in areas where Highways of Statewide Significance (HSS) intersect/impact the local roadway network.
- d. Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning.
- e. Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans.
- f. Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments.
- g. Coordinate with Spokane Transit Authority to ensure and support an efficient transit system.

TR 21 Safe & Healthy Community Education & Promotion Campaigns

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

*Key Actions:*

- a. Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts and travel costs.
- b. Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users.
- c. Develop partnerships to educate residents on the economic and health benefits of active transportation. d. Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road.



# General Application

Rev.20180104

## DESCRIPTION OF PROPOSAL

A Comprehensive Plan text amendment to add a discussion of railway crossing safety into Chapter 4, Transportation, and listing various known crossings potentially needing update and improvement in the City.

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

Text Amendment - No Address

## APPLICANT

Name: Inga Note, Senior Traffic Planning Engineer, City of Spokane

Address: \_\_\_\_\_

Phone: 509-625-6331 Email: inote@spokanecity.org

## PROPERTY OWNER

Name: City of Spokane Public Streets Rights-of-Way

Address: 808 W Spokane Falls Blvd

Phone: 509-625-6331 Email: inote@spokanecity.org

## AGENT

Name: NOT APPLICABLE

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Assessor's Parcel Numbers: NOT APPLICABLE

Legal Description of Site: NOT APPLICABLE







# Comprehensive Plan Amendments

## Threshold Review

### **Pre-application:**

*The first step in applying for an amendment to the City's Comprehensive Plan is to submit a threshold review application. Prior to submitting this application, a private applicant is required to schedule a no-fee pre-application conference with staff. In the case of a map amendment, the applicant is also required to make reasonable efforts to schedule a meeting with the appropriate neighborhood council(s) and document any support or concerns expressed by the neighborhood council(s). Applications are accepted through October 31 each year, during business hours. Applicants are strongly encouraged to make an appointment with Planning Department staff prior to submitting an application.*

### **Description of the Proposed Amendment:**

- In the case of a proposed text amendment, please describe the proposed amendment and provide suggested amendment language.
- In the case of a map amendment, please describe using parcel number(s), address, and a description including size, and maps.

***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. You may need to use a separate piece of paper.***

1. Describe how the proposed amendment is appropriately addressed as a Comprehensive Plan Amendment.  
*This amendment would add language regarding safety improvements for at-grade railroad crossings in the city. By highlighting railway safety in the Comprehensive Plan it is more likely that the City will be able to secure funding for physical improvements in the future.*
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.  
*There is no work program currently planned for this.*
3. The proposed amendment can be reasonably reviewed within the resources and time frame of the Annual Comprehensive Plan Amendment Work Program.  
*Yes it can. Adequate time and materials are available within the affected departments' work plans for the year to develop this text amendment within the required timeframe.*
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.  
*The Comprehensive Plan does not include any policies that would be affected by this proposal.*

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 is a new proposal, not one previously considered.*

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

*There are no known local, state, or federal laws calling for this change.*

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

*This was discussed briefly at the Council study session on 2/13/2020 and all neighborhoods were notified via email of its general aspects in an email from the Department of Neighborhood and Planning Services on February 17, 2020 (attached).*

Planning & Development Services, 808 West Spokane Falls Boulevard, Spokane, WA 99201-3336  
[my.spokanecity.org](http://my.spokanecity.org) | Phone: 509.625.6300

(Rev Sept 2017)



# 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 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 At-Grade Rail Crossing Improvements – 2020

### 1. General Questions:

a. Summarize the general nature of the proposed amendment.

*This amendment would add language regarding safety improvements to at-grade rail crossings in the City.*

b. Why do you feel this change is needed?

*This will make the grade crossing improvement projects more competitive for funding under certain grant programs.*

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

*Not applicable.*

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

*The proposed text not likely to include or modify any goals or policies, though it might list certain crossings in the City requiring update or improvement.*

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?

*No.*

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.)?

*Discussion of this topic in the Comprehensive Plan is an important first step towards improving safety at these crossings throughout the City.*

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

*No.*

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.





# Z20-045COMP

## (Text Amendment - Chapter 4 - Railway Crossing Safety)

2019/2020 Comprehensive Plan Amendment Proposals

Application Z20-045COMP

Drawn: 2/18/2020

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.

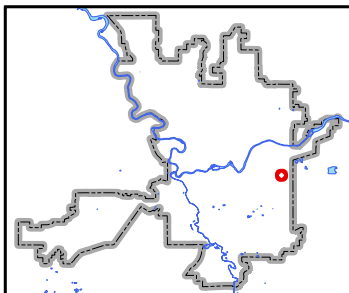
### Legend

- +— Railroad
- Curb Line

The proposed amendment is only to the text of the Comprehensive Plan. The railroad crossing in this figure is provided for informational purposes only. The effect of the text amendment would be citywide, concerning any crossing that may require additional safety improvements.

All photographs were taken in 2018.

### PHOTOGRAPH LOCATION

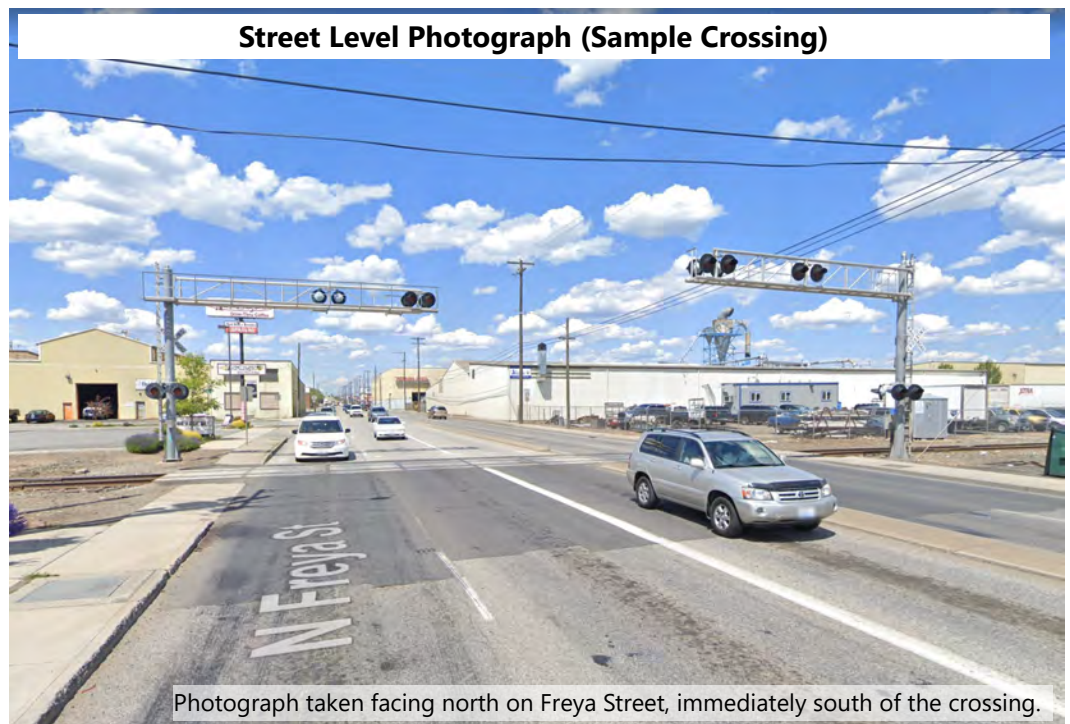


Neighborhood and Planning Services  
Drawn By: Kevin Freibott

### Aerial Overview (Sample Crossing)



### Street Level Photograph (Sample Crossing)



Photograph taken facing north on Freya Street, immediately south of the crossing.

**State Environmental Policy Act (SEPA)  
ENVIRONMENTAL CHECKLIST****File No. Z20-045COMP****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: **Railway Crossing Safety Text Amendment, Chapter 4**
2. Applicant: **Inga Note**
3. Address: **808 W Spokane Falls Blvd**  
 City/State/Zip: **Spokane, WA 99201**  
 Phone: **509-625-6331**  
 Agent or Primary Contact: **same**  
 Address: \_\_\_\_\_  
 City/State/Zip: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Location of Project: **This project would affect planned improvements for at-grade railway crossings in the City.**  
 Address: **n/a**  
 Section: \_\_\_\_\_ Quarter: \_\_\_\_\_ Township: \_\_\_\_\_ Range: \_\_\_\_\_  
 Tax Parcel Number(s) **None (affects City Rights-of-Way)**
4. Date checklist prepared: **4/13/2020**
5. Agency requesting checklist: **City of Spokane**
6. Proposed timing or schedule (including phasing, if applicable): **Comprehensive plan amendments are expected to be completed by December 2020.**
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **While the proposal would amend the text of Chapter 4 to call for increased safety for at-grade railway crossings, no immediate future construction or reconstruction is planned at this time. Physical modification of crossings would be analyzed for their environmental effects at the time of design and construction.**  
 b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. **No**
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **No specific studies or analyses have been prepared.**
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. **City Council approval of a Comprehensive Plan Amendment.**



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. **The proposal consists of a text amendment to Chapter 4, Transportation, regarding pedestrian and vehicular safety at at-grade railway crossings in the City of Spokane. This amendment would highlight the need for increase safety improvements like crossing gates at various locations. No immediate or near-term physical changes to any specific crossings are proposed at this time. Future construction or re-construction of crossings in Spokane would be subject to additional SEPA review at the time of design.**

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. **Any at-grade railway crossings in the City. Three specific locations under consideration for improvements include UPRR crossing #809122U on Freya Street, UPRR crossing #809124H on Havana Street and BNSF crossing #065984U on Mission Avenue.**

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 crossings are within the ASA, the sewer service area, and the City of Spokane.**

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). **None at this time.**

(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? **N/A, Non-Project Action (text change).**

(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. **N/A, Non-Project Action (text change).**

(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? **N/A, Non-Project Action (text change).**

b. Stormwater

(1) What are the depths on the site to groundwater and to bedrock (if known)? **Varies throughout the City.**

(2) Will stormwater be discharged into the ground? If so, describe any potential impacts. **N/A, Non-Project Action (text change).**

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

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

☒ **Flat**   ☐ Rolling   ☐ Hilly   ☐ Steep slopes   ☐ Mountainous

Other:

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

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

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **N/A, Non-Project Action (text change).**

- 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: **N/A, Non-Project Action (text change).**
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. **No, Non-Project Action (text change).**
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, or buildings)? **N/A, Non-Project Action (text change).**
- h. Proposed measures to reduce or control erosion or other impacts to the earth, if any: **None.**

## 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. **The proposal calls for potential future safety infrastructure like gates and lights. No increased emissions are expected from these features.**
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **No.**
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: **None, Non-Project Action (text change).**

## 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. **N/A, Non-Project Action (text change). Future construction will be analyzed for effects to surface water at the time of design and development.**
  - (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. **N/A, Non-Project Action (text change).**

- (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. **N/A, Non-Project Action (text change).**
- (4) Will the proposal require surface water withdrawals or diversions? If yes, give general description, purpose, and approximate quantities if known. **N/A, Non-Project Action (text change).**
- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **Varies by location.**
- (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. **No. Non-Project Action (text change).**

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. **No.**
- (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. **None, Non-Project Action (text change).**

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. **N/A, Non-Project Action (text change).**

(2) Could waste materials enter ground or surface waters? If so, generally describe. **No, Non-Project Action (text change).**

(3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. **N/A, Non-Project Action (text change).**

d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any. **None. Non-Project Action (text change).**

#### 4. Plants

a. Check the type of vegetation found on the site:

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: **At-grade railway crossings are generally located within city street rights-of-way and railroad easements. Vegetation commonly consists of only scrub brush and other urban weeds.**

b. What kind and amount of vegetation will be removed or altered? **N/A, Non-Project Action (text change).**

c. List threatened and endangered species known to be on or near the site. **None. All locations are paved streets and railway easements.**

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **None.**

e. List all noxious weeds and invasive species known to be on or near the site. **N/A, Non-Project Action (text change).**

## 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:

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): **Typical urban wildlife may exist on various sites within open areas.**

b. List any threatened or endangered animal species known to be on or near the site.  
**None.**

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

d. Proposed measures to preserve or enhance wildlife, if any: **None.**

e. List any invasive animal species known to be on or near the site. **None.**

## 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. **N/A, Non-Project Action (text change).**

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. **N/A, Non-Project Action (text change).**
- 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: **None.**

## 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. **Proposed safety improvements like gates and lighting would not emit any hazardous substances or waste.**

- (1) Describe any known or possible contamination at the site from present or past uses. **None.**
- (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. **N/A, Non-Project Action (text change).**
- (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. **N/A, Non-Project Action (text change).**
- (4) Describe special emergency services that might be required. **None.**
- (5) Proposed measures to reduce or control environmental health hazards, if any: **None.**

## b. NOISE:

- (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? **Common traffic noise from existing roadways.**
- (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. **Crossing signal bells, in most cases already existing on site.**

(3) Proposed measure to reduce or control noise impacts, if any: **None.**

## 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. **All sites consist of existing City Rights of Way or railroad easements serving nearby properties with access.**
- 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: **N/A, Non-Project Action (text change).**
- c. Describe any structures on the site. **None.**
- d. Will any structures be demolished? If so, which? **No.**
- e. What is the current zoning classification of the site? **Varies depending on location. In many cases, there is no current zoning as the site is within City or Railroad rights-of-way.**
- f. What is the current comprehensive plan designation of the site? **Varied depending on location. In many cases there is no land use designated as the site is within City or Railroad rights-of-way.**
- g. If applicable, what is the current shoreline master program designation of the site? **N/A, Non-Project Action (text change).**
- h. Has any part of the site been classified as a critical area by the city or the county? If so, specify. **No.**
- i. Approximately how many people would reside or work in the completed project? **None.**



- j. Approximately how many people would the completed project displace? **None.**
- 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. Project is consistent.**
- 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? **N/A, Non-Project Action (text change).**
- b. What views in the immediate vicinity would be altered or obstructed? **N/A, Non-Project Action (text change).**
- c. Proposed measures to reduce or control aesthetic impacts, if any: **None.**

## 11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **Future improvements may include signal lights and other similar improvements. The environmental impact of those lights would address in future SEPA analysis at the time of construction.**
- b. Could light or glare from the finished project be a safety hazard or interfere with views? **No.**
- 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? **Varies throughout City.**
- b. Would the proposed project displace any existing recreational uses? If so, describe. **No.**
- 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 sited 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. **N/A, Non-Project Action (text change).**
- 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. **N/A, Non-Project Action (text change).**
- 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.**
- 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.**

## 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. **Varies. N/A, Non-Project Action (text change).**
- 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 **N/A, Non-Project Action (text change).**
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? **None.**

Evaluation for  
Agency Use Only

- 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). **The proposal may result in new railway crossing infrastructure installed along certain City rights-of-way.**
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. **The proposed amendment concerns all at-grade railway crossings, naturally located adjacent to rail transportation.**
- 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. **No.**
- 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.**
- 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:

☒ 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: **None.**

**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: 4/15/2020

Signature:  A1675FE85B1948D...

***Please Print or Type:***

Proponent: City of Spokane  
**Primary Staff Contact: Inga Note, Integrated Capital Management**

Address: 808 W Spokane Falls Blvd

Phone: 509-625-6331

Person completing form (if different from proponent):

Phone: \_\_\_\_\_ Address: \_\_\_\_\_  
 \_\_\_\_\_

**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? **Future reconstruction of safety improvements may generate temporary construction noise, subject to the City's noise ordinance.**

Proposed measures to avoid or reduce such increases are: **None.**

2. How would the proposal be likely to affect plants, animals, fish or marine life? **As any potentially affected crossings already exist, no effect is expected.**

Proposed measures to protect or conserve plants, animals, fish or marine life are: **None.**

3. How would the proposal be likely to deplete energy or natural resources? **The proposal is not expected to deplete these resources.**

Proposed measures to protect or conserve energy and natural resources are: **None.**

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? **As any potentially affected crossings already exist, no effect is expected.**

Proposed measures to protect such resources or to avoid or reduce impacts are: **None.**

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? **As any potentially affected crossings already exist, no effect is expected.**

Proposed measures to avoid or reduce shoreline and land use impacts are: **None.**

Evaluation for  
Agency Use Only

6. How would the proposal be likely to increase demands on transportation or public services and utilities? **As the proposal would call for safety improvements at existing crossings, no increased demand for transportation or public services are required. Minor amounts of electrical utility service may be needed for lighting and warning systems.**

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 is not expected to conflict with any local, state, or federal laws.**

## 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: 4/15/2020

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

DocuSigned by:

*Inga Note*

A1675FE85B1948D...

***Please Print or Type:***

Proponent: City of Spokane

Primary Staff Contact: Inga Note, Integrated Capital Management

Address: 808 W Spokane Falls Blvd

Phone: 509-625-6331

Person completing form (if different from proponent): \_\_\_\_\_

Phone: \_\_\_\_\_ Address: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

**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):** Z20-045COMP

**PROPONENT:** City of Spokane

**DESCRIPTION OF PROPOSAL:** Amendment of Chapter 4, Transportation, of the Comprehensive Plan highlighting the need for enhanced safety features at at-grade railway crossings in the City of Spokane and delineating locations where safety improvements may be necessary. No actual construction is proposed at this time.

**LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY:** The proposal is a city-wide text amendment and would affect various locations throughout the City. Details on the specific amendments to be made to the text will be made 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.

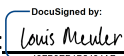
- [ ] There is no comment period for this DNS.
- [ ] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- [ X ] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from 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:**  43FB9EB1B2494AF...

\*\*\*\*\*

**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. Z20-045COMP**

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